ATTACHMENT 1

YEAR 2030 INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS WITH THE 2012 MODIFIED PROJECT OPTION 2 – HIGH SCHOOL ALTERNATIVE

123 . Jamboree Rd. at Tustin Ranch Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	201	.12*	68	.04
NBT	2	3400	601	.18	1948	.57*
NBR	1	1700	33	.02	5	.00
SBL	1	1700	27	.02	3	.00
SBT	2	3400	2005	.59*	653	.19
SBR	1	1700	172	.10	82	.05
EBL	2	3400	73	.02*	162	.05*
EBT	1	1700	18	.01	3	.00
EBR	1	1700	48	.03	37	.02
WBL	1	1700	0	.00	0	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .67

124 . Jamboree Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06	101	.03
NBT	3	5100	289	.06*	896	.18*
NBR	f		150		279	
SBL	2	3400	869	.26*	324	.10*
SBT	3	5100	1022	.20	238	.05
SBR	d	1700	3	.00	2	.00
EBL	1	1700	13	.01*	37	.02
EBT	2	3400	511	.15	777	.23*
EBR	d	1700	247	.15	85	.05
WBL	2	3400	481	.14	286	.08*
WBT	2	3400	1107	.33*	626	.18
WBR	2	3400	438	.13	867	.26
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .64

125 . Jamboree Rd. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	232	.07*	480	.14
NBT	3	5100	264	.05	1184	.23*
NBR	1	1700	124	.07	457	.27
SBL	2	3400	665	.20	242	.07*
SBT	3	5100	1681	.33*	514	.10
SBR	f		204		64	
EBL	2	3400	144	.04*	331	.10*
EBT	3	5100	1079	.21	1314	.26
EBR	1	1700	297	.17	235	.14
WBL	2	3400	462	.14	352	.10
WBT	3	5100	1794	.35*	1609	.32*
WBR	d	1700	204	.12	468	.28
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .77

126 . Jamboree Rd. at Bryan Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	118	.03*	264	.08
NBT	4	6800	594	.09	1959	.29*
NBR	1	1700	160	.09	440	.26
SBL	2	3400	334	.10	88	.03*
SBT	4	6800	2330	.34*	830	.12
SBR	d	1700	140	.08	202	.12
EBL	2	3400	65	.02	239	.07
EBT	2	3400	456	.13*	591	.17*
EBR	d	1700	220	.13	104	.06
WBL	2	3400	560	.16*	316	.09*
WBT	2	3400	622	.18	634	.19
WBR	1	1700	261	.15	252	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .63

127 . Jamboree Rd. at El Camino Real

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	314	.09*	530	.16
NBT	4	6800	708	.10	1672	.25*
NBR	1	1700	536	.32	303	.18
SBL	1	1700	206	.12	104	.06*
SBT	4	6800	2525	.37*	832	.12
SBR	1	1700	191	.11	195	.11
EBL	1	1700	86	.05	230	.14
EBT	1	1700	168	.10*	213	.13*
EBR	2	3400	217	.06	359	.11
WBL	2	3400	378	.11*	699	.21*
WBT	2	3400	106	.05	285	.14
WBR	0	0	66		188	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .70

128 . Jamboree Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1269	.19	2719	.40*
NBR	f		670		730	
SBL	0	0	0		0	
SBT	4	6800	1919	.28*	1618	.24
SBR	f		470		480	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1151	.34*	402	.24*
WBT	0	5100	0		0	
WBR	1.5		451	.27	881	.26
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .71

129 . Jamboree Rd. at I-5 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1451	.21	2658	.39*
NBR	f		418		1100	
SBL	0	0	0		0	
SBT	4	6800	2382	.35*	1550	.23
SBR	f		520		470	
EBL	2	3400	466	.14*	692	.20*
EBT	0	0	0		0	
EBR	2	3400	963	.28	780	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.14*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .64

131 . Jamboree Rd. SB at Walnut Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	444	.13	340	.10
SBT	2	3400	674	.20*	653	.19*
SBR	1	1700	329	.19	147	.09
EBL	0	0	0		0	
EBT	3	5100	406	.08*	700	.14*
EBR	1	1700	173	.10	412	.24
WBL	2	3400	383	.11*	294	.09*
WBT	3	5100	671	.13	743	.15
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.02*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .46 .57

135 . Jamboree Rd. NB at Warner Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	0	.00	0	.00
NBR	0	0	0		0	
SBL	0	0	6		4	
SBT	1	1700	1	.00*	1	.00*
SBR	1	1700	82	.05	60	.04
EBL	1	1700	207	.12*	235	.14*
EBT	2	3400	824	.24	776	.23
EBR	d	1700	3	.00	1	.00
WBL	1	1700	4	.00	2	.00
WBT	2	3400	878	.26*	790	.23*
WBR	d	1700	93	.05	85	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .42

136 . Jamboree Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	249	.07*	289	.09
NBT	5	8500	1159	.14	2912	.34*
NBR	1	1700	173	.10	301	.18
SBL	2	3400	395	.12	417	.12*
SBT	4	6800	2885	.42*	1680	.25
SBR	f		1100		373	
EBL	2.5		193	.06	1099	
EBT	2.5	8500	732	.14*	992	.25*
EBR	1	1700	113	.07	152	.09
WBL	2	3400	312	.09	328	.10
WBT	3	5100	1091	.21*	1058	.21*
WBR	f		228		509	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .89 .97

157 . SR-261 SB Ramps at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	54	.03*	231	.14*
SBT	0	0	0		0	
SBR	2	3400	46	.01	61	.02
EBL	0	0	0		0	
EBT	3	5100	1416	.28	1494	.29
EBR	1	1700	71	.04	65	.04
WBL	2	3400	89	.03	35	.01
WBT	3	5100	1844	.36*	1594	.31*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .50

158 . SR-261 NB Ramps at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		58	{.03}*	52	{.03}*
NBT	0	3400	0	.03	0	.03
NBR	0.5		42		48	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	101	.03*	49	.01
EBT	3	5100	1378	.27	1722	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1892	.37*	1618	.32
WBR	1	1700	379	.22	181	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .42

159 . SR-261 SB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	75	.02*	63	.02*
SBT	0	0	0		0	
SBR	1	1700	56	.03	58	.03
EBL	0	0	0		0	
EBT	3	5100	1665	.33*	1867	.37
EBR	d	1700	184	.11	72	.04
WBL	2	3400	686	.20*	258	.08
WBT	3	5100	2324	.46	2322	.46*
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		.54

160 . SR-261 NB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		64	.02*	141	.04*
NBT	0	5100	0		0	
NBR	1.5		169		343	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	117	.07*	129	.08*
EBT	3	5100	1681	.33	1807	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	3006	.59*	2499	.49*
WBR	1	1700	153	.09	141	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.73		.66

218 . Culver Dr. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	554	.16*	364	.11
NBT	2	3400	158	.05	530	.16*
NBR	1	1700	134	.08	258	.15
SBL	2	3400	512	.15	328	.10*
SBT	2	3400	652	.19*	362	.11
SBR	1	1700	206	.12	123	.07
EBL	2	3400	164	.05*	417	.12*
EBT	3	5100	794	.16	934	.18
EBR	1	1700	401	.24	284	.17
WBL	2	3400	167	.05	83	.02
WBT	3	5100	1440	.28*	1324	.26*
WBR	1	1700	179	.11	283	.17
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR EBR

TOTAL CAPACITY UTILIZATION .73 .69

220 . Culver Dr. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	258	.08*	498	.15
NBT	3	5100	583	.11	1008	.20*
NBR	1	1700	190	.11	454	.27
SBL	2	3400	304	.09	347	.10*
SBT	3	5100	1156	.23*	480	.09
SBR	d	1700	273	.16	163	.10
EBL	2	3400	87	.03*	409	.12*
EBT	3	5100	1146	.22	1329	.26
EBR	d	1700	450	.26	293	.17
WBL	2	3400	674	.20	277	.08
WBT	3	5100	2049	.42*	1910	.41*
WBR	0	0	109		193	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .81 .88

221 . Culver Dr. at Bryan Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	397	.12*	707	.21*
NBT	3	5100	684	.13	1549	.30
NBR	1	1700	229	.13	566	.33
SBL	2	3400	131	.04	150	.04
SBT	3	5100	2130	.42*	839	.16*
SBR	d	1700	348	.20	141	.08
EBL	2	3400	128	.04*	256	.08*
EBT	1.5	5100	229	{.11}	515	{.15}
EBR	1.5		463		479	{.12}
WBL	2	3400	597	.18	272	.08
WBT	2	3400	755	.28*	653	.24*
WBR	0	0	198		165	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .91 .74

222 . Culver Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	592	.12*	1955	.38*
NBR	f		1128		1598	
SBL	1	1700	637	.37*	329	.19*
SBT	3	5100	2452	.48	1220	.24
SBR	f		719		179	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	740	.22*	521	.15*
WBT	0	0	0		0	
WBR	2	3400	800	.24	827	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .77

223 . Culver Dr. at I-5 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1221	.24	1906	.37*
NBR	f		240		300	
SBL	0	0	0		0	
SBT	3	5100	2250	.44*	1496	.29
SBR	f		320		220	
EBL	3	5100	619	.12*	1354	.27*
EBT	0	0	0		0	
EBR	2	3400	340	.10	844	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .69

224 . Culver Dr. at Walnut Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	173	.05*	335	.10
NBT	3	5100	729	.14	1520	.30*
NBR	1	1700	278	.16	315	.19
SBL	2	3400	288	.08	385	.11*
SBT	3	5100	1926	.38*	1420	.28
SBR	1	1700	535	.31	305	.18
EBL	2	3400	366	.11*	681	.20*
EBT	2	3400	635	.19	580	.17
EBR	1	1700	229	.13	149	.09
WBL	2	3400	439	.13	371	.11
WBT	2	3400	834	.25*	730	.21*
WBR	1	1700	297	.17	258	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .84 .87

226 . Culver Dr. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	290	.09*	315	.09
NBT	4	6800	634	.09	1422	.21*
NBR	f		196		384	
SBL	2	3400	256	.08	364	.11*
SBT	4	6800	1899	.28*	1307	.19
SBR	1	1700	374	.22	238	.14
EBL	2	3400	246	.07*	337	.10*
EBT	3	5100	1180	.23	1312	.26
EBR	f		245		170	
WBL	2	3400	419	.12	242	.07
WBT	3	5100	1499	.29*	1358	.27*
WBR	f		131		231	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .74

227 . Culver Dr. at Warner Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	167	.10*	289	.17*
NBT	3	5100	958	.19	1784	.35
NBR	1	1700	67	.04	216	.13
SBL	1	1700	80	.05	107	.06
SBT	3	5100	2297	.45*	1307	.26*
SBR	d	1700	233	.14	286	.17
EBL	2	3400	249	.07*	244	.07
EBT	2	3400	243	.07	307	.09*
EBR	d	1700	257	.15	219	.13
WBL	1	1700	246	.14	124	.07*
WBT	2	3400	500	.15*	234	.07
WBR	d	1700	153	.09	142	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .64

228 . Culver Dr. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	174	.05*	299	.09
NBT	3	5100	680	.13	1642	.32*
NBR	1	1700	364	.21	399	.23
SBL	2	3400	342	.10	281	.08*
SBT	3	5100	2091	.41*	1130	.22
SBR	f		360		220	
EBL	2	3400	439	.13*	353	.10*
EBT	2	3400	934	.27	811	.24
EBR	1	1700	225	.13	517	.30
WBL	2	3400	384	.11	273	.08
WBT	2	3400	986	.29*	791	.23*
WBR	d	1700	131	.08	316	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .93 .78

229 . Culver Dr. at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04*	286	.08
NBT	3	5100	939	.18	2018	.40*
NBR	1	1700	275	.16	367	.22
SBL	2	3400	167	.05	209	.06*
SBT	3	5100	2085	.41*	1146	.22
SBR	f		314		235	
EBL	2	3400	139	.04*	306	.09
EBT	2	3400	628	.18	925	.27*
EBR	1	1700	184	.11	300	.18
WBL	2	3400	451	.13	345	.10*
WBT	2	3400	1066	.31*	769	.23
WBR	1	1700	212	.12	246	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .88

232 . Culver Dr. at I-405 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	860	.17	2107	.41*
NBR	f		690		480	
SBL	0	0	0		0	
SBT	3	5100	1298	.25*	1292	.25
SBR	f		930		680	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	922	.54*	468	.28*
WBT	0	0	0		0	
WBR	2	3400	480	.14	803	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .74

233 . Culver Dr. at I-405 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1255	.25	1750	.34*
NBR	f		230		580	
SBL	0	0	0		0	
SBT	3	5100	1944	.38*	1347	.26
SBR	f		250		340	
EBL	1.5		275	.16*	880	{.28}*
EBT	0	5100	0		0	{.28}
EBR	1.5		656	.19	633	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .67

235 . Culver Dr. at University Dr.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	63	.04*
NBT	4	6800	1668	.25	1789	.26
NBR	2	3400	427	.13	1024	.30
SBL	1	1700	31	.02	32	.02
SBT	3	5100	1626	.39*	1348	.32*
SBR	0	0	364		289	
EBL	2	3400	40	.01	330	.10
EBT	3	5100	462	.09*	925	.18*
EBR	d	1700	15	.01	24	.01
WBL	2	3400	589	.17*	769	.23*
WBT	3	5100	976	.20	538	.12
WBR	0	0	22		51	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .71 .82

249 . Yale Av. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	117	.07	253	.15*
NBT	2	3400	201	.06*	269	.08
NBR	d	1700	152	.09	158	.09
SBL	2	3400	392	.12*	274	.08
SBT	2	3400	342	.10	136	.04*
SBR	d	1700	288	.17	101	.06
EBL	1	1700	146	.09*	346	.20*
EBT	3	5100	1410	.29	1749	.35
EBR	0	0	80		34	
WBL	1	1700	230	.14	149	.09
WBT	3	5100	2191	.44*	2106	.45*
WBR	0	0	53		174	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .89

252 . Yale Av. at Bryan Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	101	.06*	128	.08*
NBT	2	3400	203	.06	346	.10
NBR	d	1700	35	.02	70	.04
SBL	1	1700	50	.03	44	.03
SBT	2	3400	304	.09*	214	.06*
SBR	d	1700	105	.06	115	.07
EBL	1	1700	54	.03*	146	.09*
EBT	2	3400	347	.10	636	.19
EBR	d	1700	89	.05	87	.05
WBL	1	1700	58	.03	30	.02
WBT	2	3400	888	.26*	607	.18*
WBR	d	1700	45	.03	38	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .46

255 . Yale Av. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	195	.11*	129	.08
NBT	2	3400	213	.06	382	.11*
NBR	d	1700	148	.09	159	.09
SBL	1	1700	159	.09	82	.05*
SBT	2	3400	409	.12*	245	.07
SBR	d	1700	161	.09	83	.05
EBL	1	1700	65	.04*	214	.13*
EBT	2	3400	633	.19	807	.24
EBR	d	1700	123	.07	210	.12
WBL	1	1700	198	.12	104	.06
WBT	2	3400	1043	.31*	621	.18*
WBR	d	1700	133	.08	124	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .52

259 . Yale Av. at Walnut Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	255	.08*	193	.06
NBT	2	3400	242	.11	396	.15*
NBR	0	0	142		107	
SBL	1	1700	108	.06	122	.07*
SBT	2	3400	389	.11*	265	.08
SBR	1	1700	463	.27	279	.16
EBL	1	1700	215	.13*	481	.28*
EBT	2	3400	594	.17	591	.17
EBR	d	1700	240	.14	189	.11
WBL	1	1700	105	.06	76	.04
WBT	2	3400	780	.23*	619	.18*
WBR	d	1700	55	.03	192	.11
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .63 .73

261 . Yale Av. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	178	.10	155	.09
NBT	2	3400	101	.03*	277	.08*
NBR	d	1700	211	.12	130	.08
SBL	1	1700	318	.19*	197	.12*
SBT	2	3400	285	.08	200	.06
SBR	d	1700	315	.19	125	.07
EBL	2	3400	131	.04	312	.09
EBT	3	5100	1350	.30*	1294	.31*
EBR	0	0	165		264	
WBL	1	1700	216	.13*	226	.13*
WBT	3	5100	1286	.25	1730	.34
WBR	1	1700	172	.10	311	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .69

264 . W. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	157	.09*	194	.11*
NBT	2	3400	153	.05	229	.07
NBR	d	1700	91	.05	137	.08
SBL	1	1700	204	.12	95	.06
SBT	2	3400	315	.09*	112	.03*
SBR	d	1700	254	.15	123	.07
EBL	2	3400	73	.02*	215	.06
EBT	2	3400	1025	.30	1393	.41*
EBR	d	1700	73	.04	100	.06
WBL	1	1700	112	.07	59	.03*
WBT	2	3400	1239	.38*	1116	.37
WBR	0	0	64		128	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .63

267 . E. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	142	.08	139	.08
NBT	2	3400	131	.04*	261	.08*
NBR	d	1700	197	.12	201	.12
SBL	1	1700	370	.22*	207	.12*
SBT	2	3400	237	.07	220	.06
SBR	d	1700	262	.15	135	.08
EBL	1	1700	98	.06*	181	.11
EBT	2	3400	803	.24	1202	.35*
EBR	d	1700	119	.07	152	.09
WBL	1	1700	183	.11	128	.08*
WBT	2	3400	1206	.35*	876	.26
WBR	d	1700	181	.11	348	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .68

268 . W. Yale Loop at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	167	.10*	136	.08*
NBT	2	3400	176	.05	216	.06
NBR	d	1700	155	.09	259	.15
SBL	1	1700	142	.08	62	.04
SBT	2	3400	302	.09*	110	.03*
SBR	d	1700	145	.09	119	.07
EBL	1	1700	109	.06*	117	.07
EBT	2	3400	865	.25	1229	.36*
EBR	d	1700	153	.09	178	.10
WBL	1	1700	86	.05	213	.13*
WBT	2	3400	1241	.37*	1064	.31
WBR	d	1700	125	.07	128	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .65

271 . E. Yale Lp. at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	234	.14*	106	.06
NBT	2	3400	213	.06	160	.05*
NBR	d	1700	543	.32	260	.15
SBL	2	3400	213	.06	186	.05*
SBT	2	3400	100	.03*	131	.04
SBR	d	1700	148	.09	88	.05
EBL	1	1700	164	.10*	256	.15
EBT	2	3400	790	.28	1224	.40*
EBR	0	0	166		148	
WBL	2	3400	192	.06	471	.14*
WBT	2	3400	1175	.35*	1056	.31
WBR	d	1700	142	.08	144	.08
Right Turn Adjustment			NBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .69

282 . Jeffrey Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	938	.28*	681	.20*
NBT	1	1700	23	.01	28	.02
NBR	f		32		66	
SBL	1	1700	24	.01	118	.07
SBT	1	1700	19	.01*	62	.04*
SBR	1	1700	8	.00	39	.02
EBL	1	1700	28	.02	124	.07
EBT	3	5100	1215	.24*	1135	.22*
EBR	1	1700	503	.30	411	.24
WBL	2	3400	148	.04*	288	.08*
WBT	3	5100	1105	.22	810	.16
WBR	d	1700	20	.01	28	.02
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .62 .59

283 . Jeffrey Rd. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04*	406	.12
NBT	3	5100	528	.10	747	.15*
NBR	f		282		397	
SBL	2	3400	276	.08	217	.06*
SBT	3	5100	983	.19*	397	.08
SBR	1	1700	92	.05	147	.09
EBL	2	3400	123	.04*	95	.03*
EBT	3	5100	1491	.29	1456	.29
EBR	d	1700	303	.18	263	.15
WBL	2	3400	344	.10	280	.08
WBT	3	5100	1918	.38*	1938	.38*
WBR	d	1700	259	.15	348	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .67

284 . Jeffrey Rd. at Bryan Av.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	168	.05*	361	.11
NBT	3	5100	583	.14	1181	.31*
NBR	0	0	140		400	
SBL	2	3400	67	.02	68	.02*
SBT	3	5100	1213	.24*	645	.13
SBR	1	1700	379	.22	236	.14
EBL	1	1700	279	.16*	239	.14*
EBT	0.5	3400	163	{.10}	252	.15
EBR	1.5		228		239	
WBL	2	3400	459	.14	207	.06
WBT	1	1700	354	.21*	223	.13*
WBR	d	1700	107	.06	90	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .65

285 . Jeffrey Rd. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04*	225	.07
NBT	3	5100	630	.12	1792	.35*
NBR	d	1700	245	.14	469	.28
SBL	2	3400	237	.07	95	.03*
SBT	4	6800	1451	.21*	883	.13
SBR	1	1700	328	.19	147	.09
EBL	2	3400	233	.07	364	.11*
EBT	2	3400	568	.17*	666	.20
EBR	1	1700	143	.08	152	.09
WBL	2	3400	606	.18*	235	.07
WBT	2	3400	852	.25	649	.19*
WBR	1	1700	77	.05	254	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .73

286 . Jeffrey Rd. at Roosevelt

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	111	.03*	368	.11
NBT	3	5100	806	.16	2278	.45*
NBR	1	1700	334	.20	558	.33
SBL	2	3400	103	.03	162	.05*
SBT	3	5100	2192	.43*	1162	.23
SBR	d	1700	10	.01	16	.01
EBL	1	1700	10	.01	15	.01
EBT	0.5	3400	183	{.15}*	295	.17*
EBR	1.5		349		187	
WBL	2	3400	769	.23*	448	.13*
WBT	1	1700	289	.17	238	.14
WBR	d	1700	184	.11	125	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .85

287 . Jeffrey Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	765	.15	2400	.47*
NBR	f		250		270	
SBL	0	0	0		0	
SBT	3	5100	2576	.51*	1575	.31
SBR	f		780		230	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		464	.14*	595	
WBT	0	5100	0		0	.28*
WBR	1.5		455	{.00}	830	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .80

288 . Jeffrey Rd. at Walnut Av./I-5 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	174	.05*	307	.09
NBT	3	5100	813	.16	1801	.35*
NBR	1	1700	151	.09	205	.12
SBL	2	3400	610	.18	324	.10*
SBT	3	5100	1865	.43*	1030	.30
SBR	0	0	326		863	.51
EBL	2	3400	119	.04	293	.09
EBT	1.5	5100	431	{.14}*	241	{.07}*
EBR	1.5		371		296	{.06}
WBL	2	3400	309	.09*	624	.18*
WBT	1	1700	102	.06	150	.09
WBR	1	1700	199	.12	246	.14
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .78

289 . Jeffrey Rd. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	206	.06*	311	.09*
NBT	4	6800	679	.10	1642	.24
NBR	1	1700	306	.18	360	.21
SBL	3	5100	524	.10	373	.07
SBT	4	6800	1819	.35*	1274	.22*
SBR	0	0	577		254	
EBL	2	3400	183	.05	329	.10*
EBT	3	5100	1416	.28*	1016	.20
EBR	f		331		226	
WBL	2	3400	307	.09*	280	.08
WBT	4	6800	1033	.15	1655	.24*
WBR	1	1700	241	.14	629	.37
Right Turn Adjustment					WBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .78

290 . Jeffrey Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	327	.10*	320	.09*
NBT	3	5100	825	.22	1568	.33
NBR	0	0	297		131	
SBL	2	3400	137	.04	91	.03
SBT	3	5100	1928	.46*	1302	.30*
SBR	0	0	397		228	
EBL	2	3400	129	.04	437	.13*
EBT	2	3400	866	.25*	889	.26
EBR	d	1700	285	.17	325	.19
WBL	2	3400	187	.06*	243	.07
WBT	2	3400	726	.21	722	.21*
WBR	1	1700	66	.04	105	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 .78

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	506	.15*	625	.18
NBT	3	5100	1030	.20	1505	.30*
NBR	1	1700	245	.14	300	.18
SBL	2	3400	402	.12	505	.15*
SBT	3	5100	1920	.38*	1272	.25
SBR	d	1700	208	.12	202	.12
EBL	2	3400	223	.07	333	.10
EBT	3	5100	663	.13*	1024	.20*
EBR	d	1700	604	.36	413	.24
WBL	2	3400	566	.17*	465	.14*
WBT	2	3400	707	.21	823	.24
WBR	d	1700	97	.06	152	.09
Right Turn Adjustment			EBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.00 .84

293 . Jeffrey Rd. at I-405 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1680	.33	2269	.44*
NBR	f		350		110	
SBL	0	0	0		0	
SBT	3	5100	2098	.41*	1561	.31
SBR	f		1350		640	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	982	.29*	1319	.39*
WBT	0	0	0		0	
WBR	1	1700	240	.14	531	.31
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .88

294 . University Dr. at I-405 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1462	.29	1824	.36
NBR	f		1020		1200	
SBL	0	0	0		0	
SBT	3	5100	2243	.44*	2284	.45*
SBR	f		370		280	
EBL	2	3400	518	.15*	676	.20*
EBT	0	0	0		0	
EBR	1	1700	127	.07	146	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .70

300 . Sand Canyon. Av. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	260	.08*	738	.22*
NBT	0	0	0		0	
NBR	2	3400	211	.06	312	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	512	.15	758	.22*
EBR	f		787		262	
WBL	2	3400	337	.10	228	.07*
WBT	2	3400	974	.29*	672	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .56

301 . Sand Canyon. Av. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	115	.03*	491	.14*
NBT	3	5100	426	.08	802	.16
NBR	2	3400	279	.08	488	.14
SBL	2	3400	409	.12	106	.03
SBT	2	3400	939	.28*	454	.13*
SBR	1	1700	114	.07	190	.11
EBL	2	3400	190	.06*	183	.05*
EBT	4	6800	1453	.21	1219	.18
EBR	1	1700	353	.21	176	.10
WBL	2	3400	559	.16	442	.13
WBT	3	5100	1621	.32*	1844	.36*
WBR	1	1700	124	.07	477	.28
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .73

302 . Sand Canyon. Av. at Trabuco Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	204	.06*	656	.19
NBT	3	5100	375	.07	1953	.38*
NBR	f		214		441	
SBL	2	3400	363	.11	370	.11*
SBT	3	5100	2237	.44*	703	.14
SBR	1	1700	111	.07	157	.09
EBL	2	3400	144	.04*	200	.06
EBT	3	5100	384	.08	599	.12*
EBR	f		623		231	
WBL	2	3400	450	.13	387	.11*
WBT	3	5100	915	.18*	487	.10
WBR	d	1700	301	.18	427	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .77

303 . Sand Canyon. Av. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	263	.08*	642	.19
NBT	4	6800	952	.14	2618	.39*
NBR	d	1700	686	.40	1082	.64
SBL	2	3400	329	.10	237	.07*
SBT	4	6800	3055	.45*	1297	.19
SBR	1	1700	368	.22	225	.13
EBL	1.5		125	.07	336	{.14}*
EBT	0.5	3400	245	.14*	151	.14
EBR	2	3400	312	.09	223	.07
WBL	2	3400	603	.18*	590	.17
WBT	1.5	5100	309	{.09}	613	{.18}*
WBR	1.5		403		416	
Right Turn Adjustment					NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 .95

305 . Sand Canyon. Av. at I-5 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1251	.18	3636	.53*
NBR	1	1700	90	.05	239	.14
SBL	2	3400	577	.17	492	.14*
SBT	4	6800	3287	.48*	1612	.24
SBR	0	0	0		0	
EBL	2.5		649	.19*	610	.12*
EBT	0	6800	2		0	
EBR	1.5		1063	.31	310	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .84

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	116	.07	201	.12
NBT	3	5100	770	.15*	1579	.31*
NBR	1	1700	175	.10	136	.08
SBL	2	3400	1586	.47*	590	.17*
SBT	3	5100	1792	.35	1023	.20
SBR	d	1700	375	.22	193	.11
EBL	2	3400	105	.03	320	.09
EBT	1	1700	149	.09*	263	.15*
EBR	d	1700	106	.06	87	.05
WBL	2	3400	72	.02*	190	.06*
WBT	1.5	5100	229	{.07}	86	.05
WBR	1.5		345		1481	.44
Right Turn Adjustment					WBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .93

307 . Sand Canyon. Av. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	151	.04	302	.09
NBT	3	5100	799	.16*	1203	.24*
NBR	1	1700	181	.11	125	.07
SBL	2	3400	430	.13*	186	.05*
SBT	3	5100	1224	.24	731	.14
SBR	1	1700	345	.20	362	.21
EBL	2	3400	317	.09*	339	.10*
EBT	3	5100	689	.14	690	.14
EBR	1	1700	214	.13	151	.09
WBL	2	3400	72	.02	198	.06
WBT	3	5100	835	.16*	990	.19*
WBR	1	1700	94	.06	332	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .63

309 . Sand Canyon. Av. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	217	.06*	196	.06*
NBT	3	5100	1208	.24	1006	.20
NBR	d	1700	131	.08	200	.12
SBL	2	3400	57	.02	120	.04
SBT	3	5100	1109	.22*	1115	.22*
SBR	d	1700	108	.06	149	.09
EBL	2	3400	113	.03	203	.06*
EBT	2	3400	612	.18*	539	.16
EBR	1	1700	133	.08	169	.10
WBL	2	3400	128	.04*	206	.06
WBT	2	3400	645	.19	635	.19*
WBR	1	1700	59	.03	111	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .58

310 . Sand Canyon. Av. at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	223	.07	223	.07*
NBT	3	5100	1328	.26*	807	.16
NBR	2	3400	741	.22	173	.05
SBL	2	3400	294	.09*	94	.03
SBT	3	5100	912	.18	1215	.24*
SBR	1	1700	142	.08	242	.14
EBL	2	3400	213	.06*	163	.05
EBT	3	5100	645	.13	803	.16*
EBR	1	1700	313	.18	288	.17
WBL	2	3400	285	.08	727	.21*
WBT	2	3400	694	.20*	805	.24
WBR	1	1700	109	.06	260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .73

311 . Sand Canyon. Av. at I-405 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1749	.51*	888	.26
NBR	f		630		370	
SBL	0	0	0		0	
SBT	2	3400	394	.12	885	.26*
SBR	f		1240		1340	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	56	.03*	175	.10*
WBT	0	0	0		0	
WBR	f		581		332	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .41

312 . Sand Canyon. Av. at I-405 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	182	.11	96	.06*
NBT	2	3400	982	.29*	749	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	267	.08	687	.20*
SBR	f		178		414	
EBL	1.5		1398	{.54}*	561	{.31}*
EBT	0	3400	0	.54	0	.31
EBR	0.5		423		503	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .62

313 . Laguna Canyon Rd. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	89	.03	237	.07*
NBT	2	3400	271	.08*	294	.09
NBR	d	1700	40	.02	69	.04
SBL	2	3400	80	.02*	162	.05
SBT	2	3400	211	.06	310	.09*
SBR	d	1700	48	.03	78	.05
EBL	2	3400	118	.03*	48	.01*
EBT	3	5100	819	.16	822	.16
EBR	d	1700	138	.08	80	.05
WBL	2	3400	82	.02	91	.03
WBT	3	5100	903	.18*	1009	.20*
WBR	d	1700	161	.09	79	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .42

314 . Laguna Canyon Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	92	.03	105	.03*
NBT	2	3400	278	.08*	194	.06
NBR	d	1700	59	.03	87	.05
SBL	2	3400	21	.01*	36	.01
SBT	2	3400	174	.05	259	.08*
SBR	d	1700	55	.03	149	.09
EBL	2	3400	125	.04*	85	.03*
EBT	2	3400	600	.18	609	.18
EBR	1	1700	147	.09	97	.06
WBL	2	3400	99	.03	75	.02
WBT	2	3400	802	.24*	760	.22*
WBR	d	1700	58	.03	22	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .41

315 . Laguna Canyon Rd. at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	162	.10*	260	.15*
NBT	2	3400	296	.09	217	.06
NBR	d	1700	112	.07	153	.09
SBL	1	1700	63	.04	71	.04
SBT	2	3400	231	.07*	331	.10*
SBR	d	1700	37	.02	89	.05
EBL	2	3400	130	.04*	37	.01*
EBT	2	3400	785	.23	776	.23
EBR	1	1700	238	.14	147	.09
WBL	2	3400	101	.03	152	.04
WBT	2	3400	1031	.30*	972	.29*
WBR	1	1700	104	.06	106	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .60

316 . SR-133 SB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	200	.12*	101	.06*
SBT	0	0	0		0	
SBR	2	3400	240	.07	227	.07
EBL	0	0	0		0	
EBT	4	6800	1942	.29	1709	.25
EBR	d	1700	177	.10	118	.07
WBL	1	1700	118	.07	152	.09
WBT	3	5100	1943	.38*	2503	.49*
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .61

317 . SR-133 NB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	56	.03*	170	.10*
NBT	0	0	0		0	
NBR	1	1700	104	.06	310	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	2000	.59*	1770	.52
EBR	f		120		200	
WBL	0	0	0		0	
WBT	3	5100	2028	.45	2540	.55*
WBR	0	0	261		250	
Right Turn Adjustment			NBR	.03*	NBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .76

318 . Banting at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	19	.01*	28	.01
NBT	1	1700	6	.00	168	.10*
NBR	1	1700	14	.01	143	.08
SBL	2	3400	856	.25	148	.04*
SBT	2	3400	660	.37*	161	.09
SBR	0	0	614		252	.15
EBL	1	1700	40	.02*	247	.15*
EBT	2	3400	613	.18	929	.27
EBR	d	1700	47	.03	43	.03
WBL	1	1700	36	.02	16	.01
WBT	2	3400	771	.23*	640	.19*
WBR	f		94		774	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .53

319 . Banting at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	4	.00	50	.03
NBT	1	1700	3	.00	96	.06*
NBR	1	1700	14	.01	154	.09
SBL	2	3400	116	.03	152	.04*
SBT	1	1700	133	.08*	15	.01
SBR	1	1700	331	.19	73	.04
EBL	2	3400	11	.00	35	.01
EBT	2	3400	800	.24	1244	.37*
EBR	d	1700	35	.02	8	.00
WBL	1	1700	112	.07	7	.00
WBT	2	3400	1155	.34*	1026	.30
WBR	d	1700	146	.09	48	.03
Right Turn Adjustment			SBR	.11*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .55

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19	157	.05*
NBT	3	5100	3783	.74*	2902	.57
NBR	1	1700	15	.01	66	.04
SBL	2	3400	12	.00	37	.01
SBT	3	5100	2240	.44	3155	.62*
SBR	1	1700	379	.22	300	.18
EBL	3	5100	247	.05*	284	.06
EBT	1	1700	13	.01	77	.05*
EBR	f		99		612	
WBL	1	1700	61	.04	33	.02*
WBT	2	3400	111	.03*	32	.01
WBR	d	1700	49	.03	24	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .79

322 . Laguna Canyon Rd. at SR-73 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	865	.25*	814	.24
NBR	1	1700	88	.05	46	.03
SBL	1	1700	72	.04*	84	.05
SBT	3	5100	1437	.28	2505	.49*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		103	.06*	11	.01*
WBT	0	5100	0		0	
WBR	1.5		2265	.67	1010	.30
Right Turn Adjustment			WBR	.58*	WBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .98 .65

323 . Laguna Canyon Rd. at SR-73 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	929	.27*	713	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	820	.24	928	.27*
SBR	f		760		1590	
EBL	0.5		61	.04*	137	.08*
EBT	0	3400	0		0	
EBR	1.5		40		132	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .40

324 . Portola Pkwy. at SR-241 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	18	{.01}*	27	{.02}*
NBT	1	1700	10	.02	10	.02
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	18	.01*	16	.01*
SBR	0	0	2		3	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		661		363	
WBT	0	3400	1	.20*	1	.11*
WBR	0.5		2		1	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .19

325 . Portola Pkwy. at SR-241 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	24	.01	18	.01
NBR	1	1700	337	.20	400	.24
SBL	1	1700	8	.00	10	.01
SBT	2	3400	670	.20*	362	.11*
SBR	0	0	0		0	
EBL	0.5		6		12	
EBT	0	3400	1	.01*	0	.02*
EBR	1.5		33		58	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .26 .31

327 . Barranca Pkwy. at Technology

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	616	.18*	118	.03
NBT	2	3400	815	.24	754	.22*
NBR	1	1700	371	.22	260	.15
SBL	1	1700	118	.07	359	.21*
SBT	2	3400	696	.20*	986	.29
SBR	1	1700	384	.23	85	.05
EBL	2	3400	83	.02*	280	.08
EBT	2	3400	263	.08	435	.13*
EBR	d	1700	124	.07	515	.30
WBL	2	3400	43	.01	453	.13*
WBT	2	3400	473	.14*	218	.06
WBR	d	1700	174	.10	218	.13
Right Turn Adjustment			SBR	.01*	EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .80

328 . Barranca Pkwy. at I-5 HOV Ramp

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	4	.00	28	.02*
NBT	2	3400	1565	.46*	1094	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	856	.17	1645	.32*
SBR	d	1700	16	.01	163	.10
EBL	1	1700	215	.13*	80	.05*
EBT	0	0	0		0	
EBR	1	1700	44	.03	10	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .44

329 . Barranca Pkwy. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	206	.06	20	.01*
NBT	2	3400	965	.28*	574	.17
NBR	1	1700	192	.11	309	.18
SBL	2	3400	104	.03*	342	.10
SBT	2	3400	463	.14	1019	.30*
SBR	1	1700	264	.16	317	.19
EBL	2	3400	230	.07*	292	.09
EBT	3	5100	683	.13	1159	.23*
EBR	1	1700	20	.01	223	.13
WBL	2	3400	317	.09	308	.09*
WBT	3	5100	1141	.22*	1043	.20
WBR	1	1700	445	.26	194	.11
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .68

330 . Barranca Pkwy. at Pacifica

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	26	.02*
NBT	2	3400	937	.28	643	.19
NBR	1	1700	271	.16	494	.29
SBL	1	1700	13	.01	176	.10
SBT	2	3400	551	.16*	1306	.38*
SBR	d	1700	127	.07	22	.01
EBL	2	3400	16	.00	128	.04
EBT	2	3400	17	.01	110	.06*
EBR	0	0	47	.03	394	.23
WBL	2	3400	315	.09	330	.10*
WBT	1	1700	274	.16*	42	.02
WBR	1	1700	451	.27	99	.06
Right Turn Adjustment			WBR	.09*	EBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .76

333 . Pacifica at Gateway Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	125	.04	629	.19*
NBT	2	3400	244	.07*	213	.06
NBR	d	1700	41	.02	67	.04
SBL	2	3400	115	.03*	45	.01
SBT	2	3400	124	.04	292	.09*
SBR	d	1700	101	.06	552	.32
EBL	1	1700	717	.42*	191	.11*
EBT	2	3400	454	.13	117	.03
EBR	1	1700	329	.19	162	.10
WBL	1	1700	57	.03	18	.01
WBT	1	1700	224	.13*	293	.17*
WBR	1	1700	119	.07	149	.09
Right Turn Adjustment					SBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .76

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	48	.03*	167	.10*
NBT	2	3400	97	.03	255	.08
NBR	f		361		517	
SBL	1	1700	112	.07	55	.03
SBT	2	3400	254	.07*	112	.03*
SBR	d	1700	15	.01	18	.01
EBL	2	3400	111	.00	17	.01
EBT	2	3400	347	.10*	317	.09*
EBR	f		85		69	
WBL	2	3400	461	.14*	329	.10*
WBT	3	5100	247	.05	476	.09
WBR	f		52		78	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .37

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	206	.12*	112	.07
NBT	3	5100	503	.10	908	.18*
NBR	f		143		381	
SBL	1	1700	97	.06	318	.19*
SBT	3	5100	896	.18*	571	.11
SBR	f		324		191	
EBL	2	3400	103	.03	184	.05*
EBT	0	0	0		0	
EBR	f		170		176	
WBL	2	3400	374	.11*	119	.04
WBT	0	0	0		0	
WBR	f		374		171	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .46 .47

338 . Alton Pkwy. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	237	.07*	657	.19
NBT	3	5100	525	.10	1251	.25*
NBR	f		98		192	
SBL	2	3400	323	.10	272	.08*
SBT	3	5100	1479	.29*	655	.13
SBR	f		781		933	
EBL	2.5		833	.25	786	
EBT	2.5	8500	1438	.28*	1056	.22*
EBR	1	1700	721	.42	297	.17
WBL	2	3400	269	.08	138	.04
WBT	3	5100	1302	.26*	1770	.35*
WBR	1	1700	312	.18	383	.23
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION 1.02 .95

339 . Alton Pkwy. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	102	.06
NBT	3	5100	1072	.21	1954	.38*
NBR	f		110		315	
SBL	1	1700	90	.05	48	.03*
SBT	3	5100	2013	.40*	949	.20
SBR	0	0	33		47	
EBL	1	1700	15	.01	30	.02
EBT	1	1700	90	.13*	57	.11*
EBR	0	0	126		130	
WBL	1	1700	281	.17*	130	.08*
WBT	1	1700	67	.04	71	.04
WBR	1	1700	183	.11	116	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .65

340 . Alton Pkwy. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	152	.09*	19	.01
NBT	3	5100	1084	.21	1954	.38*
NBR	f		223		339	
SBL	2	3400	106	.03	69	.02*
SBT	3	5100	2135	.43*	1489	.29
SBR	0	0	68		7	
EBL	1	1700	10	.01	41	.02
EBT	1	1700	11	.01*	22	.01*
EBR	f		29		128	
WBL	2	3400	426	.13*	303	.09*
WBT	1	1700	39	.02	13	.01
WBR	1	1700	95	.06	125	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .55

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	5	.00	22	.01
NBT	3	5100	943	.18	1129	.22*
NBR	f		136		386	
SBL	2	3400	102	.03	130	.04*
SBT	3	5100	1341	.26*	1039	.20
SBR	f		1033		639	
EBL	2	3400	491	.14*	1026	.30*
EBT	2	3400	174	.05	484	.14
EBR	d	1700	11	.01	6	.00
WBL	2	3400	221	.07	155	.05
WBT	2	3400	373	.14*	329	.13*
WBR	0	0	88		125	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .74

343 . Alton Pkwy. at Ada

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	404	.12*	144	.04*
NBT	3	5100	1563	.31	1431	.28
NBR	d	1700	3	.00	13	.01
SBL	1	1700	5	.00	20	.01
SBT	3	5100	1697	.33*	1785	.35*
SBR	d	1700	66	.04	21	.01
EBL	1	1700	17	.01*	27	.02*
EBT	1	1700	2	.00	9	.01
EBR	1	1700	93	.05	540	.32
WBL	1	1700	15	.01	4	.00
WBT	1	1700	5	.01*	1	.00*
WBR	0	0	7		4	
Right Turn Adjustment					EBR	.27*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .73

344 . Alton Pkwy. at Technology Dr. W.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	813	.24*	640	.19*
NBT	3	5100	1732	.34	1090	.21
NBR	1	1700	718	.42	165	.10
SBL	1	1700	89	.05	38	.02
SBT	4	6800	1480	.22*	1920	.28*
SBR	1	1700	243	.14	269	.16
EBL	1.5		175		466	.14*
EBT	1.5	5100	113	.06*	97	.06
EBR	2	3400	216	.06	1165	.34
WBL	2.5		64	.02	886	.17*
WBT	1.5	6800	74	.02*	144	.08
WBR	d	1700	13	.01	28	.02
Right Turn Adjustment					EBR	.01*
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .59 .84

345 . Alton Pkwy. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2487	.49*	1669	.33
NBR	f		80		530	
SBL	0	0	0		0	
SBT	3	5100	1462	.29	2121	.42*
SBR	f		281		1170	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		582	.17*	159	.05*
WBT	0	5100	0		0	
WBR	0.5		559	.33	151	.09
Right Turn Adjustment			WBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .52

346 . Alton Pkwy. at Enterprise

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1476	.29*	1649	.32*
NBR	1	1700	54	.03	332	.20
SBL	1	1700	240	.14*	640	.38*
SBT	3	5100	1861	.36	1824	.36
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	163	.05*	109	.03*
WBT	0	0	0		0	
WBR	2	3400	1227	.36	705	.21
Right Turn Adjustment			WBR	.17*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .70 .78

348 . Alton Pkwy. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	61	.02*	44	.01
NBT	3	5100	569	.11	734	.14*
NBR	1	1700	169	.10	324	.19
SBL	2	3400	241	.07	920	.27*
SBT	3	5100	918	.18*	765	.15
SBR	1	1700	391	.23	137	.08
EBL	2	3400	198	.06*	429	.13*
EBT	3	5100	521	.10	1206	.24
EBR	1	1700	11	.01	35	.02
WBL	2	3400	424	.12	221	.07
WBT	3	5100	1291	.25*	1049	.21*
WBR	1	1700	825	.49	348	.20
Right Turn Adjustment			WBR	.17*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .80

350 . Alton Pkwy. at Pacifica

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04*	374	.11*
NBT	3	5100	542	.11	933	.18
NBR	d	1700	207	.12	251	.15
SBL	2	3400	146	.04	112	.03
SBT	2	3400	994	.29*	763	.22*
SBR	1	1700	90	.05	166	.10
EBL	2	3400	69	.02	96	.03
EBT	2	3400	236	.07*	239	.07*
EBR	d	1700	175	.10	175	.10
WBL	1	1700	251	.15*	173	.10*
WBT	2	3400	209	.06	342	.10
WBR	d	1700	99	.06	94	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .55

351 . Fortune Dr./I-5 SB Ramps at Enterprise

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	21	.01*	147	.04*
NBT	2	3400	92	.04	117	.05
NBR	0	0	40		69	
SBL	2	3400	205	.06	291	.09
SBT	1	1700	582	.34*	398	.23*
SBR	f		1302		268	
EBL	1	1700	107	.06*	597	.35*
EBT	2	3400	106	.03	250	.07
EBR	1	1700	83	.05	120	.07
WBL	1	1700	34	.02	82	.05
WBT	2	3400	57	.02*	286	.08*
WBR	1	1700	21	.01	146	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .75

357 . Enterprise Dr. at Fortune Dr./I-405 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	97	.06*	139	.08
NBT	1	1700	28	.02	188	.11*
NBR	f		195		732	
SBL	1	1700	4	.00	163	.10*
SBT	2	3400	12	.01*	153	.06
SBR	0	0	13	.01	54	
EBL	1	1700	16	.01	82	.05
EBT	1	1700	50	.03*	330	.19*
EBR	1	1700	55	.03	167	.10
WBL	1.5		824	{.34}*	93	.05*
WBT	0.5	3400	335	.34	142	.08
WBR	f		51		186	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .50

358 . ICD at Enterprise Dr.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	3108	.61*	1797	.35
NBR	f		437		1042	
SBL	1	1700	13	.01*	88	.05
SBT	3	5100	957	.19	2191	.43*
SBR	f		0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	33	.01*	239	.07*
WBT	0	0	0		0	
WBR	f		382		543	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .55

359 . ICD at I-405 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2461	.36*	1971	.29
NBR	f		60		90	
SBL	0	0	0		0	
SBT	3	5100	762	.15	1967	.39*
SBR	f		240		381	
EBL	3	5100	1009	.20*	703	.14*
EBT	0	0	0		0	
EBR	f		1058		797	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .58

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	91	.05	260	.15*
NBT	1.5	5100	127	{.04}*	176	{.05}
NBR	1.5		190		504	.15
SBL	1	1700	195	.11*	256	.15
SBT	2	3400	318	.09	269	.08*
SBR	d	1700	230	.14	235	.14
EBL	1	1700	297	.17*	385	.23*
EBT	3	5100	365	.07	711	.14
EBR	d	1700	153	.09	124	.07
WBL	2	3400	709	.21	486	.14
WBT	2	3400	569	.17*	802	.24*
WBR	d	1700	66	.04	92	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .75

362 . Bake Pkwy. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	517	.15	247	.07
NBT	3	5100	1788	.38*	1308	.38*
NBR	0	0	174		703	.41
SBL	2	3400	36	.01*	144	.04*
SBT	3	5100	1128	.22	1273	.25
SBR	1	1700	511	.30	1053	.62
EBL	2	3400	792	.23*	702	.21
EBT	2.5	6800	359	{.07}	1013	{.20}*
EBR	1.5		269	{.03}	497	{.16}
WBL	2	3400	673	.20	440	.13*
WBT	4	6800	971	.15*	640	.10
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .90

363 . Bake Pkwy. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	272	.16*	38	.02
NBT	3	5100	2265	.44	2053	.40*
NBR	d	1700	53	.03	533	.31
SBL	1	1700	73	.04	80	.05*
SBT	3	5100	1754	.34*	2079	.41
SBR	d	1700	242	.14	46	.03
EBL	2	3400	70	.02	177	.05
EBT	2	3400	44	.01*	324	.10*
EBR	1	1700	37	.02	218	.13
WBL	1	1700	468	.28*	129	.08*
WBT	2	3400	396	.14	55	.03
WBR	0	0	66		116	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .68

364 . Bake Pkwy. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	464	.14	61	.02
NBT	3	5100	2464	.48*	2446	.48*
NBR	d	1700	118	.07	541	.32
SBL	1	1700	77	.05*	39	.02*
SBT	4	6800	2371	.37	2488	.37
SBR	0	0	112		26	
EBL	2	3400	8	.00	67	.02
EBT	2	3400	25	.01*	221	.07*
EBR	1	1700	47	.03	181	.11
WBL	1	1700	452	.27*	135	.08*
WBT	3	5100	554	.12	133	.04
WBR	0	0	68		102	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .70

365 . Bake Pkwy. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	141	.04	31	.01
NBT	4	6800	3035	.45*	2793	.41*
NBR	f		156		357	
SBL	2	3400	111	.03*	286	.08*
SBT	4	6800	2892	.43	2099	.31
SBR	f		165		62	
EBL	2	3400	25	.01*	224	.07
EBT	2	3400	164	.05	1008	.30*
EBR	f		21		22	
WBL	2	3400	480	.14	192	.06*
WBT	2	3400	618	.18*	247	.07
WBR	f		131		167	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .90

366 . Bake Pkwy. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	318	.09*	76	.02
NBT	4	6800	3123	.46	3129	.46*
NBR	f		581		383	
SBL	2	3400	235	.07	441	.13*
SBT	4	6800	3118	.46*	1899	.28
SBR	1	1700	16	.01	21	.01
EBL	1	1700	3	.00	19	.01
EBT	2	3400	46	.01*	186	.05*
EBR	f		31		416	
WBL	2	3400	510	.15*	1095	.32*
WBT	2	3400	126	.04	93	.03
WBR	f		122		142	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 1.01

367 . Bake Pkwy. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	3604	.53*	3243	.48*
NBR	f		320		1000	
SBL	0	0	0		0	
SBT	3	5100	1203	.24	1857	.36
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	157	.09*	133	.08*
WBT	0	0	0		0	
WBR	3	5100	1176	.23	437	.09
Right Turn Adjustment			WBR	.14*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .62

368 . Bake Pkwy. at I-5 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1344	.26*	2147	.42*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1023	.20	1269	.25
SBR	f		380		825	
EBL	3	5100	2516	.49*	2202	.43*
EBT	0	0	0		0	
EBR	1	1700	477	.28	238	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .90

371 . Bake Pkwy. at Research Dr.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	79	.05	29	.02
NBT	3	5100	1048	.21*	908	.18*
NBR	d	1700	52	.03	7	.00
SBL	2	3400	433	.13*	225	.07*
SBT	3	5100	717	.14	1093	.21
SBR	1	1700	572	.34	208	.12
EBL	2	3400	100	.03*	479	.14*
EBT	2	3400	136	.04	168	.05
EBR	d	1700	13	.01	16	.01
WBL	1	1700	32	.02	11	.01
WBT	1	1700	152	.09*	273	.16*
WBR	1	1700	176	.10	763	.45
Right Turn Adjustment			SBR	.03*	WBR	.24*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .84

372 . Bake Pkwy. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	113	.03	190	.06
NBT	3	5100	503	.10*	261	.05*
NBR	d	1700	88	.05	21	.01
SBL	2	3400	362	.11*	582	.17*
SBT	3	5100	135	.03	447	.09
SBR	1	1700	270	.16	147	.09
EBL	2	3400	211	.06*	251	.07
EBT	3	5100	910	.18	1422	.28*
EBR	f		98		160	
WBL	2	3400	6	.00	29	.01*
WBT	4	6800	882	.13*	865	.13
WBR	d	1700	552	.32	464	.27
Right Turn Adjustment			WBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .56

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	209	.06	377	.11*
NBT	2	3400	1190	.35*	1270	.37
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	890	.26	920	.27*
SBR	1	1700	121	.07	423	.25
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.40		.43

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	95	.06	205	.12*
NBT	2	3400	339	.10	331	.10
NBR	d	1700	393	.23	422	.25
SBL	1	1700	158	.09*	107	.06
SBT	2	3400	247	.07	333	.10*
SBR	d	1700	11	.01	16	.01
EBL	2	3400	18	.01*	18	.01
EBT	3	5100	639	.13	1491	.29*
EBR	d	1700	118	.07	179	.11
WBL	2	3400	485	.14	388	.11*
WBT	3	5100	1463	.29*	1110	.22
WBR	d	1700	143	.08	82	.05
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.54		.68

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1003	.29*	1474	.43*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	927	.27	884	.26
SBR	0	0	0		0	
EBL	2	3400	464	.14*	166	.05*
EBT	0	0	0		0	
EBR	1	1700	475	.28	256	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.12*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		.53

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	245	.07*	377	.11*
NBT	3	5100	855	.17	1019	.20
NBR	1	1700	159	.09	556	.33
SBL	2	3400	262	.08	364	.11
SBT	3	5100	1581	.31*	988	.23*
SBR	0	0	258		189	
EBL	2	3400	176	.05*	333	.10
EBT	3	5100	649	.13	1265	.25*
EBR	1	1700	466	.27	191	.11
WBL	2	3400	573	.17	312	.09*
WBT	3	5100	1307	.26*	797	.16
WBR	1	1700	499	.29	391	.23
Right Turn Adjustment			EBR	.08*	NBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.82		.76

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	102	.06*	110	.06
NBT	3	5100	991	.19	1731	.34*
NBR	d	1700	44	.03	72	.04
SBL	1	1700	38	.02	38	.02*
SBT	3	5100	1903	.37*	1250	.25
SBR	d	1700	90	.05	38	.02
EBL	1	1700	23	.01	127	.07
EBT	2	3400	88	.05*	320	.12*
EBR	0	0	100	.06	74	
WBL	1	1700	157	.09*	66	.04*
WBT	2	3400	378	.12	142	.05
WBR	0	0	26		42	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .57

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	112	.07*	126	.07
NBT	3	5100	946	.19	1869	.37*
NBR	1	1700	169	.10	278	.16
SBL	1	1700	211	.12	151	.09*
SBT	3	5100	1841	.36*	1409	.28
SBR	1	1700	212	.12	117	.07
EBL	1	1700	76	.04*	149	.09
EBT	2	3400	280	.12	761	.25*
EBR	0	0	134		99	
WBL	1	1700	335	.20	232	.14*
WBT	2	3400	736	.30*	337	.12
WBR	0	0	269		82	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .90

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	73	.02*	73	.02
NBT	4	6800	911	.14	1844	.30*
NBR	0	0	59		226	
SBL	2	3400	159	.05	223	.07*
SBT	3	5100	1919	.38*	1393	.27
SBR	1	1700	269	.16	92	.05
EBL	2	3400	115	.03*	349	.10
EBT	2	3400	233	.07	1141	.34*
EBR	1	1700	42	.02	120	.07
WBL	2	3400	368	.11	327	.10*
WBT	2	3400	958	.28*	406	.12
WBR	1	1700	174	.10	187	.11
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .76 .86

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	659	.19*	609	.18
NBT	3	5100	1057	.21	1815	.36*
NBR	1	1700	159	.09	468	.28
SBL	2	3400	173	.05	198	.06*
SBT	4	6800	2122	.33*	1514	.24
SBR	0	0	111		117	
EBL	2	3400	91	.03	284	.08
EBT	2	3400	218	.06*	607	.18*
EBR	2	3400	200	.06	479	.14
WBL	2	3400	578	.17*	572	.17*
WBT	2	3400	450	.13	314	.09
WBR	1	1700	121	.07	204	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .82

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1591	.31*	2613	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1536	.30	1528	.30
SBR	f		1633		1335	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	408	.12*	192	.06*
WBT	0	0	0		0	
WBR	2	3400	483	.14	392	.12
Right Turn Adjustment			WBR	.02*	WBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .68

383 . Lake Forest Dr. at Avenida Carlota/I-5 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	917	.14*	1578	.26*
NBR	0	0	62		165	
SBL	2	3400	410	.12*	369	.11*
SBT	3	5100	1097	.22	660	.13
SBR	f		406		644	
EBL	3	5100	754	.15	1408	.28
EBT	0.5	3400	400	{.28}*	562	.33*
EBR	1.5		604		356	.21
WBL	2	3400	185	.05*	222	.07*
WBT	0	0	0		0	
WBR	2	3400	325	.10	566	.17
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .64 .82

385 . Lake Forest Dr. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	45	.01	122	.04
NBT	3	5100	293	.06*	691	.14*
NBR	1	1700	255	.15	366	.22
SBL	2	3400	386	.11*	475	.14*
SBT	3	5100	487	.10	279	.05
SBR	f		31		88	
EBL	2	3400	32	.01	88	.03
EBT	3	5100	609	.12*	1454	.29*
EBR	d	1700	88	.05	116	.07
WBL	2	3400	635	.19*	494	.15*
WBT	3	5100	1274	.25	811	.16
WBR	1	1700	325	.19	526	.31
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .77

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	157	.09
NBT	2	3400	241	.07	421	.12*
NBR	d	1700	129	.08	192	.11
SBL	1	1700	105	.06	223	.13*
SBT	2	3400	258	.08*	262	.08
SBR	d	1700	96	.06	75	.04
EBL	1	1700	45	.03*	132	.08
EBT	2	3400	337	.10	1295	.38*
EBR	1	1700	58	.03	80	.05
WBL	1	1700	176	.10	88	.05*
WBT	2	3400	1297	.38*	648	.19
WBR	1	1700	176	.10	127	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .73

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		55		33	
NBT	1.5	3400	33	.04*	19	.02*
NBR	0		33		18	
SBL	0.5		179	.11*	205	.12*
SBT	1.5	3400	14	.01	24	.01
SBR	d	1700	367	.22	173	.10
EBL	1	1700	106	.06*	431	.25*
EBT	2	3400	462	.14	937	.29
EBR	0	0	12		46	
WBL	1	1700	14	.01	20	.01
WBT	2	3400	649	.23*	704	.29*
WBR	0	0	116		270	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .55 .73

388 . Ridge Route Dr. at Avenida Carlota

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	59	.03*	66	.04*
NBT	0	0	0		0	
NBR	1	1700	250	.15	494	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	153	.06*	1066	.35*
EBR	0	0	67		114	
WBL	1	1700	426	.25*	266	.16*
WBT	2	3400	555	.16	354	.10
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .73

389 . Ridge Route at Moulton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	107	.06*	172	.10*
NBT	2	3400	171	.05	159	.05
NBR	1	1700	73	.04	163	.10
SBL	2	3400	133	.04	264	.08
SBT	2	3400	177	.05*	148	.04*
SBR	1	1700	89	.05	89	.05
EBL	2	3400	24	.01*	84	.02
EBT	3	5100	825	.16	2442	.48*
EBR	1	1700	121	.07	59	.03
WBL	2	3400	132	.04	113	.03*
WBT	4	6800	2744	.40*	1349	.20
WBR	1	1700	155	.09	107	.06
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .72

390 . Paseo de Valencia at Avenida Carlota

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	428	.13*	176	.05
NBT	1	1700	52	.03	157	.09*
NBR	1	1700	31	.02	197	.12
SBL	2	3400	1429	.42*	1687	.50*
SBT	2	3400	1215	.40	1046	.33
SBR	0	0	149		86	
EBL	2	3400	183	.05*	378	.11*
EBT	2	3400	143	.04	626	.18
EBR	1	1700	95	.06	616	.36
WBL	1	1700	11	.01	37	.02
WBT	2	3400	542	.16*	338	.10*
WBR	1	1700	441	.26	515	.30
Right Turn Adjustment					Multi	.11*
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .81 .96

391 . Santa Maria Av. at Moulton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		248	.07*	212	.06*
NBT	0	5100	0		0	
NBR	1.5		291	{.00}	259	{.04}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	849	.19	2547	.53*
EBR	0	0	104		181	
WBL	1	1700	246	.14	250	.15*
WBT	3	5100	2722	.53*	1321	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .79

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	261	.08
NBT	3	5100	823	.16	1486	.29*
NBR	1	1700	73	.04	274	.16
SBL	2	3400	243	.07	229	.07*
SBT	3	5100	1222	.24*	1011	.20
SBR	1	1700	449	.26	161	.09
EBL	2	3400	198	.06*	327	.10
EBT	2	3400	255	.08	1027	.30*
EBR	1	1700	127	.07	230	.14
WBL	2	3400	282	.08	219	.06*
WBT	2	3400	931	.27*	458	.13
WBR	1	1700	308	.18	207	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .77

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	489	.14*	560	.16*
NBT	4	6800	1099	.16	1466	.22
NBR	d	1700	117	.07	153	.09
SBL	2	3400	94	.03	186	.05
SBT	4	6800	1535	.22*	1092	.18*
SBR	0	0	128		142	
EBL	2	3400	98	.03	369	.11
EBT	2	3400	178	.05*	621	.18*
EBR	f		283		381	
WBL	2	3400	372	.11*	302	.09*
WBT	2	3400	424	.12	320	.09
WBR	1	1700	53	.03	108	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .66

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	89	.05	119	.07
NBT	2.5	6800	1414	{.33}*	1698	{.33}*
NBR	1.5		1329		940	{.27}
SBL	0	0	0		0	
SBT	5	8500	2060	.24	1801	.22
SBR	0	0	108		89	
EBL	1	1700	0	.00	0	.00
EBT	1	1700	0	.00*	0	.00*
EBR	1	1700	0	.00	0	.00
WBL	0	0	627	{.37}*	649	{.38}*
WBT	3	5100	76	.15	59	.14
WBR	0	0	570	.34	602	.35
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .75 .76

396 . El Toro Rd. at Avenida Carlota

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1269	.19*	1518	.22*
NBR	d	1700	52	.03	51	.03
SBL	2	3400	149	.04*	266	.08*
SBT	3	5100	726	.14	1009	.20
SBR	1	1700	656	.39	660	.39
EBL	1.5		833		885	
EBT	1.5	5100	540	.27*	1106	.39*
EBR	1	1700	285	.17	408	.24
WBL	1	1700	51	.03	66	.04
WBT	1	1700	235	.14*	141	.08*
WBR	1	1700	394	.23	501	.29
Right Turn Adjustment			WBR	.05*	WBR	.13*
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .74 .95

397 . El Toro Rd. at Paseo de Valencia

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05	158	.05
NBT	3	5100	679	.13*	953	.19*
NBR	1	1700	380	.22	371	.22
SBL	2	3400	231	.07*	311	.09*
SBT	3	5100	587	.12	950	.19
SBR	0	0	13		35	
EBL	1	1700	16	.01	75	.04
EBT	2	3400	1014	.30*	1218	.36*
EBR	1	1700	331	.19	379	.22
WBL	2	3400	425	.13*	510	.15*
WBT	2	3400	328	.10	276	.08
WBR	1	1700	207	.12	332	.20
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR NBR EBR

TOTAL CAPACITY UTILIZATION .68 .84

398 . El Toro Rd. at Moulton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	417	.12	225	.07
NBT	3	5100	800	.16*	791	.16*
NBR	1	1700	153	.09	254	.15
SBL	2	3400	426	.13*	626	.18*
SBT	3	5100	625	.12	869	.17
SBR	1	1700	249	.15	375	.22
EBL	2	3400	187	.06*	269	.08
EBT	3	5100	713	.14	2430	.48*
EBR	1	1700	151	.09	332	.20
WBL	2	3400	335	.10	289	.09*
WBT	3	5100	2399	.47*	910	.18
WBR	1	1700	284	.17	330	.19
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .87 .96

399 . El Toro Rd. at Aliso Creek Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	521	.10*	759	.15*
NBR	f		565		910	
SBL	1	1700	105	.06*	350	.21*
SBT	3	5100	726	.14	651	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1224	.36*	989	.29*
WBT	0	5100	0		0	
WBR	1.5		199	.12	161	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .70

400 . El Toro Rd. at SR-73 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1042	.31	1795	.53*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	5100	667	.39*	736	.32
SBR	1.5		1769	.52	898	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	76	.02	86	.03
WBT	2	3400	322	.09*	124	.04*
WBR	1	1700	63	.04	50	.03
Right Turn Adjustment			SBR	.13*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .62

401 . El Toro Rd. at SR-73 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	517	.15	811	.24*
NBR	1	1700	111	.07	130	.08
SBL	1	1700	44	.03	81	.05*
SBT	2	3400	708	.21*	988	.29
SBR	0	0	0		0	
EBL	1.5		593	.17*	1040	.31*
EBT	1.5	5100	65	.04	282	.17
EBR	0		2		8	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .65

402 . I-5 NB Ramps at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		303	.09*	377	.11*
NBT	0	5100	0		0	
NBR	1.5		19		57	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	781	.23*	1383	.41*
EBR	f		681		442	
WBL	1	1700	469	.28*	158	.09*
WBT	2	3400	987	.29	883	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .66

405 . Laguna Canyon Rd. at Quail Hill Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	66	.04	39	.02*
NBT	2	3400	642	.19*	209	.06
NBR	d	1700	322	.19	82	.05
SBL	1	1700	144	.08*	154	.09
SBT	2	3400	124	.04	494	.15*
SBR	d	1700	32	.02	72	.04
EBL	1	1700	67	.04	36	.02
EBT	2	3400	303	.09*	128	.04*
EBR	d	1700	30	.02	45	.03
WBL	1	1700	36	.02*	218	.13*
WBT	2	3400	82	.02	293	.09
WBR	d	1700	81	.05	169	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .39

406 . Laguna Canyon Rd. at Lake Forest Dr.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2185	.43*	1406	.28*
NBR	1	1700	133	.08	122	.07
SBL	2	3400	977	.29*	1255	.37*
SBT	3	5100	1127	.22	1711	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	123	.04*	168	.05*
WBT	0	0	0		0	
WBR	f		1755		1418	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .75

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	85	.05
NBT	2	3400	1158	.34	1606	.47*
NBR	d	1700	881	.52	278	.16
SBL	1	1700	191	.11*	162	.10*
SBT	2	3400	1312	.39	911	.27
SBR	d	1700	146	.09	245	.14
EBL	1	1700	346	.20*	313	.18*
EBT	2	3400	185	.10	160	.06
EBR	0	0	138		46	
WBL	2	3400	498	.15	1183	.35
WBT	1	1700	245	.21*	390	.40*
WBR	0	0	109		291	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .91 1.20

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	221	.13*	305	.18*
NBT	0	0	0		0	
NBR	1	1700	129	.08	239	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	688	.13	2051	.40*
EBR	d	1700	364	.21	264	.16
WBL	1	1700	211	.12	166	.10*
WBT	3	5100	2058	.40*	1085	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .73

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	69	.04*	39	.02
NBT	2	3400	259	.10	441	.14*
NBR	0	0	94		42	
SBL	1	1700	52	.03	31	.02*
SBT	2	3400	472	.17*	269	.08
SBR	0	0	11		12	
EBL	1	1700	55	.03*	95	.06
EBT	2	3400	165	.07	437	.15*
EBR	0	0	71		82	
WBL	1	1700	127	.07	49	.03*
WBT	2	3400	370	.12*	78	.04
WBR	0	0	46		64	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .39

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	165	.10*	91	.05
NBT	2	3400	276	.08	515	.15*
NBR	d	1700	69	.04	136	.08
SBL	1	1700	102	.06	87	.05*
SBT	2	3400	303	.09*	305	.09
SBR	d	1700	124	.07	59	.03
EBL	1	1700	107	.06*	92	.05
EBT	2	3400	472	.19	1106	.35*
EBR	0	0	171		96	
WBL	1	1700	108	.06	149	.09*
WBT	2	3400	675	.22*	440	.15
WBR	0	0	77		83	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .69

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	0	.00*	0	.00*
NBR	0	0	0		0	
SBL	2	3400	483	.14*	627	.18*
SBT	2	3400	48	.01	20	.01
SBR	f		658		562	
EBL	2	3400	521	.15*	984	.29*
EBT	3	5100	519	.10	1617	.32
EBR	1	1700	61	.04	74	.04
WBL	2	3400	141	.04	68	.02
WBT	3	5100	1660	.33*	801	.16*
WBR	1	1700	369	.22	349	.21
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .67 .68

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	656	.19*	395	.12*
NBT	3	5100	1227	.24	844	.17
NBR	f		64		59	
SBL	2	3400	240	.07	921	.27
SBT	2	3400	552	.16*	1293	.38*
SBR	f		222		205	
EBL	1	1700	232	.14*	153	.09*
EBT	0	0	0		0	
EBR	f		289		384	
WBL	2	3400	158	.05	93	.03
WBT	0	0	0		0	
WBR	f		1340		293	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .64

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	452	.27*	345	.20*
NBT	3	5100	136	.03	456	.09
NBR	f		252		606	
SBL	1	1700	55	.03	201	.12
SBT	3	5100	4[illegible]	.09*	372	.07*
SBR	1	1700	279	.16	409	.24
EBL	2	3400	20	.01	275	.08
EBT	3	5100	774	.15*	1903	.37*
EBR	1	1700	274	.16	644	.38
WBL	2	3400	718	.21*	444	.13*
WBT	4	6800	2287	.34	1137	.17
WBR	d	1700	27	.02	49	.03
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .82

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	418	.12*	440	.13*
NBT	3	5100	929	.18	1039	.20
NBR	1	1700	140	.08	203	.12
SBL	2	3400	223	.07	216	.06
SBT	3	5100	1402	.27*	1003	.20*
SBR	1	1700	446	.26	244	.14
EBL	2	3400	224	.07*	479	.14
EBT	3	5100	357	.11	1010	.24*
EBR	0	0	203	.12	224	
WBL	2	3400	275	.08	184	.05*
WBT	3	5100	1177	.23*	616	.12
WBR	1	1700	197	.12	172	.10
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION .74 .67

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	236	.14*	124	.07*
NBT	3	5100	1213	.24	1783	.35
NBR	d	1700	4	.00	21	.01
SBL	1	1700	2	.00	7	.00
SBT	3	5100	1565	.31*	1455	.29*
SBR	d	1700	254	.15	49	.03
EBL	1.5		47		284	
EBT	0.5	3400	9	.02*	25	.09*
EBR	1	1700	115	.07	174	.10
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .52 .50

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	77	.05*	98	.06
NBT	3	5100	930	.18	1549	.30*
NBR	1	1700	229	.13	240	.14
SBL	2	3400	258	.08	191	.06*
SBT	3	5100	1572	.31*	1209	.24
SBR	d	1700	253	.15	277	.16
EBL	1	1700	159	.09*	262	.15*
EBT	2	3400	313	.13	598	.22
EBR	0	0	130		138	
WBL	2	3400	388	.11	193	.06
WBT	2	3400	750	.22*	445	.13*
WBR	1	1700	251	.15	318	.19
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .72 .70

421 . Los Alisos Bl. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	241	.14*	198	.12*
NBT	3	5100	347	.07	733	.14
NBR	d	1700	112	.07	372	.22
SBL	1	1700	116	.07	130	.08
SBT	3	5100	1247	.24*	670	.13*
SBR	d	1700	276	.16	87	.05
EBL	1	1700	138	.08*	325	.19
EBT	2	3400	475	.14	918	.27*
EBR	d	1700	209	.12	90	.05
WBL	1	1700	256	.15	240	.14*
WBT	2	3400	869	.26*	565	.17
WBR	d	1700	46	.03	62	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .71

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	247	.15*	208	.12
NBT	3	5100	589	.12	1227	.24*
NBR	1	1700	275	.16	351	.21
SBL	1	1700	277	.16	236	.14*
SBT	3	5100	1214	.24*	720	.14
SBR	1	1700	298	.18	129	.08
EBL	2	3400	123	.04*	280	.08
EBT	2	3400	571	.17	823	.24*
EBR	1	1700	176	.10	283	.17
WBL	2	3400	269	.08	218	.06*
WBT	2	3400	973	.29*	423	.12
WBR	1	1700	127	.07	223	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .73

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	249	.15	115	.07
NBT	2	3400	1011	.30*	574	.17*
NBR	1	1700	151	.09	236	.14
SBL	1	1700	166	.10*	387	.23*
SBT	2	3400	765	.22	891	.32
SBR	0	0	180		209	
EBL	1	1700	319	.19*	273	.16
EBT	3	5100	798	.16	1437	.28*
EBR	1	1700	173	.10	261	.15
WBL	1	1700	316	.19	258	.15*
WBT	3	5100	1107	.22*	785	.15
WBR	d	1700	256	.15	243	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .88

424 . Los Alisos Bl. at Rockfield Bl./Fordview S

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	262	.15*	301	.18*
NBT	2	3400	1160	.34	1644	.49
NBR	0	0	2		9	
SBL	1	1700	15	.01	27	.02
SBT	2	3400	1030	.45*	894	.36*
SBR	0	0	458		329	
EBL	1.5		220		446	
EBT	0.5	3400	11	.07*	35	.14*
EBR	1	1700	190	.11	326	.19
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .72 .73

425 . Los Alisos Bl. at Avenida Carlota

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	427	.13*	238	.07*
NBT	3	5100	1226	.24	1142	.23
NBR	0	0	3		6	
SBL	1	1700	7	.00	15	.01
SBT	2	3400	958	.28*	1058	.31*
SBR	1	1700	373	.22	252	.15
EBL	1.5		524		908	
EBT	0.5	3400	3	.16*	9	.27*
EBR	1	1700	202	.12	442	.26
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .62 .70

426 . Los Alisos Bl. at Paseo de Valencia

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	733	.14*	1167	.23*
SBT	0	0	0	.	0	
SBR	1	1700	261	.15	187	.11
EBL	2	3400	166	.05*	311	.09
EBT	2	3400	577	.17	1523	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1179	.35*	703	.21
WBR	2	3400	1374	.40	949	.28
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .59 .73

427 . Moulton Pkwy. at Glenwood Dr./Indian Creek

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	285	.08	241	.07*
NBT	3	5100	2517	.49*	1342	.26
NBR	d	1700	15	.01	35	.02
SBL	1	1700	16	.01*	42	.02
SBT	3	5100	1012	.20	2405	.47*
SBR	1	1700	325	.19	453	.27
EBL	1.5		523		278	
EBT	0.5	3400	6	.16*	11	.09*
EBR	1	1700	228	.13	281	.17
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .71 .71

428 . Laguna Hills Dr. at Paseo de Valencia

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		1133		721	
NBT	0.5	3400	7	.34*	29	.22*
NBR	1	1700	390	.23	462	.27
SBL	1	1700	98	.06	49	.03
SBT	1	1700	17	.06*	18	.03*
SBR	0	0	84		34	
EBL	1	1700	26	.02*	67	.04
EBT	3	5100	614	.12	1899	.37*
EBR	1	1700	739	.43	849	.50
WBL	2	3400	357	.11	333	.10*
WBT	3	5100	1318	.27*	935	.20
WBR	0	0	36		74	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .74 .77

429 . Moulton Pkwy. at Laguna Hills Dr.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	365	.11	215	.06*
NBT	4	6800	1811	.27*	910	.13
NBR	1	1700	170	.10	146	.09
SBL	2	3400	342	.10*	220	.06
SBT	3	5100	612	.12	1736	.34*
SBR	1	1700	396	.23	712	.42
EBL	2	3400	578	.17*	383	.11*
EBT	3	5100	828	.16	824	.16
EBR	f		97		204	
WBL	1	1700	71	.04	190	.11
WBT	2	3400	789	.23*	823	.24*
WBR	1	1700	141	.08	207	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .80

430 . Trabuco Rd. at Alicia Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	303	.09	203	.06
NBT	2	3400	674	.20*	411	.12*
NBR	d	1700	82	.05	45	.03
SBL	2	3400	208	.06*	659	.19*
SBT	2	3400	338	.10	725	.21
SBR	d	1700	145	.09	116	.07
EBL	1	1700	206	.12*	248	.15*
EBT	3	5100	1051	.21	1426	.28
EBR	d	1700	67	.04	168	.10
WBL	1	1700	75	.04	107	.06
WBT	3	5100	1561	.31*	1160	.23*
WBR	d	1700	370	.22	211	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .74

431 . Jeronimo Rd. at Alicia Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	568	.17*	299	.09*
NBT	2	3400	807	.24	379	.11
NBR	1	1700	154	.09	122	.07
SBL	2	3400	95	.03	215	.06
SBT	2	3400	418	.12*	721	.21*
SBR	1	1700	266	.16	513	.30
EBL	2	3400	448	.13*	346	.10
EBT	3	5100	1172	.23	1892	.37*
EBR	1	1700	220	.13	530	.31
WBL	2	3400	152	.04	178	.05*
WBT	3	5100	1600	.31*	1337	.26
WBR	1	1700	247	.15	115	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .77

432 . Alicia Pkwy. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	308	.09*	453	.13
NBT	3	5100	1601	.31	2260	.44*
NBR	1	1700	46	.03	205	.12
SBL	2	3400	146	.04	247	.07*
SBT	4	6800	1985	.31*	1813	.29
SBR	0	0	143		172	
EBL	1	1700	110	.06*	168	.10
EBT	2	3400	349	.10	808	.24*
EBR	1	1700	451	.27	474	.28
WBL	1	1700	148	.09	133	.08*
WBT	2	3400	700	.21*	495	.15
WBR	1	1700	354	.21	261	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .72 .88

433 . I-5 NB Ramps at Alicia Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		142	{.06}*	398	{.21}*
NBT	0	5100	0	.06	0	.21
NBR	1.5		168		674	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1688	.33*	2266	.44*
EBR	f		1414		870	
WBL	0	0	0		0	
WBT	3	5100	1623	.32	1652	.32
WBR	f		1324		900	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .70

434 . I-5 SB Ramps at Alicia Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1243		1119	
SBT	0	6800	0	{.28}*	0	{.30}*
SBR	1.5		854		1080	
EBL	0	0	0		0	
EBT	3	5100	1847	.36*	2095	.41*
EBR	f		151		203	
WBL	0	0	0		0	
WBT	3	5100	1029	.20	1313	.26
WBR	f		805		750	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .76

435 . Alicia Pkwy. at Paseo de Valencia

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	587	.17*	414	.12
NBT	3	5100	1682	.34	1414	.30*
NBR	0	0	74		102	
SBL	1	1700	74	.04	251	.15*
SBT	3	5100	1183	.23*	1489	.29
SBR	1	1700	386	.23	469	.28
EBL	2	3400	310	.09*	552	.16
EBT	2	3400	261	.08	776	.23*
EBR	2	3400	340	.10	1012	.30
WBL	2	3400	97	.03	101	.03*
WBT	3	5100	687	.13*	393	.08
WBR	1	1700	117	.07	106	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .76

436 . Moulton Pkwy. at Alicia Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	68	.02	101	.03*
NBT	4	6800	1802	.26*	632	.09
NBR	f		610		325	
SBL	2	3400	148	.04*	253	.07
SBT	3	5100	523	.10	976	.19*
SBR	1	1700	230	.14	654	.38
EBL	2	3400	497	.15	289	.09
EBT	3	5100	1563	.31*	1162	.23*
EBR	1	1700	90	.05	74	.04
WBL	2	3400	287	.08*	530	.16*
WBT	3	5100	1122	.22	1495	.29
WBR	1	1700	221	.13	129	.08
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .78

437 . Scientific Wy. at ICD

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	3	.00	133	.04*
NBT	2	3400	5	.00	57	.02
NBR	1	1700	2	.00	15	.01
SBL	2	3400	5	.00	4	.00
SBT	2	3400	19	.01*	7	.00*
SBR	1	1700	6	.00	10	.01
EBL	1	1700	46	.03*	69	.04
EBT	3	5100	622	.12	1641	.32*
EBR	1	1700	98	.06	18	.01
WBL	1	1700	22	.01	5	.00
WBT	3	5100	1251	.25*	958	.19
WBR	1	1700	80	.05	34	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .41

441 . Loop Rd. at Jamboree Rd. SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	18	.01	132	.04*
NBR	1	1700	22	.01	87	.05
SBL	1	1700	28	.02	33	.02*
SBT	2	3400	222	.07*	138	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		538	.16*	272	.08*
WBT	0	5100	0		0	
WBR	1.5		52		98	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .28 .19

444 . Sand Canyon Av. at Burt Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	15	.01*	9	.01
NBT	3	5100	1184	.25	3330	.67*
NBR	0	0	77		85	
SBL	1	1700	92	.05	104	.06*
SBT	3	5100	3740	.73*	1732	.34
SBR	1	1700	71	.04	10	.01
EBL	1	1700	16	.01	43	.03*
EBT	1	1700	1	.00*	3	.00
EBR	d	1700	13	.01	24	.01
WBL	1	1700	67	.04*	48	.03
WBT	1	1700	4	.00	1	.00*
WBR	1	1700	80	.05	101	.06
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .82

452 . Jamboree Rd. at Santiago Canyon Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	905	.27*	1748	.51*
NBT	1	1700	37	.02	21	.01
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	11	.00*	28	.01*
SBR	d	1700	8	.00	22	.01
EBL	1	1700	13	.01*	19	.01*
EBT	0	0	0		0	
EBR	2	3400	1645	.48	822	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.27*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .58

463 . Jamboree Rd. at Chapman Ave.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	79	.02	141	.04
NBT	2	3400	270	.08*	746	.22*
NBR	2	3400	263	.08	473	.14
SBL	2	3400	791	.23*	507	.15*
SBT	3	5100	634	.12	202	.04
SBR	1	1700	241	.14	149	.09
EBL	2	3400	122	.04	205	.06*
EBT	3	5100	1066	.21*	1180	.23
EBR	1	1700	98	.06	49	.03
WBL	2	3400	428	.13*	210	.06
WBT	3	5100	1411	.28	1330	.26*
WBR	2	3400	548	.16	759	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .74

464 . SR-241/SR-261 SB Ramps at Chapman Ave.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	162	.10*	185	.11*
SBT	0	0	0		0	
SBR	2	3400	315	.09	255	.08
EBL	0	0	0		0	
EBT	3	5100	1918	.38*	1839	.36
EBR	1	1700	655	.39	170	.10
WBL	2	3400	335	.10*	130	.04
WBT	3	5100	1815	.36	2261	.44*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .60

465 . SR-241/SR-261 NB Ramps at Chapman Ave.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	49	.01*	599	.18*
NBT	0	0	11		0	
NBR	1	1700	40	.02	178	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	234	.14*	133	.08*
EBT	3	5100	1700	.33	1882	.37
EBR	2	3400	0	.00	0	.00
WBL	0	0	0		0	
WBT	3	5100	2021	.40*	1651	.32*
WBR	d	1700	215	.13	157	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .63

466 . SR-241 NB Ramp at Santiago Canyon Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	729	.21*	970	.29*
NBT	0	0	0		0	
NBR	1	1700	5	.00	1	.00
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	710	.14	1419	.28*
EBR	1.5		0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	1551	.30*	900	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .62

468 . Jamboree Rd. at Canyon View Ave.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	268	.16*	366	.22
NBT	3	5100	418	.08	1457	.29*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1191	.23*	270	.05
SBR	d	1700	62	.04	109	.06
EBL	2	3400	62	.02*	100	.03*
EBT	0	0	0		0	
EBR	1	1700	439	.26	387	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.12*	EBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .39

481 . Laguna Canyon Rd. at Technology Dr.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	1	.00	2	.00
NBT	2	3400	194	.06*	361	.11*
NBR	d	1700	145	.09	138	.08
SBL	2	3400	899	.26*	536	.16*
SBT	2	3400	364	.11	300	.09
SBR	d	1700	6	.00	4	.00
EBL	1	1700	3	.00	9	.01
EBT	1	1700	17	.01*	29	.02*
EBR	0	0	1		2	
WBL	1	1700	115	.07*	150	.09*
WBT	1	1700	13	.01	25	.01
WBR	2	3400	383	.11	705	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .43

482 . Road A at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	6	.00	20	.01*
NBT	1	1700	0	.00	0	.01
NBR	0	0	4		20	
SBL	0	0	0		0	
SBT	1	1700	0	.00*	0	.00*
SBR	0	0	0		0	
EBL	1	1700	0	.00	0	.00
EBT	2	3400	696	.20	960	.28*
EBR	d	1700	29	.02	21	.01
WBL	1	1700	41	.02	19	.01*
WBT	2	3400	1254	.37*	830	.24
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .35

483 . Road C at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	42	{.02}*	25	{.01}*
NBT	0	0	0		0	
NBR	1	1700	48	.03	35	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	832	.24	885	.26*
EBR	d	1700	36	.02	41	.02
WBL	1	1700	54	.03	59	.03*
WBT	2	3400	1098	.32*	935	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .35

484 . Sand Canyon Av. at Roosevelt

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	91	.03*	245	.07
NBT	4	6800	692	.10	2208	.32*
NBR	d	1700	172	.10	267	.16
SBL	2	3400	213	.06	105	.03*
SBT	4	6800	2680	.39*	977	.14
SBR	d	1700	120	.07	96	.06
EBL	2	3400	74	.02	104	.03
EBT	1	1700	175	.10*	108	.06*
EBR	d	1700	262	.15	109	.06
WBL	2	3400	118	.03*	154	.05*
WBT	1	1700	39	.02	140	.08
WBR	d	1700	34	.02	147	.09
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .51

485 . Sand Canyon Av. at Nightmist

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	60	.02*	216	.06
NBT	4	6800	853	.13	2813	.41*
NBR	d	1700	164	.10	144	.08
SBL	1	1700	152	.09	34	.02*
SBT	4	6800	3237	.48*	1388	.20
SBR	d	1700	42	.02	51	.03
EBL	1	1700	53	.03	48	.03
EBT	1	1700	94	.06*	23	.01*
EBR	1	1700	254	.15	92	.05
WBL	2	3400	159	.05*	326	.10*
WBT	1	1700	18	.01	114	.07
WBR	d	1700	34	.02	170	.10
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .59

486 . SR-133 SB Ramps at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	229	.13*	174	.10*
SBT	0	0	0		0	
SBR	2	3400	373	.11	207	.06
EBL	0	0	0		0	
EBT	2	3400	761	.22	1140	.34*
EBR	1	1700	380	.22	347	.20
WBL	2	3400	400	.12	325	.10*
WBT	2	3400	1307	.38*	1268	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .59

487 . SR-133 NB Ramps at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	257	.08*	410	.12*
NBT	0	0	0		0	
NBR	2	3400	560	.16	543	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	970	.29	1117	.33*
EBR	f		40		200	
WBL	1	1700	130	.08	280	.16*
WBT	2	3400	1443	.42*	1180	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .66

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	273	.08*	357	.11
NBT	3	5100	885	.17	1847	.36*
NBR	1	1700	187	.11	265	.16
SBL	2	3400	96	.03	62	.02*
SBT	3	5100	2145	.42*	1041	.20
SBR	1	1700	142	.08	80	.05
EBL	1	1700	72	.04	124	.07
EBT	1	1700	137	.08*	153	.09*
EBR	1	1700	352	.21	298	.18
WBL	1	1700	162	.10*	192	.11*
WBT	1	1700	95	.08	132	.12
WBR	0	0	33		79	
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .63

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	894	.26	1868	.55*
NBR	d	1700	296	.17	576	.34
SBL	1	1700	136	.08	264	.16*
SBT	2	3400	1784	.52*	1045	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	592	.17*	385	.11*
WBT	0	0	0		0	
WBR	2	3400	207	.06	272	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .87

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	226	.13*	261	.15
NBT	2	3400	636	.19	1088	.32*
NBR	d	1700	148	.09	361	.21
SBL	1	1700	171	.10	311	.18*
SBT	2	3400	815	.24*	848	.25
SBR	d	1700	255	.15	212	.12
EBL	1	1700	115	.07*	276	.16
EBT	1	1700	242	.14	799	.47*
EBR	1	1700	133	.08	235	.14
WBL	1	1700	346	.20	177	.10*
WBT	2	3400	974	.29*	417	.12
WBR	1	1700	311	.18	196	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 1.12

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1574	.46*	579	.17*
NBT	4	6800	1841	.27	1135	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	854	.13*	1683	.25*
SBR	d	1700	206	.12	125	.07
EBL	1.5		109	.03*	196	.12*
EBT	0	5100	0		0	
EBR	1.5		386		1331	.39
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .73

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1280	.25	2206	.43*
NBR	d	1700	337	.20	191	.11
SBL	1	1700	283	.17	89	.05*
SBT	3	5100	2410	.47*	1451	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		180	.05*	399	
WBT	0	5100	0		0	{.12}*
WBR	1.5		80		284	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .65

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	326	.19*	116	.07
NBT	2	3400	924	.27	1922	.57*
NBR	0	0			0	
SBL	0	0	0		0	
SBT	2	3400	1718	.51*	1165	.34
SBR	1	1700	464	.27	247	.15
EBL	2	3400	296	.09*	525	.15*
EBT	0	0	0		0	
EBR	1	1700	82	.05	255	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .77

556 . Ridge Valley at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	269	.16*	161	.09*
NBT	1	1700	21	.01	94	.06
NBR	d	1700	56	.03	272	.16
SBL	1	1700	115	.07	24	.01
SBT	2	3400	74	.02*	59	.02*
SBR	d	1700	35	.02	17	.01
EBL	1	1700	21	.01*	8	.00
EBT	2	3400	451	.13	983	.29*
EBR	d	1700	128	.08	178	.10
WBL	1	1700	210	.12	92	.05*
WBT	2	3400	1021	.30*	592	.17
WBR	d	1700	18	.01	78	.05
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .52

558 . O St. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	119	.04	223	.07
NBT	2	3400	49	.01*	240	.07*
NBR	d	1700	72	.04	107	.06
SBL	1	1700	262	.15*	132	.08*
SBT	2	3400	344	.10	115	.03
SBR	f		435		273	
EBL	2	3400	122	.04*	385	.11*
EBT	3	5100	1806	.35	1574	.31
EBR	1	1700	259	.15	161	.09
WBL	2	3400	168	.05	104	.03
WBT	3	5100	1906	.37*	2249	.44*
WBR	1	1700	88	.05	257	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .75

559 . O St. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	156	.05*	432	.13*
NBT	2	3400	51	.02	384	.12
NBR	0	0	5		35	
SBL	1	1700	29	.02	46	.03
SBT	2	3400	377	.11*	261	.08*
SBR	1	1700	905	.53	586	.34
EBL	2	3400	501	.15*	726	.21*
EBT	2	3400	407	.12	561	.17
EBR	1	1700	622	.37	377	.22
WBL	1	1700	25	.01	24	.01
WBT	2	3400	543	.17*	456	.15*
WBR	0	0	20		43	
Right Turn Adjustment			Multi	.28*	SBR	.05*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION .81 .67

560 . O St. at Marine Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	291	.09*	379	.11*
SBT	0	0	0		0	
SBR	1	1700	152	.09	303	.18
EBL	1	1700	92	.05*	324	.19*
EBT	2	3400	903	.27	931	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1123	.33*	957	.28*
WBR	1	1700	219	.13	416	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .63

562 . D St. at Marine Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	1	.00	1	.00
SBT	0	0	0		0	
SBR	1	1700	1	.00	1	.00
EBL	1	1700	1	.00	1	.00
EBT	2	3400	1012	.30	1200	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1498	.44*	1320	.39*
WBR	0	0	1		1	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .44

563 . B St. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	121	.07*	131	.08*
NBT	0	0	0		0	
NBR	1	1700	71	.04	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2544	.50*	1844	.36
EBR	1	1700	114	.07	128	.08
WBL	1	1700	56	.03*	92	.05
WBT	3	5100	2123	.42	2935	.58*
WBR	0	0	0		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .71

564 . C St. at Marine Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	47	.03	20	.01
NBT	1	1700	43	.06*	20	.04*
NBR	0	0	61		51	
SBL	1	1700	25	.01*	179	.11*
SBT	1	1700	7	.02	40	.07
SBR	0	0	19		73	
EBL	1	1700	64	.04*	53	.03
EBT	2	3400	825	.25	1201	.36*
EBR	0	0	23		32	
WBL	1	1700	41	.02	57	.03*
WBT	2	3400	1444	.47*	1048	.34
WBR	0	0	143		117	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .59

566 . Marine Wy. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	98	.06
NBT	2	3400	344	.10	460	.14*
NBR	1	1700	85	.05	114	.07
SBL	2	3400	264	.08	314	.09*
SBT	2	3400	464	.14*	351	.10
SBR	1	1700	362	.21	267	.16
EBL	2	3400	199	.06*	447	.13
EBT	2	3400	453	.13	1012	.30*
EBR	1	1700	88	.05	124	.07
WBL	2	3400	149	.04	95	.03*
WBT	2	3400	1012	.30*	645	.19
WBR	1	1700	320	.19	333	.20
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .61

567 . Marine Wy. at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	530	.16*	431	.13*
NBT	2	3400	434	.13	393	.12
NBR	1	1700	198	.12	208	.12
SBL	1	1700	103	.06	113	.07
SBT	2	3400	295	.09*	415	.12*
SBR	1	1700	283	.17	234	.14
EBL	2	3400	232	.07*	250	.07
EBT	3	5100	999	.20	1209	.24*
EBR	f		310		502	
WBL	2	3400	166	.05	194	.06*
WBT	3	5100	1357	.27*	945	.19
WBR	1	1700	124	.07	96	.06
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .60

568 . Marine Wy. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	1301	.38*	990	.29
NBR	1	1700	0	.00	0	.00
SBL	1	1700	0	.00	0	.00
SBT	2	3400	709	.21	1170	.34*
SBR	1	1700	0	.00	0	.00
EBL	1	1700	1	.00	1	.00
EBT	1	1700	0	.00	0	.00
EBR	0	0	1		1	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	1	.00	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .39

569 . Bake Pkwy. at Marine Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	909	.27*	496	.15*
NBT	4	6800	2733	.40	2808	.41
NBR	1	1700	33	.02	0	.00
SBL	1	1700	24	.01	0	.00
SBT	5	8500	2839	.41*	2741	.36*
SBR	0	0	630		301	
EBL	2	3400	194	.06*	497	.15*
EBT	1	1700	13	.01	40	.02
EBR	2	3400	285	.08	727	.21
WBL	2	3400	5	.00	22	.01
WBT	2	3400	11	.00*	23	.01*
WBR	0	0	4		15	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .79 .72

571 . Portola Springs at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	379	.11*	334	.10*
NBT	1	1700	10	.03	24	.06
NBR	0	0	45		81	
SBL	1	1700	37	.02	24	.01
SBT	1	1700	89	.05*	68	.04*
SBR	d	1700	305	.18	99	.06
EBL	1	1700	10	.01*	33	.02
EBT	2	3400	477	.14	895	.26*
EBR	1	1700	127	.07	279	.16
WBL	1	1700	24	.01	33	.02*
WBT	2	3400	756	.22*	447	.13
WBR	d	1700	0	.00	4	.00
Right Turn Adjustment			SBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .47

572 . Modjeska at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	46	.03	60	.04
NBT	1	1700	39	.02*	80	.05*
NBR	1	1700	117	.07	122	.07
SBL	2	3400	369	.11*	263	.08*
SBT	1	1700	66	.04	73	.04
SBR	d	1700	149	.09	129	.08
EBL	1	1700	77	.05	131	.08*
EBT	3	5100	2064	.40*	1716	.34
EBR	1	1700	46	.03	55	.03
WBL	1	1700	97	.06*	142	.08
WBT	3	5100	1995	.39	2441	.48*
WBR	1	1700	204	.12	339	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .74

637 . Sterling at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	1	1700	0	.00	0	.00
NBR	0	0	0		0	
SBL	1	1700	6	.00	28	.02
SBT	1	1700	0	.03*	0	.07*
SBR	0	0	43		121	
EBL	1	1700	140	.08*	49	.03
EBT	2	3400	254	.07	982	.29*
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	2	3400	577	.18*	399	.12
WBR	0	0	30		21	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .41

640 . Thomas at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	41	.02	115	.07*
NBT	1	1700	30	.02*	6	.00
NBR	d	1700	4	.00	12	.01
SBL	1	1700	10	.01*	12	.01
SBT	1	1700	6	.00	9	.01*
SBR	d	1700	4	.00	64	.04
EBL	1	1700	19	.01*	4	.00
EBT	2	3400	156	.05	858	.25*
EBR	d	1700	63	.04	84	.05
WBL	1	1700	30	.02	1	.00
WBT	2	3400	574	.17*	235	.07
WBR	d	1700	12	.01	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .26 .38

627 . LY St. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	57	.03*	81	.05*
NBT	0	0	0		0	
NBR	1	1700	63	.04	89	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2077	.41*	1761	.35
EBR	1	1700	80	.05	62	.04
WBL	1	1700	90	.05*	98	.06
WBT	3	5100	2093	.41	2519	.49*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .59

790 . Z St. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	55	.03	58	.03*
NBT	1	1700	7	.00*	16	.01
NBR	1	1700	68	.04	45	.03
SBL	1	1700	170	.10*	57	.03
SBT	1	1700	33	.02	18	.01*
SBR	1	1700	137	.08	75	.04
EBL	1	1700	33	.02	84	.05*
EBT	3	5100	2492	.49*	1973	.39
EBR	1	1700	61	.04	55	.03
WBL	1	1700	56	.03*	87	.05
WBT	3	5100	2148	.42	2872	.56*
WBR	1	1700	30	.02	89	.05
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .70

800 . LQ St. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	65	.04	85	.05*
NBT	1	1700	18	.01*	44	.03
NBR	1	1700	201	.12	145	.09
SBL	1	1700	145	.09*	63	.04
SBT	1	1700	30	.05	20	.03*
SBR	0	0	47		38	
EBL	1	1700	26	.02	62	.04*
EBT	3	5100	2594	.51*	1851	.36
EBR	1	1700	72	.04	66	.04
WBL	2	3400	127	.04*	174	.05
WBT	3	5100	1999	.39	2797	.55*
WBR	1	1700	46	.03	164	.10
Right Turn Adjustment			NBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .72

799 . "B" St. at Marine Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	63	.04	43	.03
NBT	1	1700	23	.02*	47	.03*
NBR	0	0	14		10	
SBL	1	1700	125	.07*	63	.04*
SBT	1	1700	49	.03	32	.02
SBR	1	1700	560	.33	259	.15
EBL	1	1700	123	.07*	442	.26*
EBT	2	3400	740	.23	907	.28
EBR	0	0	30		56	
WBL	1	1700	11	.01	12	.01
WBT	2	3400	1037	.31*	948	.28*
WBR	1	1700	35	.02	111	.07
Right Turn Adjustment			SBR	.23*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .66

820 . Fairbanks at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	3	.00	84	.05
NBT	1	1700	123	.12*	51	.26*
NBR	0	0	75		397	
SBL	1	1700	62	.04*	135	.08*
SBT	1	1700	35	.03	106	.21
SBR	0	0	24		258	
EBL	1	1700	224	.13*	54	.03*
EBT	3	5100	1603	.33	1433	.28
EBR	0	0	87		12	
WBL	1	1700	248	.15	41	.02
WBT	3	5100	1773	.38*	1953	.39*
WBR	0	0	183		55	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .81

821 . Alton Pw. at Fairbanks

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	81	.05*	119	.07
NBT	3	5100	726	.17	1805	.39*
NBR	0	0	122		192	
SBL	1	1700	192	.11	150	.09*
SBT	3	5100	1976	.41*	804	.18
SBR	0	0	138		101	
EBL	1	1700	64	.04	130	.08*
EBT	1	1700	95	.12*	120	.11
EBR	0	0	114		69	
WBL	1	1700	71	.04*	59	.03
WBT	1	1700	41	.05	70	.11*
WBR	0	0	40		110	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .72

822 . "F" St. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	107	.06*	73	.04*
NBT	0	0	0		0	
NBR	1	1700	133	.08	78	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2887	.57*	2032	.40
EBR	1	1700	40	.02	74	.04
WBL	1	1700	50	.03*	126	.07
WBT	3	5100	2873	.56	3227	.63*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .72

831 . "G" St. at Marine Wy.

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	28	.02	19	.01
NBT	1	1700	34	.04*	58	.05*
NBR	0	0	28		23	
SBL	1	1700	305	.18*	161	.09*
SBT	1	1700	54	.03	37	.02
SBR	1	1700	301	.18	131	.08
EBL	1	1700	105	.06*	217	.13*
EBT	2	3400	757	.23	750	.23
EBR	0	0	18		16	
WBL	1	1700	18	.01	26	.02
WBT	2	3400	741	.22*	903	.27*
WBR	1	1700	102	.06	307	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .59

832 . Fairbanks at Astor

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	190	.11*
NBT	1	1700	14	.01	35	.02
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	27	.15*	20	.18*
SBR	0	0	234		280	
EBL	0	0	259		285	
EBT	1	1700	0	.27*	0	.23*
EBR	0	0	205		110	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .57

16 . Newport Av. at Irvine Blvd.

ITAM 8.4-10 2030 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	81	.05*	148	.09
NBT	3	5100	445	.09	935	.18*
NBR	1	1700	325	.19	760	.45
SBL	1	1700	146	.09	147	.09*
SBT	3	5100	1092	.21*	509	.10
SBR	d	1700	129	.08	99	.06
EBL	2	3400	84	.02	212	.06
EBT	3	5100	1089	.21*	1593	.31*
EBR	d	1700	75	.04	93	.05
WBL	2	3400	913	.27*	538	.16*
WBT	3	5100	2199	.43	1893	.37
WBR	d	1700	51	.03	83	.05
Right Turn Adjustment					NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .79 .94

34 . Red Hill Av. at Irvine Blvd.

ITAM 8.4-10 2030 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	252	.07*	582	.17*
NBT	1	1700	106	.06	182	.11
NBR	1	1700	8	.00	20	.01
SBL	2	3400	145	.04	101	.03
SBT	2	3400	361	.11*	167	.05*
SBR	d	1700	145	.09	119	.07
EBL	1	1700	96	.06*	203	.12*
EBT	3	5100	1218	.30	1921	.44
EBR	0	0	323		340	
WBL	1	1700	135	.08	72	.04
WBT	3	5100	2633	.52*	2560	.52*
WBR	0	0	38		72	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .91

54 . Browning Av. at Irvine Blvd.

ITAM 8.4-10 2030 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	83	.05*	97	.06*
NBT	1	1700	86	.05	66	.04
NBR	1	1700	30	.02	47	.03
SBL	0	0	46		44	
SBT	1	1700	72	.07*	31	.04*
SBR	d	1700	81	.05	54	.03
EBL	1	1700	72	.04*	52	.03*
EBT	2	3400	1247	.37	2108	.62
EBR	d	1700	80	.05	39	.02
WBL	1	1700	97	.06	39	.02
WBT	2	3400	2791	.82*	2379	.70*
WBR	d	1700	51	.03	42	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.03 .88

91 . Tustin Ranch Rd. at Irvine Bl.

ITAM 8.4-10 2030 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	217	.13*	450	.26*
NBT	3	5100	335	.07	913	.18
NBR	1	1700	238	.14	387	.23
SBL	1	1700	299	.18	187	.11
SBT	3	5100	1186	.23*	456	.09*
SBR	f		724		288	
EBL	2	3400	152	.04*	476	.14*
EBT	3	5100	972	.19	1476	.29
EBR	1	1700	365	.21	199	.12
WBL	2	3400	398	.12	155	.05
WBT	3	5100	2059	.40*	1862	.37*
WBR	1	1700	172	.10	431	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .91

132 . Jamboree Rd. NB at Walnut Av.

ITAM 8.4-10 2030 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	316	.09	503	.15
NBT	2	3400	365	.11*	529	.16*
NBR	d	1700	339	.20	582	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	30	.01*	176	.05*
EBT	3	5100	821	.16	938	.18
EBR	0	0	0		0	
WBL	0	0	4		0	
WBT	3	5100	1044	.21*	907	.18*
WBR	1	1700	465	.27	564	.33
Right Turn Adjustment			Multi	.10*	Multi	.29*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.48		.73

133 . Jamboree Rd. at Edinger Av.

ITAM 8.4-10 2030 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	88	.03	196	.06
NBT	0	0	0		0	
NBR	1	1700	103	.06	374	.22
SBL	2	3400	316	.09*	450	.13*
SBT	0	0	0		0	
SBR	f		836		331	
EBL	2	3400	262	.08*	576	.17*
EBT	3	5100	891	.18	1150	.24
EBR	0	0	13		85	
WBL	2	3400	227	.07	155	.05
WBT	3	5100	1447	.28*	1097	.22*
WBR	1	1700	488	.29	286	.17
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.50		.68

477 . El Camino Real N. at Bryan Ave.

ITAM 8.4-10 2030 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		166	.05*	110	.06*
NBT	0	5100	0		0	
NBR	1.5		134	{.00}	454	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	636	.19*	946	.28
EBR	d	1700	268	.16	56	.03
WBL	2	3400	492	.14*	184	.05
WBT	2	3400	994	.29	1210	.36*
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.48

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	39	.02	162	.10*
NBT	2	3400	79	.02*	186	.05
NBR	f		453		846	
SBL	1	1700	234	.14*	83	.05
SBT	2	3400	115	.03	112	.03*
SBR	d	1700	0	.00	11	.01
EBL	2	3400	10	.00	10	.00
EBT	2	3400	264	.08*	104	.03*
EBR	f		106		73	
WBL	2	3400	672	.20*	548	.16*
WBT	3	5100	131	.03	210	.04
WBR	f		100		160	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .37

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	138	.08*	314	.18*
NBT	3	5100	765	.15	1263	.25
NBR	f		310		1017	
SBL	1	1700	143	.08	91	.05
SBT	3	5100	1253	.25*	993	.19*
SBR	f		326		315	
EBL	2	3400	297	.09	319	.09
EBT	0	0	0		0	
EBR	f		390		147	
WBL	2	3400	951	.28*	507	.15*
WBT	0	0	0		0	
WBR	f		80		120	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .57

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04	251	.15
NBT	1.5	5100	158	.05*	302	{.13}*
NBR	1.5		107		876	
SBL	1	1700	140	.08*	280	.16*
SBT	2	3400	247	.07	293	.09
SBR	d	1700	293	.17	390	.23
EBL	1	1700	399	.23*	486	.29*
EBT	3	5100	286	.06	738	.14
EBR	d	1700	83	.05	72	.04
WBL	2	3400	1014	.30	577	.17
WBT	2	3400	663	.20*	849	.25*
WBR	d	1700	121	.07	100	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .88

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	150	.04	473	.14*
NBT	2	3400	943	.28*	1089	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	621	.18	811	.24*
SBR	1	1700	77	.05	385	.23
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .43

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	33	.02	34	.02
NBT	2	3400	195	.06*	158	.05*
NBR	d	1700	193	.11	505	.30
SBL	1	1700	211	.12*	303	.18*
SBT	2	3400	109	.03	184	.05
SBR	d	1700	20	.01	19	.01
EBL	2	3400	20	.01*	20	.01
EBT	3	5100	535	.10	1584	.31*
EBR	d	1700	37	.02	0	.00
WBL	2	3400	601	.18	497	.15*
WBT	3	5100	1940	.38*	1158	.23
WBR	d	1700	313	.18	177	.10
Right Turn Adjustment					NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .88

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	804	.24*	1395	.41*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	621	.18	811	.24
SBR	0	0	0		0	
EBL	2	3400	290	.09*	157	.05*
EBT	0	0	0		0	
EBR	1	1700	514	.30	251	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .51

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	263	.08*	254	.07*
NBT	3	5100	921	.18	1158	.23
NBR	1	1700	84	.05	800	.47
SBL	2	3400	277	.08	304	.09
SBT	3	5100	1259	.30*	1139	.26*
SBR	0	0	260		178	
EBL	2	3400	196	.06	335	.10
EBT	3	5100	752	.15*	1332	.26*
EBR	1	1700	427	.25	197	.12
WBL	2	3400	721	.21*	292	.09*
WBT	3	5100	1271	.25	744	.15
WBR	1	1700	315	.19	424	.25
Right Turn Adjustment			EBR	.04*	NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .89

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	67	.04*	73	.04
NBT	3	5100	901	.18	1697	.33*
NBR	d	1700	38	.02	102	.06
SBL	1	1700	49	.03	63	.04*
SBT	3	5100	1812	.36*	1254	.25
SBR	d	1700	16	.01	80	.05
EBL	1	1700	16	.01	104	.06
EBT	2	3400	122	.07*	318	.13*
EBR	0	0	108		123	
WBL	1	1700	214	.13*	62	.04*
WBT	2	3400	332	.11	119	.05
WBR	0	0	29		51	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .59

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	92	.05*	75	.04
NBT	3	5100	877	.17	1972	.39*
NBR	1	1700	146	.09	260	.15
SBL	1	1700	210	.12	131	.08*
SBT	3	5100	1572	.31*	1238	.24
SBR	1	1700	326	.19	199	.12
EBL	1	1700	84	.05	156	.09
EBT	2	3400	318	.13*	817	.27*
EBR	0	0	134		96	
WBL	1	1700	398	.23*	239	.14*
WBT	2	3400	700	.29	286	.11
WBR	0	0	272		89	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .93

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	29	.01*	71	.02
NBT	4	6800	787	.14	1691	.33*
NBR	0	0	138		556	
SBL	2	3400	94	.03	178	.05*
SBT	3	5100	2000	.39*	1296	.25
SBR	1	1700	167	.10	111	.07
EBL	2	3400	68	.02*	549	.16
EBT	2	3400	314	.09	1136	.33*
EBR	1	1700	50	.03	170	.10
WBL	2	3400	525	.15	273	.08*
WBT	2	3400	900	.26*	342	.10
WBR	1	1700	122	.07	106	.06
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .73 .84

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	617	.18*	643	.19
NBT	3	5100	1258	.25	2177	.43*
NBR	1	1700	226	.13	537	.32
SBL	2	3400	131	.04	159	.05*
SBT	4	6800	2413	.37*	1385	.22
SBR	0	0	90		108	
EBL	2	3400	65	.02*	250	.07
EBT	2	3400	176	.05	798	.23*
EBR	2	3400	201	.06	276	.08
WBL	2	3400	567	.17	570	.17*
WBT	2	3400	716	.21*	265	.08
WBR	1	1700	98	.06	169	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .93

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1952	.38*	3038	.60*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1809	.35	1729	.34
SBR	f		1412		1043	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	901	.26*	352	.10*
WBT	0	0	0		0	
WBR	2	3400	610	.18	380	.11
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .76

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	84	.05*	100	.06*
NBT	2	3400	269	.08	191	.06
NBR	d	1700	119	.07	230	.14
SBL	1	1700	26	.02	101	.06
SBT	2	3400	206	.06*	210	.06*
SBR	d	1700	158	.09	48	.03
EBL	1	1700	85	.05*	218	.13
EBT	2	3400	485	.14	1462	.43*
EBR	1	1700	50	.03	63	.04
WBL	1	1700	69	.04	89	.05*
WBT	2	3400	1236	.36*	640	.19
WBR	1	1700	109	.06	116	.07
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .69

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		70		30	
NBT	1.5	3400	30	.04*	20	.02*
NBR	0		50		10	
SBL	0.5		189	.11*	119	.07*
SBT	1.5	3400	10	.01	20	.01
SBR	d	1700	245	.14	150	.09
EBL	1	1700	45	.03*	290	.17
EBT	2	3400	283	.09	1607	.49*
EBR	0	0	10		60	
WBL	1	1700	10	.01	20	.01*
WBT	2	3400	809	.26*	573	.21
WBR	0	0	80		138	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .50 .64

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	115	.03*	194	.06
NBT	3	5100	1536	.30	1746	.34*
NBR	1	1700	76	.04	429	.25
SBL	2	3400	78	.02	208	.06*
SBT	3	5100	1919	.38*	1178	.23
SBR	1	1700	270	.16	43	.03
EBL	2	3400	95	.03*	131	.04
EBT	2	3400	389	.11	1080	.32*
EBR	1	1700	159	.09	319	.19
WBL	2	3400	295	.09	346	.10*
WBT	2	3400	937	.28*	591	.17
WBR	1	1700	141	.08	239	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .87

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	269	.08*	366	.11*
NBT	4	6800	1081	.16	1619	.24
NBR	d	1700	76	.04	404	.24
SBL	2	3400	152	.04	237	.07
SBT	4	6800	1847	.29*	1590	.25*
SBR	0	0	144		91	
EBL	2	3400	174	.05	574	.17
EBT	2	3400	99	.03*	771	.23*
EBR	f		242		260	
WBL	2	3400	523	.15*	327	.10*
WBT	2	3400	243	.07	335	.10
WBR	1	1700	170	.10	90	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .74

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	160	.09
NBT	2.5	6800	1111	{.28}	1721	{.38}*
NBR	1.5		1269		1263	
SBL	0	0	0		0	
SBT	5	8500	2711	.33*	2167	.27
SBR	0	0	80		90	
EBL	1	1700	40	.02	110	.06
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	150	.09	220	.13
WBL	0	0	607	{.36}*	565	{.33}*
WBT	3	5100	80	.14	60	.13
WBR	0	0	647	.38	586	.34
Right Turn Adjustment			EBR	.04*	Multi	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .83 .84

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	9	.01
NBT	2	3400	1083	.32	1469	.43*
NBR	d	1700	697	.41	226	.13
SBL	1	1700	30	.02	60	.04*
SBT	2	3400	1426	.42*	995	.29
SBR	d	1700	80	.05	35	.02
EBL	1	1700	61	.04	201	.12
EBT	2	3400	183	.06*	96	.04*
EBR	0	0	32		49	
WBL	2	3400	291	.09*	603	.18*
WBT	1	1700	80	.06	118	.10
WBR	0	0	21		44	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .74

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	275	.16*	232	.14*
NBT	0	0	0		0	
NBR	1	1700	82	.05	455	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	817	.16	1907	.37*
EBR	d	1700	176	.10	319	.19
WBL	1	1700	329	.19	112	.07*
WBT	3	5100	1764	.35*	1127	.22
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .71

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	54	.03*	47	.03
NBT	2	3400	259	.11	363	.12*
NBR	0	0	100		50	
SBL	1	1700	70	.04	90	.05*
SBT	2	3400	321	.15*	202	.07
SBR	0	0	188		20	
EBL	1	1700	50	.03	140	.08
EBT	2	3400	156	.06*	428	.14*
EBR	0	0	33		55	
WBL	1	1700	238	.14*	49	.03*
WBT	2	3400	365	.13	127	.06
WBR	0	0	70		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .39

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	62	.04
NBT	2	3400	269	.08	352	.10*
NBR	d	1700	54	.03	131	.08
SBL	1	1700	20	.01	130	.08*
SBT	2	3400	240	.07*	193	.06
SBR	d	1700	93	.05	50	.03
EBL	1	1700	142	.08	80	.05
EBT	2	3400	694	.23*	1213	.38*
EBR	0	0	90		67	
WBL	1	1700	44	.03*	90	.05*
WBT	2	3400	357	.14	432	.15
WBR	0	0	103		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .66

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	70	.04
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	90	.05
SBL	2	3400	403	.12*	381	.11*
SBT	2	3400	50	.01	20	.01
SBR	f		895		755	
EBL	2	3400	457	.13*	1101	.32*
EBT	3	5100	516	.10	1867	.37
EBR	1	1700	20	.01	70	.04
WBL	2	3400	130	.04	50	.01
WBT	3	5100	1665	.33*	855	.17*
WBR	1	1700	112	.07	295	.17
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .64 .66

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	586	.17*	318	.09
NBT	3	5100	892	.17	846	.17*
NBR	f		80		215	
SBL	2	3400	252	.07	1207	.36*
SBT	2	3400	507	.15*	1058	.31
SBR	f		239		122	
EBL	1	1700	233	.14*	160	.09*
EBT	0	0	0		0	
EBR	f		289		449	
WBL	2	3400	385	.11	170	.05
WBT	0	0	0		0	
WBR	f		1791		414	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .67

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	448	.26*	473	.28*
NBT	3	5100	163	.03	662	.13
NBR	f		297		498	
SBL	1	1700	63	.04	341	.20
SBT	3	5100	825	.16*	623	.12*
SBR	1	1700	378	.22	744	.44
EBL	2	3400	73	.02*	566	.17
EBT	3	5100	609	.12	1655	.32*
EBR	1	1700	416	.24	842	.50
WBL	2	3400	562	.17	387	.11*
WBT	4	6800	1975	.29*	1130	.17
WBR	d	1700	23	.01	52	.03
Right Turn Adjustment			SBR	.04*	SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 1.00

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	323	.10*	439	.13
NBT	3	5100	1170	.23	1475	.29*
NBR	1	1700	133	.08	629	.37
SBL	2	3400	273	.08	269	.08*
SBT	3	5100	1750	.34*	1003	.20
SBR	1	1700	481	.28	201	.12
EBL	2	3400	186	.05*	820	.24*
EBT	3	5100	361	.11	1260	.27
EBR	0	0	291	.17	141	
WBL	2	3400	288	.08	219	.06
WBT	3	5100	1182	.23*	551	.11*
WBR	1	1700	237	.14	162	.10
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION .77 .77

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	118	.07*	121	.07
NBT	3	5100	1603	.31	2212	.43*
NBR	d	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01*
SBT	3	5100	1986	.39*	1317	.26
SBR	d	1700	370	.22	118	.07
EBL	1.5		61		311	
EBT	0.5	3400	10	.02*	70	.11*
EBR	1	1700	126	.07	169	.10
WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .56 .62

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	92	.05	84	.05
NBT	3	5100	1453	.28*	1820	.36*
NBR	1	1700	198	.12	189	.11
SBL	2	3400	441	.13*	177	.05*
SBT	3	5100	1614	.32	985	.19
SBR	d	1700	95	.06	331	.19
EBL	1	1700	121	.07*	188	.11
EBT	2	3400	326	.13	695	.25*
EBR	0	0	101		171	
WBL	2	3400	543	.16	246	.07*
WBT	2	3400	767	.23*	545	.16
WBR	1	1700	119	.07	338	.20
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .76 .78

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	203	.12*	161	.09
NBT	3	5100	721	.14	1581	.31*
NBR	1	1700	271	.16	392	.23
SBL	1	1700	288	.17	261	.15*
SBT	3	5100	1532	.30*	1046	.21
SBR	1	1700	406	.24	152	.09
EBL	2	3400	171	.05*	393	.12
EBT	2	3400	605	.18	1049	.31*
EBR	d	1700	253	.15	294	.17
WBL	2	3400	259	.08	242	.07*
WBT	2	3400	1269	.37*	446	.13
WBR	1	1700	139	.08	281	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .89

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	248	.15	130	.08
NBT	2	3400	1300	.38*	589	.17*
NBR	1	1700	200	.12	239	.14
SBL	1	1700	227	.13*	483	.28*
SBT	2	3400	359	.15	845	.31
SBR	0	0	139		205	
EBL	1	1700	264	.16*	229	.13
EBT	3	5100	746	.15	1790	.35*
EBR	1	1700	91	.05	261	.15
WBL	1	1700	387	.23	311	.18*
WBT	3	5100	1383	.27*	1006	.20
WBR	d	1700	243	.14	228	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .99 1.03

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	332	.20*	353	.21*
NBT	2	3400	921	.27	1584	.47
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	1081	.50*	1030	.39*
SBR	0	0	625		285	
EBL	1.5		208		694	
EBT	0.5	3400	90	.09*	50	.22*
EBR	1	1700	199	.12	404	.24
WBL	0	0	20		20	
WBT	1	1700	110	.08*	70	.05*
WBR	d	1700	40	.02	20	.01
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .92 .92

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	171	.05*	143	.04
NBT	3	5100	1051	.21	2156	.42*
NBR	1	1700	322	.19	235	.14
SBL	2	3400	188	.06	49	.01*
SBT	3	5100	2187	.43*	1386	.27
SBR	1	1700	165	.10	110	.06
EBL	1	1700	50	.03	200	.12*
EBT	1	1700	27	.02*	74	.04
EBR	1	1700	113	.07	196	.12
WBL	1	1700	219	.13*	367	.22
WBT	1	1700	87	.07	48	.14*
WBR	0	0	28		194	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .74

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	717	.21	1645	.48*
NBR	d	1700	553	.33	648	.38
SBL	1	1700	109	.06	199	.12*
SBT	2	3400	1534	.45*	836	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	502	.15*	671	.20*
WBT	0	0	0		0	
WBR	2	3400	31	.01	247	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .85

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	183	.11*	314	.18*
NBT	2	3400	756	.22	1221	.36
NBR	d	1700	406	.24	620	.36
SBL	1	1700	201	.12	144	.08
SBT	2	3400	807	.24*	922	.27*
SBR	d	1700	220	.13	98	.06
EBL	1	1700	30	.02	125	.07
EBT	1	1700	308	.18*	702	.41*
EBR	1	1700	92	.05	191	.11
WBL	1	1700	578	.34*	421	.25*
WBT	2	3400	767	.23	554	.16
WBR	1	1700	57	.03	217	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 1.16

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1255	.37*	723	.21*
NBT	4	6800	1308	.19	1624	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	738	.11*	1508	.22*
SBR	d	1700	354	.21	98	.06
EBL	1,5		80	.02*	154	.09*
EBT	0	5100	0		0	
EBR	1.5		490	.14	1294	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.08*	EBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .70

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1250	.25	2518	.49*
NBR	d	1700	366	.22	219	.13
SBL	1	1700	219	.13	137	.08*
SBT	3	5100	2668	.52*	1671	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		144	.04*	446	.13*
WBT	0	5100	0		0	
WBR	1.5		76	{.00}	225	{.07}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .75

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 2030 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	143	.08
NBT	2	3400	1080	.32	2177	.64*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1820	.54*	1333	.39
SBR	1	1700	147	.09	274	.16
EBL	2	3400	240	.07*	145	.04*
EBT	0	0	0		0	
EBR	1	1700	159	.09	64	.04
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .73

557 . "O" St & "C" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		58	{.03}*	49	
NBT	1.5	3400	105	.05	339	.11*
NBR	0		2		1	
SBL	0.5		65		70	{.04}*
SBT	1.5	3400	486	.22*	214	.10
SBR	0		187		70	
EBL	0.5		23	{.01}*	105	
EBT	0.5	1700	9	.05	29	.15*
EBR	0		46		117	
WBL	0.5		1		4	
WBT	0.5	1700	29	.07*	21	.07
WBR	0		81		92	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .35

603 . "O" St & "LN" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	18	.01*	52	.03
NBT	2	3400	138	.05	418	.18*
NBR	0	0	46		188	
SBL	1	1700	2	.00	3	.00
SBT	2	3400	591	.18*	324	.10
SBR	0	0	7		13	
EBL	1	1700	11	.01	9	.01
EBT	1	1700	14	.05*	12	.03*
EBR	0	0	65		35	
WBL	1	1700	161	.09*	89	.05*
WBT	1	1700	10	.01	15	.01
WBR	0	0	3		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .31

605 . "O" St & "LQ" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		23	{.01}*	0	
NBT	1.5	3400	208	.10	689	.27*
NBR	0		116		241	
SBL	0.5		1		1	
SBT	1.5	3400	871	.27*	467	.14
SBR	0		49		19	
EBL	0.5		6		27	
EBT	0.5	1700	34	.02	93	.09*
EBR	0		0		25	
WBL	0.5		286		146	{.09}*
WBT	0.5	1700	99	.23*	50	.12
WBR	0		1		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .50

608 . "O" St & "LV" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	12	.01*	26	.02
NBT	2	3400	135	.05	579	.19*
NBR	0	0	25		70	
SBL	1	1700	2	.00	13	.01*
SBT	2	3400	681	.25*	498	.17
SBR	0	0	179		72	
EBL	1	1700	16	.01	112	.07
EBT	1	1700	6	.03*	23	.05*
EBR	0	0	39		60	
WBL	1	1700	57	.03*	91	.05*
WBT	1	1700	25	.02	11	.01
WBR	0	0	4		12	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .35

626 . "LY" St & "LQ" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		0		1	
NBT	0.5	1700	13	.03	150	.13*
NBR	0		36		62	
SBL	0.5		0		0	
SBT	0.5	1700	250	.15*	100	.06
SBR	0		1		1	
EBL	0.5		1		2	
EBT	0.5	1700	207	.12	395	.23*
EBR	0		1		2	
WBL	0.5		52		63	{.04}*
WBT	0.5	1700	445	.29*	266	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .45

631 . "LY" ST & "LQ" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	8	.00	64	.04*
NBT	1	1700	43	.03	195	.11
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	188	.11*	154	.09*
SBR	1	1700	108	.06	13	.01
EBL	1	1700	10	.01*	25	.01*
EBT	0	0	0		0	
EBR	1	1700	21	.01	90	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .17 .20

782 . "A" St & "LQ" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		34		21	
SBT	0	1700	0	.04*	0	.04*
SBR	0.5		42		47	
EBL	0.5		5		7	
EBT	0.5	1700	247	.15	417	.25*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	412	.25*	268	.18
WBR	0	0	15		32	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .34

787 . "Z" St & "LQ" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		2		0	
SBT	0	1700	0		0	
SBR	0.5		3		1	
EBL	1	1700	12	.01*	31	.02
EBT	1	1700	289	.17	379	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	389	.23*	304	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .27

798 . "B" St & "LQ" St

ITAM 8.4-10 2030 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	19	.01*	35	.02*
NBT	1	1700	82	.05	129	.08
NBR	0	0	1		2	
SBL	1	1700	21	.01	0	.00
SBT	1	1700	145	.10*	136	.09*
SBR	0	0	33		16	
EBL	1	1700	5	.00	8	.00
EBT	1	1700	250	.17	346	.22*
EBR	0	0	37		26	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	337	.21*	253	.16
WBR	0	0	27		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .38

221 . Culver Dr. at Bryan Av.

ITAM 8.4-10 2030 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	397	.12*	707	.21*
NBT	3	5100	684	.13	1549	.30
NBR	1	1700	229	.13	566	.33
SBL	2	3400	131	.04	150	.04
SBT	3	5100	2130	.42*	839	.16*
SBR	d	1700	348	.20	141	.08
EBL	2	3400	128	.04	256	.08*
EBT	1.5	5100	229	{.11}*	515	{.15}
EBR	1.5		463		479	{.12}
WBL	2	3400	597	.18*	272	.08
WBT	2	3400	755	.22	653	.19*
WBR	d	1700	198	.12	165	.10
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .88 .69

228 . Culver Dr. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	174	.05*	299	.09
NBT	3	5100	680	.13	1642	.32*
NBR	1	1700	364	.21	399	.23
SBL	2	3400	342	.10	281	.08*
SBT	3	5100	2091	.41*	1130	.22
SBR	f		360		220	
EBL	2	3400	439	.13	353	.10*
EBT	2	3400	934	.27*	811	.24
EBR	1	1700	225	.13	517	.30
WBL	2	3400	384	.11*	273	.08
WBT	3	5100	986	.22	791	.22*
WBR	0	0	131		316	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .77

290 . Jeffrey Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	327	.10*	320	.09*
NBT	3	5100	825	.22	1568	.33
NBR	0	0	297		131	
SBL	2	3400	137	.04	91	.03
SBT	3	5100	1928	.46*	1302	.30*
SBR	0	0	397		228	
EBL	2	3400	129	.04	437	.13*
EBT	2	3400	866	.25*	889	.26
EBR	d	1700	285	.17	325	.19
WBL	2	3400	187	.06*	243	.07
WBT	2	3400	726	.21	722	.21*
WBR	1	1700	66	.04	105	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 .78

w/ATMS credit 0.87 0.73

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 2030 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	506	.15*	625	.18
NBT	3	5100	1030	.20	1505	.30*
NBR	1	1700	245	.14	300	.18
SBL	2	3400	402	.12	505	.15*
SBT	3	5100	1920	.38*	1272	.25
SBR	d	1700	208	.12	202	.12
EBL	2	3400	223	.07	333	.10
EBT	2	3400	663	.20*	1024	.30*
EBR	1	1700	604	.36	413	.24
WBL	2	3400	566	.17*	465	.14*
WBT	2	3400	707	.21	823	.24
WBR	d	1700	97	.06	152	.09
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .96 .94

303 . Sand Canyon. Av. at I-5 NB Ramps

ITAM 8.4-10 2030 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	263	.08*	642	.19
NBT	4	6800	952	.14	2618	.39*
NBR	1	1700	686	.40	1082	.64
SBL	2	3400	329	.10	237	.07*
SBT	4	6800	3055	.45*	1297	.19
SBR	1	1700	368	.22	225	.13
EBL	2	3400	125	.04	336	.10*
EBT	2	3400	245	.07*	151	.04
EBR	1	1700	312	.18	223	.13
WBL	2	3400	603	.18*	590	.17
WBT	1.5	5100	309	{.09}	613	{.18}*
WBR	1.5		403		416	
Right Turn Adjustment			EBR	.05*	NBR	.03*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .88 .82

366 . Bake Pkwy. at Rockfield Bl.

ITAM 8.4-10 2030 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	318	.09*	76	.02
NBT	4	6800	3123	.46	3129	.46*
NBR	f		581		383	
SBL	2	3400	235	.07	441	.13*
SBT	4	6800	3118	.46*	1899	.28
SBR	1	1700	16	.01	21	.01
EBL	1	1700	3	.00	19	.01
EBT	2	3400	46	.01*	186	.05*
EBR	f		31		416	
WBL	3	5100	510	.10*	1095	.21*
WBT	1	1700	126	.07	93	.05
WBR	f		122		142	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .90

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

ITAM 8.4-10 2030 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	116	.07	201	.12
NBT	3	5100	770	.15*	1579	.31*
NBR	1	1700	175	.10	136	.08
SBL	2	3400	1586	.47*	590	.17*
SBT	3	5100	1792	.35	1023	.20
SBR	d	1700	375	.22	193	.11
EBL	2	3400	105	.03*	320	.09
EBT	1	1700	149	.09	263	.15*
EBR	d	1700	106	.06	87	.05
WBL	2	3400	72	.02	190	.06*
WBT	1	1700	229	.13*	86	.05
WBR	f		345		1481	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .74

16 . Newport Av. at Irvine Blvd.

ITAM 8.4-10 2030 Opt2 HS991 Imp(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	81	.05*	148	.09
NBT	3	5100	445	.09	935	.18*
NBR	1	1700	325	.19	760	.45
SBL	1	1700	146	.09	147	.09*
SBT	3	5100	1092	.21*	509	.10
SBR	d	1700	129	.08	99	.06
EBL	2	3400	84	.02	212	.06
EBT	3	5100	1089	.21*	1593	.31*
EBR	d	1700	75	.04	93	.05
WBL	2	3400	913	.27*	538	.16*
WBT	3	5100	2199	.43	1893	.37
WBR	d	1700	51	.03	83	.05
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .79 .90

54 . Browning Av. at Irvine Blvd.

ITAM 8.4-10 2030 Opt2 HS991 Imp(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	83	.05*	97	.06*
NBT	1	1700	86	.05	66	.04
NBR	1	1700	30	.02	47	.03
SBL	0	0	46		44	
SBT	1	1700	72	.07*	31	.04*
SBR	d	1700	81	.05	54	.03
EBL	1	1700	72	.04*	52	.03*
EBT	2	3400	1247	.37	2108	.62
EBR	d	1700	80	.05	39	.02
WBL	1	1700	97	.06	39	.02
WBT	2	3400	2791	.82*	2379	.70*
WBR	d	1700	51	.03	42	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.03 .88

w/ ATMS Credit 0.98 0.83

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ATTACHMENT 2

GENERAL PLAN BUILDOUT (POST- 2030) INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS WITH THE 2012 MODIFIED PROJECT OPTION 2 – HIGH SCHOOL ALTERNATIVE

123 . Jamboree Rd. at Tustin Ranch Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	216	.13*	54	.03
NBT	3	5100	784	.15	2229	.44*
NBR	1	1700	33	.02	5	.00
SBL	1	1700	27	.02	3	.00
SBT	3	5100	2274	.45*	933	.18
SBR	1	1700	244	.14	96	.06
EBL	2	3400	85	.03*	191	.06*
EBT	1	1700	17	.01	3	.00
EBR	1	1700	37	.02	37	.02
WBL	1	1700	0	.00	0	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .55

124 . Jamboree Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	203	.06	112	.03
NBT	3	5100	368	.07*	1031	.20*
NBR	f		168		281	
SBL	2	3400	1015	.30*	484	.14*
SBT	3	5100	1145	.22	359	.07
SBR	d	1700	3	.00	4	.00
EBL	1	1700	16	.01*	42	.02
EBT	2	3400	557	.16	771	.23*
EBR	d	1700	258	.15	85	.05
WBL	2	3400	506	.15	298	.09*
WBT	2	3400	1104	.32*	717	.21
WBR	2	3400	546	.16	1025	.30
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .71

125 . Jamboree Rd. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	234	.07*	476	.14
NBT	3	5100	287	.06	1213	.24*
NBR	1	1700	119	.07	422	.25
SBL	2	3400	715	.21	271	.08*
SBT	4	6800	1704	.28*	572	.10
SBR	0	0	229		76	
EBL	2	3400	165	.05*	388	.11*
EBT	3	5100	1098	.22	1386	.27
EBR	1	1700	285	.17	247	.15
WBL	2	3400	434	.13	335	.10
WBT	3	5100	1870	.37*	1657	.32*
WBR	d	1700	229	.13	498	.29
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .80

126 . Jamboree Rd. at Bryan Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	109	.03*	259	.08
NBT	4	6800	607	.09	1947	.29*
NBR	1	1700	156	.09	429	.25
SBL	2	3400	341	.10	86	.03*
SBT	4	6800	2282	.34*	853	.13
SBR	d	1700	136	.08	197	.12
EBL	2	3400	61	.02	243	.07
EBT	2	3400	403	.12*	589	.17*
EBR	d	1700	186	.11	109	.06
WBL	2	3400	532	.16*	313	.09*
WBT	2	3400	586	.17	596	.18
WBR	1	1700	273	.16	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .63

127 . Jamboree Rd. at El Camino Real

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	284	.08*	442	.13
NBT	4	6800	702	.10	1696	.25*
NBR	1	1700	558	.33	315	.19
SBL	1	1700	218	.13	119	.07*
SBT	4	6800	2504	.37*	842	.12
SBR	1	1700	175	.10	178	.10
EBL	1	1700	80	.05	220	.13
EBT	1	1700	164	.10*	208	.12*
EBR	2	3400	199	.06	312	.09
WBL	2	3400	387	.11*	720	.21*
WBT	2	3400	100	.05	266	.14
WBR	0	0	68		214	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .70

128 . Jamboree Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1207	.18	2630	.39*
NBR	f		676		690	
SBL	0	0	0		0	
SBT	4	6800	1804	.27*	1572	.23
SBR	f		474		480	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1102	.32*	408	.24*
WBT	0	5100	0		0	
WBR	1.5		468	.28	920	.27
Right Turn Adjustment					WBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .71

129 . Jamboree Rd. at I-5 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1413	.21	2481	.36*
NBR	f		407		1130	
SBL	0	0	0		0	
SBT	4	6800	2142	.32*	1542	.23
SBR	f		570		490	
EBL	2	3400	499	.15*	739	.22*
EBT	0	0	0		0	
EBR	2	3400	930	.27	718	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .63

131 . Jamboree Rd. SB at Walnut Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	428	.13	361	.11
SBT	2	3400	669	.20*	691	.20*
SBR	1	1700	291	.17	139	.08
EBL	0	0	0		0	
EBT	3	5100	422	.08*	669	.13*
EBR	1	1700	185	.11	393	.23
WBL	2	3400	376	.11*	336	.10*
WBT	3	5100	589	.12	761	.15
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .58

135 . Jamboree Rd. NB at Warner Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	0	.00	0	.00
NBR	0	0	0		0	
SBL	0	0	5		3	
SBT	1	1700	1	.00*	1	.00*
SBR	1	1700	72	.04	50	.03
EBL	1	1700	211	.12*	282	.17*
EBT	2	3400	805	.24	711	.21
EBR	d	1700	3	.00	1	.00
WBL	1	1700	4	.00	2	.00
WBT	2	3400	768	.23*	774	.23*
WBR	d	1700	89	.05	79	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .45

136 . Jamboree Rd. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	208	.06*	276	.08
NBT	5	8500	1229	.14	3141	.37*
NBR	1	1700	145	.09	273	.16
SBL	2	3400	417	.12	414	.12*
SBT	4	6800	3077	.45*	1742	.26
SBR	f		1161		390	
EBL	2.5		213	.06	1086	
EBT	2.5	8500	639	.13*	823	.22*
EBR	1	1700	99	.06	132	.08
WBL	2	3400	238	.07	296	.09
WBT	3	5100	823	.16*	963	.19*
WBR	f		218		523	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .85 .95

157 . SR-261 SB Ramps at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	25	.01*	65	.04*
SBT	0	0	0		0	
SBR	2	3400	78	.02	24	.01
EBL	0	0	0		0	
EBT	3	5100	1441	.28	1609	.32
EBR	1	1700	126	.07	70	.04
WBL	2	3400	49	.01	30	.01
WBT	3	5100	2121	.42*	1891	.37*
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .46

158 . SR-261 NB Ramps at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		71	{.03}*	83	{.03}*
NBT	0	3400	0	.03	0	.03
NBR	0.5		29		23	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	61	.02*	60	.02*
EBT	3	5100	1241	.24	1627	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1989	.39*	1837	.36*
WBR	1	1700	149	.09	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .46

159 . SR-261 SB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	44	.01*	37	.01*
SBT	0	0	0		0	
SBR	1	1700	36	.02	33	.02
EBL	0	0	0		0	
EBT	3	5100	1686	.33*	1873	.37
EBR	d	1700	180	.11	73	.04
WBL	2	3400	610	.18*	267	.08
WBT	3	5100	2334	.46	2327	.46*
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .53

160 . SR-261 NB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		64	.02*	117	.03*
NBT	0	5100	0		0	
NBR	1.5		158		276	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	100	.06*	78	.05*
EBT	3	5100	1692	.33	1834	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2946	.58*	2533	.50*
WBR	1	1700	120	.07	82	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .63

218 . Culver Dr. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	551	.16*	382	.11
NBT	2	3400	172	.05	568	.17*
NBR	1	1700	132	.08	251	.15
SBL	2	3400	471	.14	298	.09*
SBT	2	3400	719	.21*	394	.12
SBR	1	1700	192	.11	120	.07
EBL	2	3400	152	.04*	404	.12*
EBT	3	5100	667	.13	821	.16
EBR	1	1700	403	.24	300	.18
WBL	2	3400	178	.05	86	.03
WBT	3	5100	1297	.25*	1227	.24*
WBR	1	1700	176	.10	268	.16
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR EBR

TOTAL CAPACITY UTILIZATION .71 .67

220 . Culver Dr. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	246	.07*	493	.15
NBT	3	5100	588	.12	1038	.20*
NBR	1	1700	186	.11	450	.26
SBL	2	3400	315	.09	350	.10*
SBT	3	5100	1201	.24*	496	.10
SBR	d	1700	274	.16	164	.10
EBL	2	3400	90	.03*	416	.12*
EBT	3	5100	1149	.23	1300	.25
EBR	d	1700	453	.27	294	.17
WBL	2	3400	675	.20	279	.08
WBT	3	5100	1981	.41*	1874	.41*
WBR	0	0	112		196	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .80 .88

221 . Culver Dr. at Bryan Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	384	.11*	690	.20*
NBT	3	5100	672	.13	1568	.31
NBR	1	1700	224	.13	553	.33
SBL	2	3400	133	.04	150	.04
SBT	3	5100	2176	.43*	857	.17*
SBR	d	1700	351	.21	141	.08
EBL	2	3400	125	.04*	257	.08*
EBT	1.5	5100	223	{.10}	499	{.15}
EBR	1.5		452		473	{.13}
WBL	2	3400	582	.17	271	.08
WBT	2	3400	725	.27*	641	.24*
WBR	0	0	193		168	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .90 .74

222 . Culver Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	551	.11*	1902	.37*
NBR	f		1119		1540	
SBL	1	1700	666	.39*	343	.20*
SBT	3	5100	2435	.48	1257	.25
SBR	f		718		179	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	774	.23*	533	.16*
WBT	0	0	0		0	
WBR	2	3400	826	.24	865	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .78

223 . Culver Dr. at I-5 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1211	.24	1978	.39*
NBR	f		240		300	
SBL	0	0	0		0	
SBT	3	5100	2249	.44*	1512	.30
SBR	f		341		240	
EBL	3	5100	572	.11*	1172	.23*
EBT	0	0	0		0	
EBR	2	3400	357	.11	888	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .67

224 . Culver Dr. at Walnut Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	165	.05*	348	.10
NBT	3	5100	752	.15	1660	.33*
NBR	1	1700	282	.17	335	.20
SBL	2	3400	276	.08	389	.11*
SBT	3	5100	1979	.39*	1481	.29
SBR	1	1700	484	.28	302	.18
EBL	2	3400	354	.10*	636	.19*
EBT	2	3400	603	.18	526	.15
EBR	1	1700	234	.14	139	.08
WBL	2	3400	461	.14	379	.11
WBT	2	3400	772	.23*	709	.21*
WBR	1	1700	296	.17	263	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .82 .89

226 . Culver Dr. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	358	.11*	347	.10
NBT	4	6800	701	.10	1477	.22*
NBR	f		212		387	
SBL	2	3400	213	.06	307	.09*
SBT	4	6800	1912	.28*	1363	.20
SBR	1	1700	355	.21	220	.13
EBL	2	3400	232	.07*	329	.10*
EBT	3	5100	1085	.21	1241	.24
EBR	f		273		199	
WBL	2	3400	405	.12	264	.08
WBT	3	5100	1368	.27*	1308	.26*
WBR	f		107		210	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .72

227 . Culver Dr. at Warner Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	158	.09*	293	.17*
NBT	3	5100	1075	.21	1882	.37
NBR	1	1700	69	.04	213	.13
SBL	1	1700	80	.05	105	.06
SBT	3	5100	2346	.46*	1415	.28*
SBR	d	1700	213	.13	292	.17
EBL	2	3400	268	.08	243	.07
EBT	2	3400	241	.07*	285	.08*
EBR	d	1700	259	.15	223	.13
WBL	1	1700	239	.14*	128	.08*
WBT	2	3400	440	.13	228	.07
WBR	d	1700	160	.09	144	.08
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .66

228 . Culver Dr. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	149	.04*	294	.09
NBT	3	5100	758	.15	1722	.34*
NBR	1	1700	371	.22	393	.23
SBL	2	3400	364	.11	294	.09*
SBT	3	5100	2147	.42*	1207	.24
SBR	f		320		229	
EBL	2	3400	464	.14	348	.10*
EBT	2	3400	905	.27*	753	.22
EBR	1	1700	210	.12	489	.29
WBL	2	3400	383	.11*	274	.08
WBT	3	5100	850	.20	776	.22*
WBR	0	0	148		330	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .80

229 . Culver Dr. at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	138	.04*	295	.09
NBT	3	5100	989	.19	2064	.40*
NBR	1	1700	276	.16	365	.21
SBL	2	3400	164	.05	217	.06*
SBT	3	5100	2127	.42*	1182	.23
SBR	f		325		253	
EBL	2	3400	152	.04*	326	.10
EBT	2	3400	651	.19	958	.28*
EBR	1	1700	199	.12	309	.18
WBL	2	3400	444	.13	340	.10*
WBT	2	3400	1066	.31*	792	.23
WBR	1	1700	209	.12	250	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .89

232 . Culver Dr. at I-405 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	850	.17	2023	.40*
NBR	f		580		400	
SBL	0	0	0		0	
SBT	3	5100	1264	.25*	1251	.25
SBR	f		930		660	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	846	.50*	469	.28*
WBT	0	0	0		0	
WBR	2	3400	470	.14	817	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .73

233 . Culver Dr. at I-405 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1131	.22	1617	.32*
NBR	f		273		734	
SBL	0	0	0		0	
SBT	3	5100	1814	.36*	1287	.25
SBR	f		252		342	
EBL	1.5		283	{.16}*	857	{.25}*
EBT	0	5100	0	.16	0	{.25}
EBR	1.5		548		523	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .62

235 . Culver Dr. at University Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	68	.04
NBT	4	6800	1513	.22*	1753	.26*
NBR	2	3400	406	.12	954	.28
SBL	2	3400	27	.01*	30	.01*
SBT	4	6800	1361	.20	1205	.18
SBR	d	1700	329	.19	318	.19
EBL	2	3400	49	.01	396	.12
EBT	3	5100	599	.12*	1056	.21*
EBR	d	1700	19	.01	25	.01
WBL	2	3400	774	.23*	829	.24*
WBT	3	5100	1384	.28	714	.15
WBR	0	0	30		61	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .63 .77

249 . Yale Av. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	103	.06	243	.14*
NBT	2	3400	194	.06*	271	.08
NBR	d	1700	145	.09	156	.09
SBL	2	3400	404	.12*	269	.08
SBT	2	3400	354	.10	146	.04*
SBR	d	1700	274	.16	97	.06
EBL	1	1700	149	.09*	347	.20*
EBT	3	5100	1421	.29	1716	.34
EBR	0	0	81		37	
WBL	1	1700	245	.14	167	.10
WBT	3	5100	2143	.43*	2100	.45*
WBR	0	0	57		182	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .88

252 . Yale Av. at Bryan Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	97	.06*	118	.07*
NBT	2	3400	206	.06	348	.10
NBR	d	1700	37	.02	69	.04
SBL	1	1700	51	.03	50	.03
SBT	2	3400	308	.09*	227	.07*
SBR	d	1700	99	.06	126	.07
EBL	1	1700	51	.03*	142	.08*
EBT	2	3400	334	.10	601	.18
EBR	d	1700	85	.05	75	.04
WBL	1	1700	58	.03	28	.02
WBT	2	3400	828	.24*	586	.17*
WBR	d	1700	44	.03	39	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .44

255 . Yale Av. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	125	.07
NBT	2	3400	214	.06	388	.11*
NBR	d	1700	146	.09	157	.09
SBL	1	1700	161	.09	78	.05*
SBT	2	3400	440	.13*	254	.07
SBR	d	1700	162	.10	78	.05
EBL	1	1700	65	.04*	209	.12
EBT	2	3400	623	.18	765	.23*
EBR	d	1700	127	.07	217	.13
WBL	1	1700	203	.12	109	.06*
WBT	2	3400	998	.29*	587	.17
WBR	d	1700	131	.08	123	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .50

259 . Yale Av. at Walnut Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	249	.07*	202	.06
NBT	2	3400	250	.12	426	.16*
NBR	0	0	141		112	
SBL	1	1700	109	.06	128	.08*
SBT	2	3400	429	.13*	290	.09
SBR	1	1700	462	.27	292	.17
EBL	1	1700	209	.12*	471	.28*
EBT	2	3400	555	.16	562	.17
EBR	d	1700	246	.14	188	.11
WBL	1	1700	109	.06	75	.04
WBT	2	3400	727	.21*	580	.17*
WBR	d	1700	54	.03	186	.11
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .60 .74

261 . Yale Av. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	140	.08
NBT	2	3400	108	.03*	289	.09*
NBR	d	1700	212	.12	122	.07
SBL	1	1700	341	.20*	215	.13*
SBT	2	3400	305	.09	213	.06
SBR	d	1700	323	.19	132	.08
EBL	2	3400	128	.04	316	.09*
EBT	3	5100	1236	.27*	1185	.28
EBR	0	0	151		235	
WBL	1	1700	196	.12*	222	.13
WBT	3	5100	1114	.22	1682	.33*
WBR	1	1700	166	.10	348	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .69

264 . W. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	168	.10*	209	.12*
NBT	2	3400	163	.05	232	.07
NBR	d	1700	98	.06	130	.08
SBL	1	1700	205	.12	87	.05
SBT	2	3400	331	.10*	115	.03*
SBR	d	1700	255	.15	129	.08
EBL	2	3400	71	.02	218	.06*
EBT	2	3400	1012	.30*	1332	.39
EBR	d	1700	76	.04	107	.06
WBL	1	1700	104	.06*	58	.03
WBT	2	3400	1101	.34	1102	.36*
WBR	0	0	56		120	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .62

267 . E. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	144	.08	147	.09
NBT	2	3400	144	.04*	286	.08*
NBR	d	1700	203	.12	196	.12
SBL	1	1700	382	.22*	194	.11*
SBT	2	3400	261	.08	229	.07
SBR	d	1700	268	.16	137	.08
EBL	1	1700	104	.06*	189	.11
EBT	2	3400	800	.24	1124	.33*
EBR	d	1700	126	.07	157	.09
WBL	1	1700	174	.10	125	.07*
WBT	2	3400	1072	.32*	847	.25
WBR	d	1700	173	.10	347	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .64

268 . W. Yale Loop at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	213	.13*	170	.10*
NBT	2	3400	219	.06	241	.07
NBR	d	1700	179	.11	279	.16
SBL	1	1700	128	.08	55	.03
SBT	2	3400	328	.10*	129	.04*
SBR	d	1700	145	.09	125	.07
EBL	1	1700	115	.07*	119	.07
EBT	2	3400	853	.25	1210	.36*
EBR	d	1700	183	.11	229	.13
WBL	1	1700	89	.05	234	.14*
WBT	2	3400	1181	.35*	1047	.31
WBR	d	1700	116	.07	111	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .69

271 . E. Yale Lp. at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	234	.14*	116	.07*
NBT	2	3400	228	.07	179	.05
NBR	d	1700	528	.31	257	.15
SBL	2	3400	226	.07	189	.06
SBT	2	3400	124	.04*	144	.04*
SBR	d	1700	161	.09	99	.06
EBL	1	1700	174	.10*	278	.16
EBT	2	3400	759	.28	1174	.39*
EBR	0	0	187		154	
WBL	2	3400	203	.06	452	.13*
WBT	2	3400	1086	.32*	1035	.30
WBR	d	1700	142	.08	144	.08
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .68

282 . Jeffrey Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	958	.28*	733	.22*
NBT	2	3400	233	.07	196	.06
NBR	1	1700	60	.04	130	.08
SBL	2	3400	373	.11	384	.11
SBT	3	5100	358	.08*	236	.06*
SBR	0	0	64		70	
EBL	2	3400	119	.04	331	.10
EBT	3	5100	967	.19*	849	.17*
EBR	1	1700	485	.29	361	.21
WBL	2	3400	267	.08*	485	.14*
WBT	3	5100	888	.17	640	.13
WBR	d	1700	158	.09	144	.08
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .68 .64

283 . Jeffrey Rd. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	152	.04*	422	.12
NBT	3	5100	720	.14	930	.18*
NBR	f		288		388	
SBL	2	3400	352	.10	287	.08*
SBT	3	5100	1262	.25*	586	.11
SBR	1	1700	135	.08	207	.12
EBL	2	3400	163	.05*	116	.03*
EBT	3	5100	1486	.29	1395	.27
EBR	d	1700	304	.18	280	.16
WBL	2	3400	289	.09	284	.08
WBT	3	5100	1847	.36*	1880	.37*
WBR	d	1700	290	.17	404	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .71

284 . Jeffrey Rd. at Bryan Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	161	.05*	341	.10
NBT	3	5100	751	.18	1353	.34*
NBR	0	0	150		390	
SBL	2	3400	77	.02	81	.02*
SBT	3	5100	1413	.28*	804	.16
SBR	1	1700	387	.23	272	.16
EBL	1	1700	312	.18*	255	.15*
EBT	0.5	3400	153	{.09}	229	.13
EBR	1.5		216	{.09}	226	
WBL	2	3400	461	.14	209	.06
WBT	1	1700	312	.18*	208	.12*
WBR	d	1700	127	.07	102	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .68

285 . Jeffrey Rd. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	125	.04*	223	.07
NBT	3	5100	773	.15	1928	.38*
NBR	d	1700	269	.16	467	.27
SBL	2	3400	258	.08	99	.03*
SBT	4	6800	1604	.24*	1020	.15
SBR	1	1700	341	.20	154	.09
EBL	2	3400	244	.07	363	.11*
EBT	2	3400	534	.16*	614	.18
EBR	1	1700	135	.08	155	.09
WBL	2	3400	595	.18*	245	.07
WBT	2	3400	786	.23	613	.18*
WBR	1	1700	84	.05	260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .75

286 . Jeffrey Rd. at Roosevelt

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	114	.03*	373	.11
NBT	3	5100	950	.19	2379	.47*
NBR	1	1700	354	.21	555	.33
SBL	2	3400	110	.03	183	.05*
SBT	3	5100	2297	.45*	1324	.26
SBR	d	1700	10	.01	19	.01
EBL	1	1700	12	.01	16	.01
EBT	0.5	3400	195	{.15}*	312	.18*
EBR	1.5		365		198	
WBL	2	3400	798	.23*	459	.14*
WBT	1	1700	296	.17	248	.15
WBR	d	1700	218	.13	134	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .91 .89

287 . Jeffrey Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	897	.18	2519	.49*
NBR	f		250		280	
SBL	0	0	0		0	
SBT	3	5100	2813	.55*	1730	.34
SBR	f		680		260	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		457	.13*	594	
WBT	0	5100	0		0	.28*
WBR	1.5		493	{.01}	826	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .82

288 . Jeffrey Rd. at Walnut Av./I-5 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	276	.08
NBT	3	5100	923	.18	1901	.37*
NBR	1	1700	166	.10	218	.13
SBL	2	3400	676	.20	379	.11*
SBT	3	5100	2034	.46*	1140	.34
SBR	0	0	321		856	.50
EBL	2	3400	121	.04	294	.09
EBT	1.5	5100	422	{.14}*	243	{.07}*
EBR	1.5		357		283	{.06}
WBL	2	3400	308	.09*	687	.20*
WBT	1	1700	91	.05	148	.09
WBR	1	1700	210	.12	285	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .79 .80

289 . Jeffrey Rd. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	192	.06*	314	.09*
NBT	4	6800	781	.11	1719	.25
NBR	1	1700	337	.20	361	.21
SBL	3	5100	588	.12	387	.08
SBT	4	6800	1939	.37*	1398	.24*
SBR	0	0	544		266	
EBL	2	3400	185	.05	318	.09*
EBT	3	5100	1378	.27*	942	.18
EBR	f		306		222	
WBL	2	3400	297	.09*	290	.09
WBT	4	6800	887	.13	1631	.24*
WBR	1	1700	255	.15	643	.38
Right Turn Adjustment					WBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .79

290 . Jeffrey Rd. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	304	.09*	294	.09*
NBT	3	5100	927	.18	1617	.32
NBR	d	1700	296	.17	129	.08
SBL	2	3400	142	.04	101	.03
SBT	3	5100	2046	.40*	1410	.28*
SBR	d	1700	384	.23	239	.14
EBL	2	3400	145	.04	428	.13*
EBT	2	3400	863	.25*	830	.24
EBR	d	1700	291	.17	293	.17
WBL	2	3400	176	.05*	247	.07
WBT	2	3400	624	.18	707	.21*
WBR	1	1700	69	.04	115	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .76

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	453	.13*	592	.17
NBT	3	5100	1081	.21	1515	.30*
NBR	1	1700	238	.14	287	.17
SBL	2	3400	441	.13	524	.15*
SBT	3	5100	1978	.39*	1330	.26
SBR	d	1700	210	.12	208	.12
EBL	2	3400	241	.07	335	.10*
EBT	3	5100	662	.13*	979	.19
EBR	d	1700	567	.33	398	.23
WBL	2	3400	545	.16*	472	.14
WBT	2	3400	667	.20	820	.24*
WBR	d	1700	108	.06	161	.09
Right Turn Adjustment			EBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .96 .84

293 . Jeffrey Rd. at I-405 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1628	.32	2210	.43*
NBR	f		320		100	
SBL	0	0	0		0	
SBT	3	5100	2100	.41*	1640	.32
SBR	f		1342		600	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1175	.23*	1360	.27*
WBT	0	0	0		0	
WBR	1	1700	284	.17	530	.31
Right Turn Adjustment					WBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .79

294 . University Dr. at I-405 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1416	.28	1782	.35
NBR	f		1052		1120	
SBL	0	0	0		0	
SBT	3	5100	2517	.49*	2372	.47*
SBR	f		280		310	
EBL	2	3400	487	.14*	648	.19*
EBT	0	0	0		0	
EBR	1	1700	137	.08	128	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .71

300 . Sand Canyon. Av. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	235	.07*	605	.18*
NBT	0	0	0		0	
NBR	2	3400	409	.12	395	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	781	.23*	845	.25*
EBR	f		678		236	
WBL	2	3400	452	.13*	404	.12*
WBT	2	3400	1075	.32	955	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .60

301 . Sand Canyon. Av. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	105	.03*	496	.15*
NBT	3	5100	529	.10	788	.15
NBR	2	3400	256	.08	456	.13
SBL	2	3400	411	.12	121	.04
SBT	2	3400	957	.28*	536	.16*
SBR	1	1700	113	.07	234	.14
EBL	2	3400	257	.08*	182	.05*
EBT	4	6800	1453	.21	1153	.17
EBR	1	1700	357	.21	173	.10
WBL	2	3400	516	.15	411	.12
WBT	3	5100	1462	.29*	1790	.35*
WBR	1	1700	153	.09	450	.26
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .76

302 . Sand Canyon. Av. at Trabuco Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	207	.06*	675	.20
NBT	3	5100	449	.09	1981	.39*
NBR	f		226		483	
SBL	2	3400	331	.10	392	.12*
SBT	3	5100	2279	.45*	762	.15
SBR	1	1700	97	.06	156	.09
EBL	2	3400	146	.04	173	.05
EBT	3	5100	343	.07*	558	.11*
EBR	f		621		220	
WBL	2	3400	480	.14*	391	.12*
WBT	3	5100	837	.16	451	.09
WBR	d	1700	326	.19	390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .79

303 . Sand Canyon. Av. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	271	.08*	709	.21
NBT	4	6800	1034	.15	2767	.41*
NBR	d	1700	692	.41	1066	.63
SBL	2	3400	325	.10	228	.07*
SBT	4	6800	3276	.48*	1359	.20
SBR	1	1700	371	.22	243	.14
EBL	1.5		133		349	.10*
EBT	1.5	5100	242	.07*	146	.09
EBR	2	3400	335	.10	234	.07
WBL	2	3400	579	.17*	597	.18
WBT	1.5	5100	278	{.08}	639	{.19}*
WBR	1.5		383		414	
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .89

305 . Sand Canyon. Av. at I-5 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1334	.20	3870	.57*
NBR	1	1700	89	.05	268	.16
SBL	2	3400	550	.16	482	.14*
SBT	4	6800	3533	.52*	1709	.25
SBR	0	0	0		0	
EBL	2.5		659	.19*	570	.11*
EBT	0	6800	2		0	
EBR	1.5		1124	.33	331	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.14*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 .87

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	123	.07	201	.12
NBT	3	5100	852	.17*	1778	.35*
NBR	1	1700	172	.10	139	.08
SBL	2	3400	1640	.48*	632	.19*
SBT	3	5100	1950	.38	1101	.22
SBR	d	1700	418	.25	202	.12
EBL	2	3400	112	.03*	337	.10
EBT	1	1700	141	.08	250	.15*
EBR	d	1700	106	.06	83	.05
WBL	2	3400	67	.02	175	.05*
WBT	1	1700	220	.13*	77	.05
WBR	f		347		1505	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .79

307 . Sand Canyon. Av. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	151	.04	340	.10
NBT	3	5100	866	.17*	1436	.28*
NBR	1	1700	175	.10	159	.09
SBL	2	3400	437	.13*	206	.06*
SBT	3	5100	1349	.26	789	.15
SBR	1	1700	362	.21	356	.21
EBL	2	3400	351	.10*	299	.09*
EBT	3	5100	680	.13	645	.13
EBR	1	1700	229	.13	138	.08
WBL	2	3400	64	.02	214	.06
WBT	3	5100	709	.14*	973	.19*
WBR	1	1700	86	.05	345	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .67

309 . Sand Canyon. Av. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	194	.06	173	.05*
NBT	3	5100	1404	.28*	1086	.21
NBR	d	1700	121	.07	173	.10
SBL	2	3400	56	.02*	109	.03
SBT	3	5100	1180	.23	1197	.23*
SBR	d	1700	105	.06	138	.08
EBL	2	3400	142	.04	231	.07*
EBT	2	3400	613	.18*	489	.14
EBR	1	1700	143	.08	182	.11
WBL	2	3400	117	.03*	251	.07
WBT	2	3400	531	.16	669	.20*
WBR	1	1700	63	.04	143	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .60

310 . Sand Canyon. Av. at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	249	.07	231	.07*
NBT	3	5100	1497	.29*	843	.17
NBR	2	3400	786	.23	167	.05
SBL	2	3400	283	.08*	90	.03
SBT	3	5100	992	.19	1336	.26*
SBR	1	1700	144	.08	252	.15
EBL	2	3400	222	.07	164	.05
EBT	3	5100	631	.12*	743	.15*
EBR	1	1700	347	.20	304	.18
WBL	2	3400	281	.08*	740	.22*
WBT	3	5100	637	.12	776	.15
WBR	1	1700	101	.06	252	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .75

311 . Sand Canyon. Av. at I-405 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1937	.57*	938	.28
NBR	f		643		371	
SBL	0	0	0		0	
SBT	2	3400	477	.14	1020	.30*
SBR	f		1255		1363	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	65	.04*	202	.12*
WBT	0	0	0		0	
WBR	f		644		315	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .47

312 . Sand Canyon. Av. at I-405 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	954	.28*	688	.20
NBR	f		310		230	
SBL	0	0	0		0	
SBT	2	3400	354	.10	817	.24*
SBR	f		190		420	
EBL	2	3400	1606	.47*	672	.20*
EBT	0	0	0		0	
EBR	1	1700	346	.20	433	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .54

313 . Laguna Canyon Rd. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	83	.02	247	.07*
NBT	2	3400	277	.08*	304	.09
NBR	d	1700	41	.02	69	.04
SBL	2	3400	83	.02*	161	.05
SBT	2	3400	240	.07	339	.10*
SBR	d	1700	46	.03	81	.05
EBL	2	3400	117	.03*	51	.02*
EBT	3	5100	809	.16	820	.16
EBR	d	1700	150	.09	89	.05
WBL	2	3400	82	.02	92	.03
WBT	3	5100	764	.15*	972	.19*
WBR	d	1700	149	.09	76	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .43

314 . Laguna Canyon Rd. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	115	.03	104	.03*
NBT	2	3400	275	.08*	212	.06
NBR	d	1700	50	.03	80	.05
SBL	2	3400	24	.01*	44	.01
SBT	2	3400	185	.05	264	.08*
SBR	d	1700	92	.05	197	.12
EBL	2	3400	144	.04*	92	.03*
EBT	2	3400	586	.17	547	.16
EBR	1	1700	135	.08	73	.04
WBL	2	3400	70	.02	63	.02
WBT	2	3400	893	.26*	828	.24*
WBR	d	1700	51	.03	26	.02
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .45

315 . Laguna Canyon Rd. at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	147	.09*	251	.15*
NBT	2	3400	297	.09	224	.07
NBR	d	1700	104	.06	145	.09
SBL	1	1700	55	.03	67	.04
SBT	2	3400	205	.06*	307	.09*
SBR	d	1700	31	.02	85	.05
EBL	2	3400	134	.04*	37	.01*
EBT	2	3400	753	.22	720	.21
EBR	1	1700	235	.14	133	.08
WBL	2	3400	102	.03	141	.04
WBT	2	3400	985	.29*	948	.28*
WBR	1	1700	109	.06	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .58

316 . SR-133 SB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	238	.14*	73	.04*
SBT	0	0	0		0	
SBR	2	3400	202	.06	136	.04
EBL	0	0	0		0	
EBT	4	6800	1905	.28	1651	.24
EBR	d	1700	215	.13	123	.07
WBL	2	3400	193	.06	197	.06
WBT	3	5100	1818	.36*	2499	.49*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.55		.58

317 . SR-133 NB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	66	.04*	194	.11*
NBT	0	0	0		0	
NBR	1	1700	125	.07	424	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1995	.59*	1676	.49
EBR	f		130		200	
WBL	0	0	0		0	
WBT	3	5100	1984	.44	2576	.56*
WBR	0	0	260		260	
Right Turn Adjustment			NBR	.03*	NBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.71		.81

318 . Banting at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	26	.01*	28	.01
NBT	1	1700	9	.01	165	.10*
NBR	1	1700	15	.01	127	.07
SBL	2	3400	846	.25	147	.04*
SBT	2	3400	705	.41*	163	.10
SBR	0	0	769	.45	282	.17
EBL	1	1700	52	.03*	264	.16*
EBT	2	3400	589	.17	896	.26
EBR	d	1700	49	.03	42	.02
WBL	1	1700	27	.02	15	.01
WBT	2	3400	675	.20*	649	.19*
WBR	f		88		771	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.72		.54

319 . Banting at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	4	.00	54	.03
NBT	1	1700	3	.00	88	.05*
NBR	1	1700	13	.01	158	.09
SBL	2	3400	112	.03	150	.04*
SBT	1	1700	142	.08*	15	.01
SBR	1	1700	364	.21	75	.04
EBL	2	3400	13	.00	30	.01
EBT	2	3400	745	.22	1187	.35*
EBR	d	1700	36	.02	8	.00
WBL	1	1700	102	.06	6	.00
WBT	2	3400	1082	.32*	1016	.30
WBR	d	1700	153	.09	41	.02
Right Turn Adjustment			SBR	.13*	NBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.58		.53

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	695	.20	183	.05*
NBT	3	5100	4138	.81*	3193	.63
NBR	1	1700	17	.01	74	.04
SBL	2	3400	11	.00	32	.01
SBT	3	5100	2477	.49	3335	.65*
SBR	1	1700	352	.21	267	.16
EBL	3	5100	230	.05*	235	.05*
EBT	1	1700	12	.01	65	.04
EBR	f		107		637	
WBL	1	1700	68	.04	38	.02
WBT	2	3400	105	.03*	31	.01*
WBR	d	1700	47	.03	22	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .94 .81

322 . Laguna Canyon Rd. at SR-73 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	975	.29*	845	.25
NBR	1	1700	127	.07	68	.04
SBL	1	1700	83	.05*	84	.05
SBT	3	5100	1430	.28	2441	.48*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		100	.06*	13	.01*
WBT	0	5100	0		0	
WBR	1.5		1975	.58	889	.26
Right Turn Adjustment			WBR	.48*	WBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .93 .62

323 . Laguna Canyon Rd. at SR-73 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1085	.32*	800	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	872	.26	1059	.31*
SBR	f		760		1510	
EBL	0.5		55	.03*	120	
EBT	0	3400	0		0	.09*
EBR	1.5		48		181	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .45

324 . Portola Pkwy. at SR-241 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	32	.02	12	.01
NBT	2	3400	1234	.36*	965	.28*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	872	.26	865	.25
SBR	1	1700	103	.06	21	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		555		203	
WBT	0	3400	1	.17*	2	.06*
WBR	0.5		33		4	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .39

325 . Portola Pkwy. at SR-241 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1.5	5100	1027	.30	755	.22
NBR	1.5		162	.10	341	.20
SBL	1	1700	8	.00	69	.04
SBT	2	3400	1185	.35*	1024	.30*
SBR	0	0	0		0	
EBL	0.5		43	.03*	145	.09*
EBT	0	3400	1		0	
EBR	1.5		5		6	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .44

327 . Barranca Pkwy. at Technology

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	617	.18*	117	.03*
NBT	2	3400	828	.24	738	.22
NBR	1	1700	356	.21	256	.15
SBL	2	3400	113	.03	370	.11
SBT	2	3400	668	.20*	1022	.30*
SBR	1	1700	383	.23	87	.05
EBL	1	1700	87	.05*	278	.16
EBT	1.5	5100	261	.08	434	{.18}*
EBR	1.5		124		518	
WBL	2	3400	38	.01	450	.13*
WBT	2	3400	441	.13*	216	.06
WBR	d	1700	165	.10	214	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .69

328 . Barranca Pkwy. at I-5 HOV Ramp

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	7	.00	25	.01*
NBT	2	3400	1562	.46*	1057	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	810	.16	1631	.32*
SBR	d	1700	23	.01	185	.11
EBL	1	1700	222	.13*	93	.05*
EBT	0	0	0		0	
EBR	1	1700	46	.03	9	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .43

329 . Barranca Pkwy. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	192	.06	21	.01*
NBT	2	3400	972	.29*	547	.16
NBR	1	1700	189	.11	294	.17
SBL	2	3400	99	.03*	316	.09
SBT	2	3400	451	.13	1040	.31*
SBR	1	1700	240	.14	322	.19
EBL	2	3400	232	.07*	287	.08
EBT	3	5100	672	.13	1136	.22*
EBR	1	1700	20	.01	240	.14
WBL	2	3400	309	.09	296	.09*
WBT	3	5100	1038	.20*	1002	.20
WBR	1	1700	436	.26	170	.10
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .68

330 . Barranca Pkwy. at Pacifica

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	236	.14*	25	.01*
NBT	2	3400	914	.27	606	.18
NBR	1	1700	268	.16	478	.28
SBL	1	1700	14	.01	181	.11
SBT	2	3400	522	.15*	1317	.39*
SBR	d	1700	135	.08	23	.01
EBL	2	3400	17	.01*	126	.04
EBT	2	3400	18	.01	111	.07*
EBR	0	0	44	.03	393	.23
WBL	2	3400	277	.08	330	.10*
WBT	1	1700	271	.16*	42	.02
WBR	1	1700	442	.26	98	.06
Right Turn Adjustment			WBR	.08*	EBR	.15*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.59		.77

333 . Pacifica at Gateway Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	124	.04	664	.20*
NBT	2	3400	227	.07*	235	.07
NBR	d	1700	40	.02	51	.03
SBL	2	3400	119	.04*	33	.01
SBT	2	3400	118	.03	291	.09*
SBR	d	1700	104	.06	566	.33
EBL	1	1700	707	.42*	182	.11*
EBT	2	3400	471	.14	76	.02
EBR	1	1700	317	.19	143	.08
WBL	1	1700	44	.03	16	.01
WBT	1	1700	192	.11*	270	.16*
WBR	1	1700	95	.06	143	.08
Right Turn Adjustment					SBR	.16*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.69		.77

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	38	.02	70	.04
NBT	2	3400	41	.01*	125	.04*
NBR	f		215		331	
SBL	1	1700	239	.14*	97	.06*
SBT	2	3400	93	.03	53	.02
SBR	d	1700	42	.02	21	.01
EBL	2	3400	19	.01	37	.01
EBT	2	3400	995	.29*	832	.24*
EBR	f		43		50	
WBL	2	3400	194	.06*	257	.08*
WBT	3	5100	830	.16	949	.19
WBR	f		100		188	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.55		.47

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	272	.16*	149	.09
NBT	3	5100	252	.05	593	.12*
NBR	f		177		498	
SBL	1	1700	73	.04	264	.16*
SBT	3	5100	479	.09*	434	.09
SBR	f		258		162	
EBL	2	3400	72	.02	130	.04
EBT	0	0	0		0	
EBR	f		209		230	
WBL	2	3400	593	.17*	174	.05*
WBT	0	0	0		0	
WBR	f		336		136	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.47		.38

338 . Alton Pkwy. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	254	.07*	744	.22*
NBT	3	5100	493	.10	1261	.25
NBR	f		123		225	
SBL	2	3400	283	.08	231	.07
SBT	3	5100	1448	.28*	703	.14*
SBR	f		569		806	
EBL	3	5100	665	.13	624	.12*
EBT	3	5100	1456	.29*	994	.19
EBR	d	1700	828	.49	342	.20
WBL	2	3400	327	.10*	175	.05
WBT	3	5100	1169	.23	1800	.35*
WBR	1	1700	254	.15	325	.19
Right Turn Adjustment			EBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .94 .88

339 . Alton Pkwy. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	115	.07*	112	.07
NBT	3	5100	1103	.22	1933	.38*
NBR	f		101		269	
SBL	1	1700	98	.06	52	.03*
SBT	3	5100	1947	.39*	1014	.21
SBR	0	0	45		65	
EBL	1	1700	21	.01	41	.02
EBT	1	1700	111	.15*	69	.13*
EBR	0	0	137		156	
WBL	1	1700	236	.14*	131	.08*
WBT	1	1700	80	.05	93	.05
WBR	1	1700	196	.12	135	.08
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .67

340 . Alton Pkwy. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	19	.01
NBT	3	5100	1137	.22	1882	.37*
NBR	f		211		315	
SBL	2	3400	110	.03	74	.02*
SBT	3	5100	2009	.41*	1581	.31
SBR	0	0	73		8	
EBL	1	1700	12	.01	42	.02
EBT	1	1700	11	.01*	21	.01*
EBR	f		27		127	
WBL	2	3400	371	.11*	292	.09*
WBT	1	1700	39	.02	13	.01
WBR	1	1700	101	.06	126	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .54

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	5	.00	19	.01
NBT	3	5100	965	.19	1039	.20*
NBR	f		151		373	
SBL	2	3400	111	.03	145	.04*
SBT	3	5100	1198	.23*	1091	.21
SBR	f		961		658	
EBL	2	3400	499	.15*	973	.29*
EBT	2	3400	191	.06	482	.14
EBR	d	1700	10	.01	6	.00
WBL	2	3400	212	.06	194	.06
WBT	2	3400	372	.14*	403	.17*
WBR	0	0	96		158	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .75

343 . Alton Pkwy. at Ada

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	128	.04*
NBT	3	5100	1597	.31	1371	.27
NBR	d	1700	3	.00	12	.01
SBL	1	1700	5	.00	19	.01
SBT	3	5100	1614	.32*	1871	.37*
SBR	d	1700	60	.04	26	.02
EBL	1	1700	13	.01*	35	.02*
EBT	1	1700	2	.00	9	.01
EBR	1	1700	76	.04	540	.32
WBL	1	1700	15	.01	29	.02
WBT	1	1700	5	.01*	6	.01*
WBR	0	0	7		15	
Right Turn Adjustment					EBR	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .77

344 . Alton Pkwy. at Technology Dr. W.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	838	.25*	622	.18*
NBT	3	5100	1766	.35	999	.20
NBR	1	1700	723	.43	153	.09
SBL	1	1700	82	.05	39	.02
SBT	4	6800	1407	.21*	2007	.30*
SBR	1	1700	228	.13	291	.17
EBL	1.5		181		465	.14*
EBT	1.5	5100	115	.06*	98	.06
EBR	2	3400	229	.07	1187	.35
WBL	2.5		65	.02	882	.17*
WBT	1.5	6800	74	.02*	149	.09
WBR	d	1700	13	.01	28	.02
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .59 .87

345 . Alton Pkwy. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2533	.50*	1551	.30
NBR	f		80		580	
SBL	0	0	0		0	
SBT	3	5100	1366	.27	2149	.42*
SBR	f		320		1260	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		584	.17*	161	.05*
WBT	0	5100	0		0	
WBR	0.5		567	.33	149	.09
Right Turn Adjustment			WBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .52

346 . Alton Pkwy. at Enterprise

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1481	.29*	1548	.30*
NBR	1	1700	52	.03	325	.19
SBL	1	1700	238	.14*	655	.39*
SBT	3	5100	1757	.34	1836	.36
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	153	.05*	114	.03*
WBT	0	0	0		0	
WBR	2	3400	1239	.36	722	.21
Right Turn Adjustment			WBR	.17*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .70 .77

348 . Alton Pkwy. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	53	.02*	39	.01
NBT	4	6800	543	.08	670	.10*
NBR	f		153		281	
SBL	2	3400	224	.07	943	.28*
SBT	3	5100	875	.17*	749	.15
SBR	1	1700	351	.21	146	.09
EBL	2	3400	205	.06*	430	.13*
EBT	3	5100	513	.10	1146	.22
EBR	1	1700	11	.01	31	.02
WBL	2	3400	407	.12	190	.06
WBT	2.5	6800	1169	{.27}*	984	.19*
WBR	1.5		815		331	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .75

350 . Alton Pkwy. at Pacifica

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	126	.04*	401	.12*
NBT	3	5100	495	.10	843	.17
NBR	d	1700	210	.12	253	.15
SBL	2	3400	138	.04	101	.03
SBT	2	3400	940	.28*	729	.21*
SBR	1	1700	86	.05	172	.10
EBL	2	3400	58	.02	84	.02
EBT	2	3400	221	.07*	226	.07*
EBR	d	1700	162	.10	180	.11
WBL	1	1700	238	.14*	171	.10*
WBT	2	3400	197	.06	357	.11
WBR	d	1700	86	.05	82	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .55

351 . Fortune Dr./I-5 SB Ramps at Enterprise

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	21	.01*	159	.05*
NBT	2	3400	98	.04	127	.06
NBR	0	0	41		74	
SBL	2	3400	218	.06	291	.09
SBT	1	1700	617	.36*	407	.24*
SBR	f		1325		272	
EBL	1	1700	107	.06*	595	.35*
EBT	2	3400	102	.03	245	.07
EBR	1	1700	80	.05	120	.07
WBL	1	1700	25	.01	83	.05
WBT	2	3400	39	.01*	289	.09*
WBR	1	1700	15	.01	148	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .78

357 . Enterprise Dr. at Fortune Dr./I-405 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	96	.06*	147	.09
NBT	1	1700	32	.02	192	.11*
NBR	f		192		721	
SBL	1	1700	3	.00	160	.09*
SBT	2	3400	13	.01*	154	.06
SBR	0	0	14	.01	56	
EBL	1	1700	20	.01	87	.05
EBT	1	1700	60	.04*	338	.20*
EBR	1	1700	70	.04	175	.10
WBL	1.5		830	{.33}*	90	.05*
WBT	0.5	3400	305	.33	146	.09
WBR	f		54		184	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .50

358 . ICD at Enterprise Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2903	.57*	1660	.33
NBR	f		437		1035	
SBL	1	1700	13	.01*	95	.06
SBT	3	5100	887	.17	2032	.40*
SBR	f		0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	33	.01*	228	.07*
WBT	0	0	0		0	
WBR	f		387		560	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .52

359 . ICD at I-405 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2227	.33*	1807	.27
NBR	f		60		90	
SBL	0	0	0		0	
SBT	3	5100	680	.13	1754	.34*
SBR	f		260		410	
EBL	3	5100	1003	.20*	713	.14*
EBT	0	0	0		0	
EBR	f		1020		746	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .53

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		122	.04	283	.08
NBT	1	6800	97	.06*	150	{.09}*
NBR	1.5		208		448	.13
SBL	1	1700	22[illegible]	.13*	269	.16*
SBT	2	3400	284	.08	241	.07
SBR	d	1700	3[illegible]	.19	300	.18
EBL	1	1700	381	.22*	460	.27*
EBT	3	5100	673	.13	887	.17
EBR	d	1700	215	.13	132	.08
WBL	2	3400	611	.18	478	.14
WBT	3	5100	788	.15*	1121	.22*
WBR	d	1700	52	.03	101	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .61 .79

362 . Bake Pkwy. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	520	.15	236	.07
NBT	3	5100	1749	.38*	1292	.38*
NBR	0	0	173		687	.40
SBL	2	3400	33	.01*	150	.04*
SBT	3	5100	1039	.20	1204	.24
SBR	1	1700	463	.27	1073	.63
EBL	2	3400	794	.23*	723	.21
EBT	2.5	6800	365	{.07}	1034	{.20}*
EBR	1.5		282	{.02}	461	{.14}
WBL	2	3400	659	.19	438	.13*
WBT	4	6800	937	.14*	684	.10
WBR	d	1700	47	.03	76	.04
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .91

363 . Bake Pkwy. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	292	.17*	58	.03
NBT	3	5100	2233	.44	1994	.39*
NBR	d	1700	46	.03	500	.29
SBL	1	1700	67	.04	77	.05*
SBT	3	5100	1642	.32*	1948	.38
SBR	d	1700	272	.16	71	.04
EBL	2	3400	83	.02	183	.05
EBT	2	3400	46	.01*	324	.10*
EBR	1	1700	40	.02	214	.13
WBL	1	1700	372	.22*	128	.08*
WBT	2	3400	379	.13	91	.05
WBR	0	0	58		122	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .67

364 . Bake Pkwy. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	513	.15	93	.03
NBT	3	5100	2450	.48*	2375	.47*
NBR	d	1700	118	.07	507	.30
SBL	1	1700	73	.04*	34	.02*
SBT	4	6800	2166	.34	2373	.35
SBR	0	0	117		37	
EBL	2	3400	10	.00	78	.02
EBT	2	3400	29	.01*	249	.07*
EBR	1	1700	52	.03	224	.13
WBL	1	1700	392	.23*	123	.07*
WBT	3	5100	550	.12	180	.05
WBR	0	0	60		88	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .68

365 . Bake Pkwy. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	174	.05	34	.01
NBT	4	6800	3071	.45*	2718	.40*
NBR	f		146		298	
SBL	2	3400	100	.03*	244	.07*
SBT	4	6800	2600	.38	2054	.30
SBR	f		194		69	
EBL	2	3400	32	.01*	291	.09
EBT	2	3400	194	.06	1127	.33*
EBR	f		25		28	
WBL	2	3400	395	.12	187	.06*
WBT	2	3400	671	.20*	274	.08
WBR	f		117		166	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .91

366 . Bake Pkwy. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	348	.10	111	.03
NBT	4	6800	3139	.46*	3004	.44*
NBR	f		642		376	
SBL	2	3400	261	.08*	446	.13*
SBT	4	6800	2714	.40	1801	.26
SBR	1	1700	18	.01	32	.02
EBL	1	1700	3	.00	19	.01
EBT	2	3400	57	.02*	188	.06*
EBR	f		30		394	
WBL	3	5100	456	.09*	1015	.20*
WBT	2	3400	144	.04	137	.04
WBR	d	1700	127	.07	137	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .88

367 . Bake Pkwy. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	3622	.53*	3057	.45*
NBR	f		320		1000	
SBL	0	0	0		0	
SBT	3	5100	1231	.24	2037	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	159	.09*	133	.08*
WBT	0	0	0		0	
WBR	3	5100	1248	.24	473	.09
Right Turn Adjustment			WBR	.15*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .59

368 . Bake Pkwy. at I-5 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1383	.27*	2004	.39*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1043	.20	1415	.28
SBR	f		403		866	
EBL	3	5100	2504	.49*	2171	.43*
EBT	0	0	0		0	
EBR	1	1700	487	.29	265	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .87

371 . Bake Pkwy. at Research Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	94	.06	25	.01*
NBT	3	5100	1084	.21*	742	.15
NBR	d	1700	50	.03	6	.00
SBL	2	3400	388	.11*	234	.07
SBT	3	5100	725	.14	1229	.24*
SBR	1	1700	630	.37	219	.13
EBL	2	3400	120	.04*	512	.15*
EBT	2	3400	153	.05	190	.06
EBR	d	1700	17	.01	19	.01
WBL	1	1700	30	.02	12	.01
WBT	1	1700	159	.09*	286	.17*
WBR	1	1700	159	.09	746	.44
Right Turn Adjustment			SBR	.08*	WBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .81

372 . Bake Pkwy. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	133	.04	222	.07
NBT	3	5100	601	.12*	257	.05*
NBR	d	1700	90	.05	24	.01
SBL	2	3400	328	.10*	580	.17*
SBT	3	5100	166	.03	587	.12
SBR	1	1700	282	.17	150	.09
EBL	2	3400	214	.06*	183	.05
EBT	3	5100	792	.16	1204	.24*
EBR	f		116		180	
WBL	2	3400	7	.00	34	.01*
WBT	4	6800	773	.11*	799	.12
WBR	d	1700	488	.29	361	.21
Right Turn Adjustment			WBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .52

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	152	.04*	322	.09*
NBT	2	3400	1069	.31	1270	.37
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	915	.27*	950	.28*
SBR	1	1700	84	.05	278	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .42

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	89	.05	242	.14*
NBT	2	3400	302	.09*	318	.09
NBR	d	1700	317	.19	388	.23
SBL	1	1700	156	.09*	116	.07
SBT	2	3400	247	.07	312	.09*
SBR	d	1700	13	.01	22	.01
EBL	2	3400	26	.01*	19	.01
EBT	3	5100	867	.17	1541	.30*
EBR	d	1700	162	.10	160	.09
WBL	2	3400	441	.13	308	.09*
WBT	3	5100	1518	.30*	1315	.26
WBR	d	1700	142	.08	79	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .67

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1003	.29	1449	.43*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	935	.28	927	.27
SBR	0	0	0		0	
EBL	2	3400	283	.08*	106	.03*
EBT	0	0	0		0	
EBR	1	1700	479	.28	227	.13
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.19*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .51

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	224	.07*	359	.11*
NBT	3	5100	801	.16	931	.18
NBR	1	1700	134	.08	493	.29
SBL	2	3400	249	.07	366	.11
SBT	3	5100	1213	.29*	951	.23*
SBR	0	0	267		205	
EBL	2	3400	193	.06*	340	.10
EBT	3	5100	638	.13	1251	.25*
EBR	1	1700	449	.26	181	.11
WBL	2	3400	492	.14	288	.08*
WBT	3	5100	1250	.25*	826	.16
WBR	1	1700	488	.29	388	.23
Right Turn Adjustment			EBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .72

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	77	.05*	114	.07
NBT	3	5100	900	.18	1564	.31*
NBR	d	1700	41	.02	59	.03
SBL	1	1700	40	.02	34	.02*
SBT	3	5100	1776	.35*	1168	.23
SBR	d	1700	76	.04	45	.03
EBL	1	1700	22	.01	134	.08
EBT	2	3400	90	.05*	307	.11*
EBR	0	0	91	.05	72	
WBL	1	1700	153	.09*	60	.04*
WBT	2	3400	337	.11	161	.06
WBR	0	0	28		41	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .53

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	104	.06*	132	.08
NBT	3	5100	833	.16	1697	.33*
NBR	1	1700	169	.10	264	.16
SBL	2	3400	203	.06	132	.04*
SBT	3	5100	1733	.34*	1349	.26
SBR	1	1700	188	.11	113	.07
EBL	1	1700	68	.04	140	.08
EBT	2	3400	287	.08*	744	.22*
EBR	1	1700	134	.08	106	.06
WBL	1	1700	332	.20*	235	.14*
WBT	2	3400	688	.20	345	.10
WBR	1	1700	239	.14	73	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .78

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	79	.02*	69	.02
NBT	4	6800	842	.13	1659	.27*
NBR	0	0	58		195	
SBL	2	3400	135	.04	216	.06*
SBT	3	5100	1845	.36*	1322	.26
SBR	1	1700	253	.15	98	.06
EBL	2	3400	109	.03*	356	.10
EBT	2	3400	233	.07	1120	.33*
EBR	1	1700	48	.03	115	.07
WBL	2	3400	369	.11	295	.09*
WBT	2	3400	936	.28*	414	.12
WBR	1	1700	145	.09	179	.11
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .74 .80

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	655	.19*	596	.18*
NBT	3	5100	964	.19	1594	.31
NBR	1	1700	136	.08	382	.22
SBL	2	3400	142	.04	180	.05
SBT	4	6800	2013	.31*	1442	.23*
SBR	0	0	120		128	
EBL	2	3400	109	.03*	324	.10
EBT	2	3400	244	.07	643	.19*
EBR	2	3400	228	.07	533	.16
WBL	3	5100	537	.11	587	.12*
WBT	2	3400	476	.17*	368	.17
WBR	0	0	117		214	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .77

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1420	.28*	2225	.44*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1383	.27	1369	.27
SBR	f		1620		1430	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	397	.12*	161	.05*
WBT	0	0	0		0	
WBR	2	3400	530	.16	425	.13
Right Turn Adjustment			WBR	.04*	WBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .62

383 . Lake Forest Dr. at Avenida Carlota/I-5 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	864	.14*	1454	.24*
NBR	0	0	63		175	
SBL	2	3400	334	.10*	258	.08*
SBT	3	5100	994	.19	568	.11
SBR	f		415		683	
EBL	3	5100	688	.13	1278	.25
EBT	0.5	3400	400	{.30}*	588	.35*
EBR	1.5		671		458	.27
WBL	2	3400	160	.05*	228	.07*
WBT	0	0	0		0	
WBR	2	3400	230	.07	410	.12
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .64 .79

385 . Lake Forest Dr. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	47	.01	87	.03
NBT	3	5100	287	.06*	540	.11*
NBR	1	1700	109	.06	100	.06
SBL	2	3400	326	.10*	378	.11*
SBT	3	5100	477	.09	300	.06
SBR	f		65		181	
EBL	2	3400	59	.02*	204	.06
EBT	3	5100	495	.10	1182	.23*
EBR	d	1700	83	.05	128	.08
WBL	2	3400	249	.07	212	.06*
WBT	3	5100	1059	.21*	662	.13
WBR	1	1700	254	.15	476	.28
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .56

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	107	.06*	194	.11
NBT	2	3400	320	.09	615	.18*
NBR	d	1700	155	.09	272	.16
SBL	1	1700	96	.06	225	.13*
SBT	2	3400	388	.11*	379	.11
SBR	d	1700	98	.06	66	.04
EBL	1	1700	45	.03*	128	.08
EBT	2	3400	309	.09	1213	.36*
EBR	1	1700	88	.05	108	.06
WBL	1	1700	244	.14	133	.08*
WBT	2	3400	1215	.36*	591	.17
WBR	1	1700	165	.10	137	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .80

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		136		137	.08
NBT	1.5	5100	189	.06	454	.13*
NBR	d	1700	84	.05	141	.08
SBL	1.5		183		188	
SBT	1.5	5100	329	.10*	242	.08*
SBR	d	1700	288	.17	182	.11
EBL	1	1700	96	.06*	324	.19*
EBT	2	3400	403	.14	901	.30
EBR	0	0	81		128	
WBL	1	1700	80	.05	100	.06
WBT	2	3400	635	.22*	701	.28*
WBR	0	0	104		262	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .51 .73

388 . Ridge Route Dr. at Avenida Carlota

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	56	.03*	64	.04
NBT	2	3400	192	.06	421	.12*
NBR	1	1700	186	.11	413	.24
SBL	2	3400	94	.03	164	.05*
SBT	2	3400	351	.11*	236	.08
SBR	0	0	29		24	
EBL	1	1700	13	.01	106	.06
EBT	2	3400	120	.05*	922	.31*
EBR	0	0	49		143	
WBL	1	1700	500	.29*	221	.13*
WBT	2	3400	364	.15	212	.11
WBR	0	0	135		163	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .68

389 . Ridge Route at Moulton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	47	.03*	127	.07
NBT	2	3400	160	.05	297	.09*
NBR	1	1700	114	.07	477	.28
SBL	2	3400	237	.07	446	.13*
SBT	2	3400	407	.12*	228	.07
SBR	1	1700	44	.03	39	.02
EBL	2	3400	11	.00	43	.01
EBT	4	6800	661	.12	1961	.29*
EBR	0	0	125		43	
WBL	2	3400	490	.14	298	.09*
WBT	4	6800	2207	.32*	992	.15
WBR	1	1700	267	.16	199	.12
Right Turn Adjustment					NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .77

390 . Paseo de Valencia at Avenida Carlota

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	397	.12*	169	.05
NBT	1	1700	57	.03	182	.11*
NBR	1	1700	27	.02	188	.11
SBL	2.5		1474		1790	
SBT	1.5	6800	1273	.43*	1096	.44*
SBR	0		165		92	
EBL	2	3400	207	.06*	433	.13*
EBT	2	3400	128	.04	592	.17
EBR	1	1700	87	.05	575	.34
WBL	1	1700	8	.00	30	.02
WBT	2	3400	441	.13*	271	.08*
WBR	1	1700	425	.25	500	.29
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .79 .88

391 . Santa Maria Av. at Moulton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		101	.03*	101	{.03}*
NBT	0	5100	0		0	{.03}
NBR	1.5		279		226	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	872	.18	2674	.54*
EBR	0	0	39		86	
WBL	1	1700	223	.13	214	.13*
WBT	4	6800	2836	.42*	1359	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .75

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	116	.03*	234	.07
NBT	4	6800	1012	.16	1649	.28*
NBR	0	0	75		242	
SBL	2	3400	253	.07	300	.09*
SBT	4	6800	1260	.25*	1105	.19
SBR	0	0	483	.28	214	
EBL	2	3400	227	.07*	399	.12
EBT	2	3400	243	.07	998	.29*
EBR	1	1700	120	.07	186	.11
WBL	2	3400	250	.07	169	.05*
WBT	2	3400	861	.25*	431	.13
WBR	1	1700	331	.19	242	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .76

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	475	.14*	533	.16*
NBT	4	6800	1226	.18	1541	.23
NBR	d	1700	116	.07	185	.11
SBL	2	3400	97	.03	226	.07
SBT	4	6800	1328	.21*	1059	.18*
SBR	0	0	128		135	
EBL	2	3400	109	.03	354	.10
EBT	2	3400	177	.05*	688	.20*
EBR	f		273		338	
WBL	2	3400	389	.11*	333	.10*
WBT	2	3400	447	.13	348	.10
WBR	1	1700	64	.04	129	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .69

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	89	.05	119	.07
NBT	2.5	6800	1521	{.32}*	1782	{.35}*
NBR	1.5		1160		1050	{.33}
SBL	0	0	0		0	
SBT	5	8500	1970	.24	1803	.22
SBR	0	0	108		89	
EBL	1	1700	0	.00	0	.00
EBT	1	1700	0	.00*	0	.00*
EBR	1	1700	0	.00	0	.00
WBL	0	0	622	{.37}*	647	{.38}*
WBT	3	5100	76	.14	59	.14
WBR	0	0	577	.34	608	.36
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .74 .78

396 . El Toro Rd. at Avenida Carlota

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1178	.17*	1585	.23*
NBR	d	1700	46	.03	47	.03
SBL	2	3400	169	.05*	268	.08*
SBT	3	5100	744	.15	1016	.20
SBR	1	1700	585	.34	588	.35
EBL	2	3400	851	.25*	953	.28
EBT	2	3400	526	.23	1055	.43*
EBR	0	0	251		390	
WBL	0.5		47		65	
WBT	1.5	3400	186	.07*	122	.06*
WBR	2	3400	416	.12	552	.16
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .59 .87

397 . El Toro Rd. at Paseo de Valencia

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	123	.04	151	.04
NBT	3	5100	612	.12*	921	.18*
NBR	1	1700	360	.21	397	.23
SBL	2	3400	271	.08*	371	.11*
SBT	3	5100	539	.11	811	.17
SBR	0	0	12		38	
EBL	1	1700	16	.01	71	.04
EBT	2	3400	1080	.32*	1272	.37*
EBR	1	1700	275	.16	283	.17
WBL	2	3400	406	.12*	446	.13*
WBT	2	3400	324	.10	301	.09
WBR	1	1700	242	.14	367	.22
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR NBR EBR

TOTAL CAPACITY UTILIZATION .69 .84

398 . El Toro Rd. at Moulton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	479	.14	233	.07
NBT	3	5100	730	.14*	768	.15*
NBR	1	1700	172	.10	240	.14
SBL	2	3400	391	.12*	492	.14*
SBT	3	5100	547	.11	755	.15
SBR	1	1700	234	.14	325	.19
EBL	2	3400	157	.05*	283	.08
EBT	3	5100	737	.14	2479	.49*
EBR	1	1700	149	.09	375	.22
WBL	2	3400	324	.10	310	.09*
WBT	3	5100	2486	.49*	972	.19
WBR	1	1700	233	.14	329	.19
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .85 .92

399 . El Toro Rd. at Aliso Creek Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	463	.09*	762	.15*
NBR	f		528		788	
SBL	1	1700	122	.07*	325	.19*
SBT	3	5100	655	.13	595	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1085	.32*	839	.25*
WBT	0	5100	0		0	
WBR	1.5		217	.13	160	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .64

400 . El Toro Rd. at SR-73 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	940	.28	1658	.49*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	5100	717	.42*	702	.28
SBR	1.5		1502	.44	711	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	93	.03	108	.03
WBT	2	3400	308	.09*	129	.04*
WBR	1	1700	60	.04	62	.04
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .58

401 . El Toro Rd. at SR-73 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	476	.14	818	.24*
NBR	1	1700	117	.07	146	.09
SBL	1	1700	38	.02	101	.06*
SBT	2	3400	796	.23*	940	.28
SBR	0	0	0		0	
EBL	1.5		560	.16*	883	.26*
EBT	1.5	5100	70	.04	267	.16
EBR	0		3		6	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .61

402 . I-5 NB Ramps at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		319	.09*	423	.12*
NBT	0	5100	0		0	
NBR	1.5		15		57	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	775	.23*	1343	.40*
EBR	f		700		444	
WBL	1	1700	380	.22*	146	.09*
WBT	2	3400	1031	.30	877	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .66

403 . SR-241 NB Ramps at Jeffrey Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1		21	.01*
SBT	0	5100	0		0	
SBR	1.5		21		50	
EBL	1	1700	360	.21*	300	.18*
EBT	2	3400	69	.02	199	.06
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	279	.08*	80	.02*
WBR	1	1700	40	.02	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .26

404 . SR-241 SB Ramps at Jeffrey Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		53	.03*	44	.03*
SBT	0	5100	42		13	
SBR	1.5		434	.13	338	.10
EBL	0	0	0		0	
EBT	2	3400	387	.11*	461	.14*
EBR	1	1700	35	.02	16	.01
WBL	1	1700	3	.00	1	.00
WBT	2	3400	306	.09	136	.04
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .22

405 . Laguna Canyon Rd. at Quail Hill Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	73	.04	31	.02
NBT	2	3400	599	.18*	195	.06*
NBR	d	1700	383	.23	95	.06
SBL	1	1700	135	.08*	169	.10*
SBT	2	3400	112	.03	447	.13
SBR	d	1700	25	.01	53	.03
EBL	1	1700	44	.03	22	.01
EBT	2	3400	253	.07*	99	.03*
EBR	d	1700	25	.01	29	.02
WBL	1	1700	42	.02*	237	.14*
WBT	2	3400	82	.02	257	.08
WBR	d	1700	77	.05	185	.11
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .38

406 . Laguna Canyon Rd. at Lake Forest Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2969	.44*	1925	.28*
NBR	1	1700	124	.07	92	.05
SBL	3	5100	736	.14*	849	.17*
SBT	3	5100	1575	.31	2273	.45
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	125	.04*	160	.05*
WBT	0	0	0		0	
WBR	f		1391		1260	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .55

407 . Laguna Canyon Rd at Bake Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2254	.44*	1501	.29*
NBR	d	1700	92	.05	134	.08
SBL	1	1700	319	.19*	487	.29*
SBT	3	5100	1326	.26	1876	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		137	.08*	128	.04*
WBT	0	5100	0		0	
WBR	1.5		692	.20	403	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .67

408 . Laguna Canyon Rd. at Santa Maria Av.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	2060	.61*	1377	.41*
NBR	1	1700	55	.03	57	.03
SBL	1	1700	185	.11*	193	.11*
SBT	2	3400	1194	.35	1714	.50
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		46	.03*	66	
WBT	0	5100	0		0	{.03}*
WBR	1.5		240	.07	203	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .60

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	52	.03	63	.04
NBT	2	3400	942	.28*	1486	.44*
NBR	d	1700	1123	.66	444	.26
SBL	1	1700	490	.29*	390	.23*
SBT	2	3400	1286	.38	960	.28
SBR	d	1700	171	.10	271	.16
EBL	1	1700	366	.22*	301	.18*
EBT	2	3400	308	.12	266	.09
EBR	0	0	87		34	
WBL	2	3400	436	.13	1146	.34
WBT	1	1700	258	.25*	396	.45*
WBR	0	0	160		373	
Right Turn Adjustment			NBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.21 1.35

410 . Bake Pkwy. at Lake Forest Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	67	.02	36	.01
NBT	3	5100	120	.02*	64	.01*
NBR	d	1700	54	.03	40	.02
SBL	2	3400	250	.07*	279	.08*
SBT	3	5100	57	.01	92	.02
SBR	d	1700	313	.18	249	.15
EBL	2	3400	191	.06*	140	.04*
EBT	3	5100	777	.15	791	.16
EBR	d	1700	23	.01	33	.02
WBL	2	3400	20	.01	55	.02
WBT	3	5100	1040	.20*	1175	.23*
WBR	d	1700	199	.12	237	.14
Right Turn Adjustment			SBR	.06*	SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .46 .45

411 . Bake Pkwy. at Ridge Route Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	145	.03*	94	.02*
NBR	d	1700	252	.15	530	.31
SBL	1	1700	18	.01*	70	.04*
SBT	3	5100	82	.02	111	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	738	.43*	409	.24*
WBT	0	0	0		0	
WBR	1	1700	95	.06	46	.03
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .46

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	307	.18*
NBT	0	0	0		0	
NBR	1	1700	130	.08	247	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	665	.13	1983	.39*
EBR	d	1700	336	.20	271	.16
WBL	1	1700	187	.11	179	.11*
WBT	3	5100	1902	.37*	1083	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .73

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04*	52	.03
NBT	2	3400	259	.11	468	.15*
NBR	0	0	98		52	
SBL	1	1700	53	.03	32	.02*
SBT	2	3400	460	.16*	268	.08
SBR	0	0	98		13	
EBL	1	1700	58	.03	79	.05
EBT	2	3400	179	.07*	426	.15*
EBR	0	0	73		78	
WBL	1	1700	147	.09*	54	.03*
WBT	2	3400	390	.13	95	.05
WBR	0	0	54		63	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .40

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	174	.10	107	.06
NBT	2	3400	306	.09	587	.17*
NBR	d	1700	90	.05	215	.13
SBL	1	1700	102	.06	85	.05*
SBT	2	3400	347	.10*	322	.09
SBR	d	1700	101	.06	43	.03
EBL	1	1700	90	.05	65	.04
EBT	2	3400	467	.19*	1084	.35*
EBR	0	0	193		102	
WBL	1	1700	140	.08*	218	.13*
WBT	2	3400	615	.20	441	.15
WBR	0	0	74		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .75

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	0	.00*	0	.00*
NBR	0	0	0		0	
SBL	2	3400	307	.09*	475	.14*
SBT	2	3400	47	.01	20	.01
SBR	f		723		686	
EBL	2	3400	614	.18*	1060	.31*
EBT	3	5100	565	.11	1538	.30
EBR	1	1700	60	.04	75	.04
WBL	2	3400	139	.04	69	.02
WBT	3	5100	1573	.31*	829	.16*
WBR	1	1700	219	.13	252	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .63 .66

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	637	.19*	325	.10*
NBT	3	5100	1246	.24	884	.17
NBR	f		64		72	
SBL	2	3400	226	.07	898	.26
SBT	2	3400	585	.17*	1291	.38*
SBR	f		203		135	
EBL	1	1700	157	.09*	127	.07*
EBT	0	0	0		0	
EBR	f		215		378	
WBL	2	3400	166	.05	101	.03
WBT	0	0	0		0	
WBR	f		1272		268	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .60

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	486	.29*	354	.21*
NBT	3	5100	152	.03	452	.09
NBR	f		262		602	
SBL	1	1700	56	.03	201	.12
SBT	3	5100	442	.09*	380	.07*
SBR	1	1700	292	.17	422	.25
EBL	2	3400	24	.01	280	.08
EBT	3	5100	817	.16*	1936	.38*
EBR	1	1700	277	.16	670	.39
WBL	2	3400	682	.20*	450	.13*
WBT	4	6800	2351	.35	1164	.17
WBR	d	1700	29	.02	49	.03
Right Turn Adjustment			SBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .84

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	467	.14*	529	.16*
NBT	4	6800	1035	.15	1142	.17
NBR	1	1700	187	.11	276	.16
SBL	2	3400	205	.06	184	.05
SBT	4	6800	1810	.27*	1123	.19*
SBR	0	0	247		185	
EBL	2	3400	181	.05*	376	.11
EBT	3	5100	343	.10	980	.25*
EBR	0	0	227	.13	284	
WBL	2	3400	354	.10	263	.08*
WBT	3	5100	1093	.21*	595	.12
WBR	1	1700	183	.11	152	.09
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .72 .73

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	264	.16*	125	.07*
NBT	4	6800	1418	.21	2068	.31
NBR	0	0	4		21	
SBL	1	1700	2	.00	7	.00
SBT	4	6800	2060	.30*	1749	.26*
SBR	0	0	266		49	
EBL	1.5		52		280	
EBT	0.5	3400	9	.02*	26	.09*
EBR	1	1700	130	.08	180	.11
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .53 .47

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	104	.06
NBT	4	6800	1139	.20	1807	.30*
NBR	0	0	237		226	
SBL	2	3400	283	.08	209	.06*
SBT	4	6800	1651	.28*	1401	.26
SBR	0	0	280		343	
EBL	1	1700	181	.11*	307	.18*
EBT	2	3400	301	.09	565	.17
EBR	1	1700	120	.07	138	.08
WBL	2	3400	339	.10	180	.05
WBT	2	3400	690	.20*	443	.13*
WBR	1	1700	271	.16	346	.20
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .74

421 . Los Alisos Bl. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	238	.14*	200	.12*
NBT	3	5100	364	.07	719	.14
NBR	d	1700	108	.06	347	.20
SBL	1	1700	115	.07	134	.08
SBT	3	5100	1247	.24*	684	.13*
SBR	d	1700	279	.16	97	.06
EBL	1	1700	143	.08*	339	.20
EBT	2	3400	454	.13	909	.27*
EBR	d	1700	203	.12	88	.05
WBL	1	1700	246	.14	228	.13*
WBT	2	3400	846	.25*	583	.17
WBR	d	1700	47	.03	62	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .70

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	237	.14*	203	.12
NBT	3	5100	602	.12	1181	.23*
NBR	1	1700	271	.16	336	.20
SBL	1	1700	259	.16	247	.15*
SBT	3	5100	1220	.24*	701	.14
SBR	1	1700	291	.17	138	.08
EBL	2	3400	131	.04*	285	.08
EBT	2	3400	581	.17	836	.25*
EBR	d	1700	179	.11	267	.16
WBL	2	3400	273	.08	212	.06*
WBT	2	3400	962	.28*	450	.13
WBR	1	1700	135	.08	234	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .74

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	270	.08	137	.04*
NBT	2	3400	976	.29	543	.16
NBR	1	1700	154	.09	222	.13
SBL	2	3400	158	.05*	360	.11
SBT	2	3400	560	.22	877	.33*
SBR	0	0	182		246	
EBL	2	3400	312	.09*	267	.08
EBT	3	5100	831	.16	1398	.27*
EBR	1	1700	187	.11	268	.16
WBL	2	3400	316	.09	225	.07*
WBT	3	5100	1130	.22*	817	.16
WBR	d	1700	233	.14	201	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .76

424 . Los Alisos Bl. at Rockfield Bl./Fordview S

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	262	.08	318	.09
NBT	2	3400	1174	.35	1581	.47*
NBR	0	0	2		9	
SBL	1	1700	13	.01	27	.02*
SBT	2	3400	1010	.30*	947	.28
SBR	1	1700	478	.28	336	.20
EBL	1.5		246		489	
EBT	0.5	3400	11	.08*	35	.15*
EBR	1	1700	190	.11	410	.24
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .51 .69

425 . Los Alisos Bl. at Avenida Carlota

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	442	.13*	248	.07*
NBT	3	5100	1265	.25	1190	.23
NBR	0	0	3		6	
SBL	1	1700	7	.00	15	.01
SBT	3	5100	998	.20*	1240	.24*
SBR	d	1700	358	.21	242	.14
EBL	1.5		505		810	
EBT	0.5	3400	3	.15*	9	.24*
EBR	1	1700	212	.12	480	.28
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .53 .60

426 . Los Alisos Bl. at Paseo de Valencia

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	780	.15*	1391	.27*
SBT	0	0	0		0	
SBR	1	1700	236	.14	177	.10
EBL	2	3400	165	.05*	281	.08
EBT	2	3400	660	.19	1749	.51*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1174	.35*	733	.22
WBR	2	3400	1395	.41	979	.29
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .60 .83

427 . Moulton Pkwy. at Glenwood Dr./Indian Creek

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	272	.08	243	.07*
NBT	3	5100	2515	.49*	1395	.27
NBR	d	1700	15	.01	35	.02
SBL	1	1700	16	.01*	42	.02
SBT	3	5100	1008	.20	2284	.45*
SBR	1	1700	348	.20	460	.27
EBL	1.5		545		312	
EBT	0.5	3400	6	.16*	11	.10*
EBR	1	1700	212	.12	286	.17
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Right Turn Adjustment					EBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .71 .69

428 . Laguna Hills Dr. at Paseo de Valencia

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		1137		763	
NBT	0.5	3400	7	.34*	27	.23*
NBR	1	1700	398	.23	442	.26
SBL	1	1700	99	.06	47	.03
SBT	1	1700	17	.06*	18	.03*
SBR	0	0	84		36	
EBL	1	1700	28	.02*	76	.04
EBT	3	5100	699	.14	2192	.43*
EBR	1	1700	792	.47	998	.59
WBL	2	3400	345	.10	315	.09*
WBT	3	5100	1329	.27*	961	.20
WBR	0	0	35		67	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .76 .83

429 . Moulton Pkwy. at Laguna Hills Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	376	.11	220	.06*
NBT	4	6800	1772	.26*	918	.14
NBR	1	1700	168	.10	145	.09
SBL	2	3400	335	.10*	209	.06
SBT	3	5100	591	.12	1654	.32*
SBR	1	1700	405	.24	699	.41
EBL	2	3400	587	.17*	405	.12*
EBT	3	5100	848	.17	856	.17
EBR	f		98		212	
WBL	1	1700	71	.04	204	.12
WBT	2	3400	829	.24*	911	.27*
WBR	1	1700	140	.08	226	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .82

430 . Trabuco Rd. at Alicia Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	286	.08	197	.06
NBT	2	3400	660	.19*	417	.12*
NBR	d	1700	82	.05	45	.03
SBL	2	3400	206	.06*	642	.19*
SBT	2	3400	330	.10	721	.21
SBR	d	1700	135	.08	109	.06
EBL	1	1700	203	.12*	243	.14*
EBT	3	5100	1064	.21	1383	.27
EBR	d	1700	66	.04	166	.10
WBL	1	1700	75	.04	113	.07
WBT	3	5100	1492	.29*	1154	.23*
WBR	d	1700	369	.22	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .73

431 . Jeronimo Rd. at Alicia Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	578	.17*	292	.09*
NBT	2	3400	808	.24	394	.12
NBR	1	1700	162	.10	124	.07
SBL	2	3400	98	.03	215	.06
SBT	2	3400	430	.13*	721	.21*
SBR	1	1700	266	.16	494	.29
EBL	2	3400	429	.13*	348	.10
EBT	3	5100	1170	.23	1854	.36*
EBR	1	1700	221	.13	519	.31
WBL	2	3400	150	.04	182	.05*
WBT	3	5100	1526	.30*	1317	.26
WBR	1	1700	233	.14	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .76

432 . Alicia Pkwy. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	303	.09*	430	.13
NBT	3	5100	1579	.31	2211	.43*
NBR	1	1700	45	.03	199	.12
SBL	2	3400	146	.04	252	.07*
SBT	4	6800	1883	.30*	1778	.29
SBR	0	0	144		170	
EBL	2	3400	111	.03*	165	.05
EBT	2	3400	349	.10	790	.23*
EBR	1	1700	429	.25	445	.26
WBL	2	3400	139	.04	130	.04*
WBT	2	3400	693	.20*	492	.14
WBR	1	1700	351	.21	268	.16
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .67 .82

433 . I-5 NB Ramps at Alicia Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		144	{.06}*	406	{.21}*
NBT	0	5100	0	.06	0	.21
NBR	1.5		168		687	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1652	.32*	2173	.43*
EBR	f		1310		840	
WBL	0	0	0		0	
WBT	3	5100	1596	.31	1584	.31
WBR	f		1230		900	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .69

434 . I-5 SB Ramps at Alicia Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1205		1058	
SBT	0	6800	0	{.28}*	0	{.30}*
SBR	1.5		891		1142	
EBL	0	0	0		0	
EBT	3	5100	1735	.34*	2040	.40*
EBR	f		151		203	
WBL	0	0	0		0	
WBT	3	5100	992	.19	1255	.25
WBR	f		826		752	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .75

435 . Alicia Pkwy. at Paseo de Valencia

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	614	.18*	433	.13
NBT	3	5100	1578	.32	1435	.30*
NBR	0	0	76		103	
SBL	1	1700	71	.04	254	.15*
SBT	3	5100	1171	.23*	1463	.29
SBR	1	1700	378	.22	494	.29
EBL	2	3400	317	.09*	626	.18
EBT	2	3400	293	.09	869	.26*
EBR	2	3400	390	.11	1104	.32
WBL	2	3400	94	.03	99	.03*
WBT	3	5100	664	.13*	406	.08
WBR	1	1700	101	.06	106	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .79

436 . Moulton Pkwy. at Alicia Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	69	.02	102	.03*
NBT	4	6800	1771	.26*	639	.09
NBR	f		602		338	
SBL	2	3400	142	.04*	250	.07
SBT	3	5100	514	.10	947	.19*
SBR	1	1700	226	.13	628	.37
EBL	2	3400	486	.14	291	.09
EBT	3	5100	1536	.30*	1202	.24*
EBR	1	1700	90	.05	75	.04
WBL	2	3400	296	.09*	538	.16*
WBT	3	5100	1155	.23	1500	.29
WBR	1	1700	222	.13	130	.08
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .77

437 . Scientific Wy. at ICD

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	3	.00	127	.04*
NBT	2	3400	6	.00	64	.02
NBR	1	1700	2	.00	16	.01
SBL	2	3400	8	.00	10	.00
SBT	2	3400	32	.01*	15	.00*
SBR	1	1700	13	.01	26	.02
EBL	1	1700	61	.04*	69	.04
EBT	3	5100	530	.10	1464	.29*
EBR	1	1700	91	.05	11	.01
WBL	1	1700	16	.01	3	.00
WBT	3	5100	1164	.23*	876	.17
WBR	1	1700	83	.05	37	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .38

441 . Loop Rd. at Jamboree Rd. SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	20	.01	130	.04*
NBR	1	1700	20	.01	69	.04
SBL	1	1700	20	.01	22	.01*
SBT	2	3400	220	.06*	148	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		550	.16*	288	.08*
WBT	0	5100	0		0	
WBR	1.5		50		83	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .18

444 . Sand Canyon Av. at Burt Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	33	.02*	59	.03
NBT	3	5100	1239	.26	3509	.70*
NBR	0	0	79		86	
SBL	1	1700	87	.05	97	.06*
SBT	3	5100	3963	.78*	1803	.35
SBR	1	1700	148	.09	66	.04
EBL	1	1700	50	.03	115	.07*
EBT	1	1700	4	.00*	7	.00
EBR	d	1700	46	.03	68	.04
WBL	1	1700	68	.04*	49	.03
WBT	1	1700	8	.00	5	.00*
WBR	1	1700	73	.04	96	.06
Right Turn Adjustment			EBR	.01*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 .89

452 . Jamboree Rd. at Santiago Canyon Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1301	.38*	2138	.63*
NBT	1	1700	38	.02	19	.01
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	11	.00*	28	.01*
SBR	d	1700	9	.01	22	.01
EBL	1	1700	12	.01*	21	.01*
EBT	0	0	0		0	
EBR	2	3400	1989	.58	1252	.37
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.29*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .70

459 . Jeffrey Rd. at Santiago Canyon Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	0	0	0		0	
NBR	d	1700	0	.00	0	.00
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	510	.15	750	.22*
EBR	d	1700	0	.00	0	.00
WBL	1	1700	0	.00	0	.00
WBT	2	3400	830	.24*	650	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .27

463 . Jamboree Rd. at Chapman Ave.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	89	.03	150	.04
NBT	2	3400	437	.13*	959	.28*
NBR	2	3400	285	.08	460	.14
SBL	2	3400	904	.27*	678	.20*
SBT	3	5100	819	.16	354	.07
SBR	1	1700	282	.17	219	.13
EBL	2	3400	167	.05	255	.08*
EBT	3	5100	1010	.20*	1112	.22
EBR	1	1700	106	.06	66	.04
WBL	2	3400	435	.13*	231	.07
WBT	3	5100	1349	.26	1231	.24*
WBR	2	3400	736	.22	886	.26
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .85

464 . SR-241/SR-261 SB Ramps at Chapman Ave.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	111	.07	189	.11*
SBT	1	1700	216	.13*	73	.04
SBR	2	3400	223	.07	207	.06
EBL	0	0	0		0	
EBT	3	5100	2079	.41*	1981	.39
EBR	1	1700	446	.26	89	.05
WBL	2	3400	238	.07*	87	.03
WBT	3	5100	2227	.44	2373	.47*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .63

465 . SR-241/SR-261 NB Ramps at Chapman Ave.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	47	.01	337	.10*
NBT	2	3400	51	.02*	134	.04
NBR	d	1700	52	.03	221	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	197	.12*	124	.07*
EBT	3	5100	1832	.36	1899	.37
EBR	2	3400	0	.00	0	.00
WBL	0	0	0		0	
WBT	3	5100	2078	.41*	1993	.39*
WBR	d	1700	243	.14	92	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .61

466 . SR-241 NB Ramp at Santiago Canyon Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	901	.26*	1150	.34*
NBT	0	0	0		0	
NBR	1	1700	5	.00	14	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	700	.14	1250	.25*
EBR	1.5		0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	1449	.28*	880	.17
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .64

468 . Jamboree Rd. at Canyon View Ave.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	236	.14*	362	.21
NBT	3	5100	570	.11	1688	.33*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1426	.28*	518	.10
SBR	d	1700	45	.03	118	.07
EBL	2	3400	62	.02*	62	.02*
EBT	0	0	0		0	
EBR	1	1700	481	.28	362	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.15*	EBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .42

469 . Jamboree Rd. at Handy Creek Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	851	.17	2124	.42*
NBR	d	1700	51	.03	64	.04
SBL	1	1700	49	.03	16	.01*
SBT	3	5100	2279	.45*	963	.19
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	81	.05*	67	.04*
WBT	0	0	0		0	
WBR	1	1700	29	.02	36	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .52

470 . SR-261 SB Ramps at Handy Creek Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	48		22	
SBT	1	1700	381	.25*	86	.06*
SBR	1	1700	120	.07	110	.06
EBL	0	0	0		0	
EBT	1	1700	52	.03*	58	.03*
EBR	1	1700	49	.03	24	.01
WBL	0	0	0		0	
WBT	1	1700	1	.00	1	.00
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .14

471 . SR-261 NB Ramps at Handy Creek Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	1	.00	1	.00
NBT	1	1700	60	.04*	320	.19*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	100	.06*	80	.05*
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .15 .29

481 . Laguna Canyon Rd. at Technology Dr.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	1	.00	2	.00
NBT	2	3400	203	.06*	360	.11*
NBR	d	1700	136	.08	138	.08
SBL	2	3400	907	.27*	545	.16*
SBT	2	3400	394	.12	320	.09
SBR	d	1700	7	.00	4	.00
EBL	1	1700	3	.00	9	.01
EBT	1	1700	17	.01*	29	.02*
EBR	0	0	1		2	
WBL	1	1700	105	.06*	160	.09*
WBT	1	1700	12	.01	24	.01
WBR	2	3400	354	.10	706	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .43

482 . Road A at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	6	.00	15	.01*
NBT	1	1700	0	.00	0	.01
NBR	0	0	4		15	
SBL	0	0	0		0	
SBT	1	1700	0	.00*	0	.00*
SBR	0	0	0		0	
EBL	1	1700	0	.00	0	.00
EBT	2	3400	696	.20	905	.27*
EBR	d	1700	34	.02	27	.02
WBL	1	1700	46	.03	23	.01*
WBT	2	3400	1184	.35*	815	.24
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .34

483 . Road C at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	49	{.03}*	33	{.02}*
NBT	0	0	0		0	
NBR	1	1700	51	.03	37	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	789	.23	797	.23
EBR	d	1700	52	.03	48	.03
WBL	1	1700	68	.04	62	.04
WBT	2	3400	1001	.29*	912	.27*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .34

484 . Sand Canyon Av. at Roosevelt

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	97	.03*	264	.08
NBT	4	6800	753	.11	2293	.34*
NBR	d	1700	174	.10	271	.16
SBL	2	3400	187	.06	102	.03*
SBT	4	6800	2793	.41*	1017	.15
SBR	d	1700	95	.06	100	.06
EBL	2	3400	92	.03	108	.03*
EBT	1	1700	198	.12*	106	.06
EBR	d	1700	310	.18	117	.07
WBL	2	3400	117	.03*	155	.05
WBT	1	1700	38	.02	147	.09*
WBR	d	1700	35	.02	140	.08
Right Turn Adjustment			EBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .54

485 . Sand Canyon Av. at Nightmist

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	66	.02*	243	.07
NBT	4	6800	914	.13	2940	.43*
NBR	d	1700	174	.10	144	.08
SBL	1	1700	127	.07	32	.02*
SBT	4	6800	3423	.50*	1434	.21
SBR	d	1700	45	.03	63	.04
EBL	1	1700	63	.04	55	.03
EBT	1	1700	109	.06*	25	.01*
EBR	1	1700	289	.17	113	.07
WBL	2	3400	158	.05*	334	.10*
WBT	1	1700	19	.01	126	.07
WBR	d	1700	33	.02	162	.10
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .61

486 . SR-133 SB Ramps at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	280	.16*	158	.09*
SBT	0	0	0		0	
SBR	2	3400	420	.12	143	.04
EBL	0	0	0		0	
EBT	2	3400	723	.21	1202	.35*
EBR	1	1700	355	.21	315	.19
WBL	2	3400	407	.12	365	.11*
WBT	2	3400	1245	.37*	1257	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .60

487 . SR-133 NB Ramps at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	257	.08*	453	.13*
NBT	0	0	0		0	
NBR	2	3400	603	.18	517	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	987	.29	1107	.33*
EBR	f		37		255	
WBL	1	1700	123	.07	307	.18*
WBT	2	3400	1393	.41*	1171	.34
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .69

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	256	.08*	344	.10
NBT	3	5100	729	.14	1719	.34*
NBR	1	1700	147	.09	225	.13
SBL	2	3400	94	.03	56	.02*
SBT	3	5100	949	.38*	996	.20
SBR	1	1700	144	.08	81	.05
EBL	1	1700	74	.04*	122	.07*
EBT	1	1700	139	.08	149	.09
EBR	1	1700	347	.20	304	.18
WBL	2	3400	174	.05	190	.06
WBT	1	1700	120	.09*	145	.13*
WBR	0	0	37		78	
Right Turn Adjustment			EBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .61

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	784	.23	1835	.54*
NBR	d	1700	291	.17	586	.34
SBL	1	1700	186	.11	304	.18*
SBT	2	3400	1729	.51*	918	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	588	.17*	342	.10*
WBT	0	0	0		0	
WBR	2	3400	261	.08	305	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .87

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	208	.12*	235	.14
NBT	2	3400	599	.18	1049	.31*
NBR	d	1700	143	.08	348	.20
SBL	1	1700	197	.12	331	.19*
SBT	2	3400	782	.23*	825	.24
SBR	d	1700	290	.17	227	.13
EBL	1	1700	130	.08*	286	.17
EBT	1	1700	269	.16	841	.49*
EBR	1	1700	120	.07	236	.14
WBL	1	1700	298	.18	179	.11*
WBT	2	3400	982	.29*	428	.13
WBR	1	1700	320	.19	215	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 1.15

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1569	.46*	592	.17*
NBT	4	6800	1846	.27	1160	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	866	.13*	1684	.25*
SBR	d	1700	181	.11	125	.07
EBL	1.5		104	.03*	199	.12*
EBT	0	5100	0		0	
EBR	1.5		424		1360	.40
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.15*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.67		.74

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1042	.20*	1998	.39*
NBR	d	1700	339	.20	213	.13
SBL	1	1700	371	.22*	129	.08*
SBT	3	5100	2118	.42	1369	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		182	.05*	369	
WBT	0	5100	0		0	{.12}*
WBR	1.5		98	{.00}	322	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.52		.64

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	420	.25*	149	.09
NBT	2	3400	851	.25	1882	.55*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1697	.50*	1007	.30
SBR	1	1700	430	.25	242	.14
EBL	2	3400	249	.07*	518	.15*
EBT	0	0	0		0	
EBR	1	1700	103	.06	292	.17
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.87		.75

556 . Ridge Valley at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	229	.13*	197	.12*
NBT	1	1700	18	.01	81	.05
NBR	d	1700	100	.06	407	.24
SBL	1	1700	143	.08	28	.02
SBT	2	3400	65	.02*	57	.02*
SBR	d	1700	20	.01	16	.01
EBL	1	1700	19	.01	5	.00
EBT	2	3400	897	.26*	1165	.34*
EBR	d	1700	180	.11	179	.11
WBL	1	1700	395	.23*	164	.10*
WBT	2	3400	1281	.38	1017	.30
WBR	d	1700	22	.01	94	.06
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.69		.67

558 . O St. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	127	.04	233	.07
NBT	2	3400	52	.02*	276	.08*
NBR	d	1700	61	.04	81	.05
SBL	1	1700	282	.17*	114	.07*
SBT	2	3400	396	.12	135	.04
SBR	f		595		331	
EBL	2	3400	171	.05	535	.16*
EBT	3	5100	1767	.35*	1435	.28
EBR	1	1700	275	.16	177	.10
WBL	2	3400	130	.04*	98	.03
WBT	3	5100	1698	.33	2246	.44*
WBR	1	1700	67	.04	289	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.63		.80

559 . O St. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	159	.05*	443	.13*
NBT	2	3400	48	.02	373	.12
NBR	0	0	5		35	
SBL	1	1700	26	.02	42	.02
SBT	2	3400	364	.11*	268	.08*
SBR	1	1700	850	.50	573	.34
EBL	2	3400	485	.14*	683	.20*
EBT	2	3400	420	.12	563	.17
EBR	1	1700	683	.40	378	.22
WBL	1	1700	26	.02	25	.01
WBT	2	3400	545	.17*	474	.15*
WBR	0	0	18		44	
Right Turn Adjustment			Multi	.31*	SBR	.06*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR EBR						
TOTAL CAPACITY UTILIZATION				.83		.67

560 . O St. at Marine Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	313	.09*	371	.11*
SBT	0	0	0		0	
SBR	1	1700	152	.09	309	.18
EBL	1	1700	91	.05*	328	.19*
EBT	2	3400	887	.26	893	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1038	.31*	965	.28*
WBR	1	1700	219	.13	424	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .63

562 . D St. at Marine Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	23	.01*	203	.12*
SBT	0	0	0		0	
SBR	1	1700	48	.03	328	.19
EBL	1	1700	134	.08*	323	.19*
EBT	2	3400	937	.28	951	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1282	.40*	996	.35*
WBR	0	0	86		209	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .71

563 . B St. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	122	.07*	136	.08*
NBT	0	0	0		0	
NBR	1	1700	71	.04	55	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2499	.49*	1585	.31
EBR	1	1700	122	.07	127	.07
WBL	1	1700	48	.03*	93	.05
WBT	3	5100	1718	.34	2884	.57*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .70

564 . D St. at Marine Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	46	.03	20	.01
NBT	1	1700	42	.06*	22	.04*
NBR	0	0	64		48	
SBL	1	1700	26	.02*	179	.11*
SBT	1	1700	6	.01	40	.07
SBR	0	0	19		73	
EBL	1	1700	64	.04*	52	.03*
EBT	2	3400	840	.25	1163	.35
EBR	0	0	20		31	
WBL	1	1700	34	.02	59	.03
WBT	2	3400	1375	.44*	1067	.35*
WBR	0	0	134		126	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .58

566 . Marine Wy. at Barranca Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	123	.07*	103	.06
NBT	2	3400	347	.10	474	.14*
NBR	1	1700	89	.05	115	.07
SBL	2	3400	265	.08	293	.09*
SBT	2	3400	506	.15*	374	.11
SBR	1	1700	369	.22	266	.16
EBL	2	3400	205	.06*	445	.13*
EBT	2	3400	468	.14	983	.29
EBR	1	1700	97	.06	135	.08
WBL	2	3400	148	.04	111	.03
WBT	2	3400	950	.28*	711	.21*
WBR	1	1700	311	.18	361	.21
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .62

567 . Marine Wy. at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	582	.17*	473	.14*
NBT	2	3400	467	.14	420	.12
NBR	1	1700	222	.13	208	.12
SBL	1	1700	108	.06	110	.06
SBT	2	3400	335	.10*	467	.14*
SBR	1	1700	287	.17	253	.15
EBL	2	3400	233	.07*	258	.08*
EBT	3	5100	1000	.20	1102	.22
EBR	f		344		517	
WBL	2	3400	151	.04	215	.06
WBT	3	5100	1231	.24*	1005	.20*
WBR	1	1700	110	.06	102	.06
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .61

568 . Marine Wy. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	1411	.42*	1060	.31
NBR	1	1700	0	.00	0	.00
SBL	1	1700	0	.00	0	.00
SBT	2	3400	769	.23	1260	.37*
SBR	1	1700	0	.00	0	.00
EBL	1	1700	1	.00	1	.00
EBT	1	1700	0	.00	0	.00
EBR	0	0	1		1	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	1	.00	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .42

569 . Bake Pkwy. at Marine Wy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	959	.28*	530	.16*
NBT	4	6800	2779	.41	2628	.39
NBR	1	1700	32	.02	0	.00
SBL	1	1700	20	.01	0	.00
SBT	5	8500	2310	.34*	2447	.33*
SBR	0	0	709	.42	374	
EBL	2	3400	247	.07*	578	.17*
EBT	1	1700	18	.01	40	.02
EBR	2	3400	296	.09	763	.22
WBL	2	3400	4	.00	19	.01
WBT	2	3400	12	.00*	26	.01*
WBR	0	0	4		15	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .72

571 . Portola Springs at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	293	.09*	288	.08*
NBT	1	1700	5	.04	30	.07
NBR	0	0	67		90	
SBL	1	1700	66	.04	33	.02
SBT	1	1700	68	.04*	53	.03*
SBR	d	1700	291	.17	107	.06
EBL	1	1700	15	.01*	32	.02
EBT	2	3400	1007	.30	1308	.38*
EBR	1	1700	115	.07	232	.14
WBL	1	1700	37	.02	55	.03*
WBT	2	3400	1336	.39*	1025	.30
WBR	d	1700	0	.00	8	.00
Right Turn Adjustment			SBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .57

572 . Modjeska Rd. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	57	.03	70	.04
NBT	1	1700	60	.04*	89	.05*
NBR	1	1700	123	.07	111	.07
SBL	2	3400	388	.11*	254	.07*
SBT	1	1700	83	.05	89	.05
SBR	d	1700	181	.11	161	.09
EBL	1	1700	102	.06	136	.08*
EBT	3	5100	1989	.39*	1493	.29
EBR	1	1700	53	.03	66	.04
WBL	1	1700	74	.04*	136	.08
WBT	3	5100	1672	.33	2408	.47*
WBR	1	1700	178	.10	357	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .72

800 . LQ St. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	59	.03	82	.05*
NBT	1	1700	16	.01*	46	.03
NBR	1	1700	208	.12	137	.08
SBL	1	1700	147	.09*	63	.04
SBT	1	1700	34	.04	21	.03*
SBR	0	0	42		38	
EBL	1	1700	20	.01	64	.04*
EBT	3	5100	2565	.50*	1600	.31
EBR	1	1700	51	.03	56	.03
WBL	2	3400	135	.04*	183	.05
WBT	3	5100	1599	.31	2760	.54*
WBR	1	1700	54	.03	170	.10
Right Turn Adjustment			NBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .71

799 . "B" Street at Marine Way

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	63	.04	43	.03
NBT	1	1700	22	.02*	45	.03*
NBR	0	0	15		11	
SBL	1	1700	130	.08*	66	.04*
SBT	1	1700	49	.03	34	.02
SBR	1	1700	536	.32	264	.16
EBL	1	1700	118	.07*	414	.24*
EBT	2	3400	755	.23	899	.28
EBR	0	0	31		54	
WBL	1	1700	11	.01	12	.01
WBT	2	3400	971	.29*	972	.29*
WBR	1	1700	41	.02	115	.07
Right Turn Adjustment			SBR	.21*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .65

820 . Fairbanks at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	3	.00	84	.05
NBT	1	1700	123	.12*	55	.26*
NBR	0	0	76		393	
SBL	1	1700	60	.04*	125	.07*
SBT	1	1700	39	.04	143	.23
SBR	0	0	21		241	
EBL	1	1700	220	.13	55	.03*
EBT	3	5100	1594	.33*	1356	.27
EBR	0	0	99		17	
WBL	1	1700	292	.17*	60	.04
WBT	3	5100	1646	.36	1980	.40*
WBR	0	0	187		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .81

821 . Alton Pkwy. at Fairbanks

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	82	.05*	125	.07
NBT	3	5100	758	.17	1867	.40*
NBR	0	0	91		163	
SBL	1	1700	154	.09	136	.08*
SBT	3	5100	2005	.42*	874	.19
SBR	0	0	118		113	
EBL	1	1700	66	.04	135	.08*
EBT	1	1700	74	.11*	101	.10
EBR	0	0	120		73	
WBL	1	1700	51	.03*	45	.03
WBT	1	1700	30	.03	52	.08*
WBR	0	0	29		83	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .69

822 . "F" Street at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	109	.06*	78	.05*
NBT	0	0	0		0	
NBR	1	1700	142	.08	82	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2858	.56*	1768	.35
EBR	1	1700	47	.03	72	.04
WBL	1	1700	53	.03*	138	.08
WBT	3	5100	2451	.48	3192	.63*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .73

831 . "G" Street at Marine Way

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	26	.02	19	.01
NBT	1	1700	33	.04*	57	.05*
NBR	0	0	31		24	
SBL	1	1700	315	.19*	157	.09*
SBT	1	1700	57	.03	39	.02
SBR	1	1700	267	.16	125	.07
EBL	1	1700	94	.06*	205	.12*
EBT	2	3400	793	.24	749	.23
EBR	0	0	13		23	
WBL	1	1700	20	.01	28	.02
WBT	2	3400	724	.21*	936	.28*
WBR	1	1700	106	.06	318	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .59

832 . Fairbanks at Astor St.

ITAM 8.4-10 P30 Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	94	.06*	205	.12*
NBT	1	1700	12	.01	42	.02
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	27	.14*	25	.18*
SBR	0	0	206		285	
EBL	0	0	248		268	
EBT	1	1700	0	.29*	0	.23*
EBR	0	0	243		115	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .58

16 . Newport Av. at Irvine Blvd.

ITAM 8.4-10 P30 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	157	.09
NBT	3	5100	436	.09	909	.18*
NBR	1	1700	330	.19	691	.41
SBL	1	1700	161	.09	141	.08*
SBT	3	5100	1099	.22*	485	.10
SBR	d	1700	173	.10	110	.06
EBL	2	3400	98	.03*	236	.07
EBT	3	5100	1309	.26	1858	.36*
EBR	d	1700	83	.05	97	.06
WBL	2	3400	768	.23	509	.15*
WBT	3	5100	2458	.48*	2103	.41
WBR	d	1700	45	.03	84	.05
Right Turn Adjustment					NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .94

34 . Red Hill Av. at Irvine Blvd.

ITAM 8.4-10 P30 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	209	.06*	534	.16*
NBT	1	1700	101	.06	199	.12
NBR	1	1700	12	.01	39	.02
SBL	2	3400	149	.04	116	.03
SBT	2	3400	302	.09*	146	.04*
SBR	d	1700	77	.05	67	.04
EBL	1	1700	72	.04*	137	.08*
EBT	3	5100	1538	.37	2242	.50
EBR	0	0	331		301	
WBL	1	1700	232	.14	124	.07
WBT	3	5100	2900	.58*	2829	.57*
WBR	0	0	48		95	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .90

54 . Browning Av. at Irvine Blvd.

ITAM 8.4-10 P30 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	107	.06*	142	.08*
NBT	1	1700	94	.06	83	.05
NBR	1	1700	29	.02	47	.03
SBL	0	0	52		39	
SBT	1	1700	90	.08*	41	.05*
SBR	d	1700	119	.07	71	.04
EBL	1	1700	98	.06*	76	.04*
EBT	3	5100	1539	.32	2374	.48
EBR	0	0	109		65	
WBL	1	1700	91	.05	44	.03
WBT	3	5100	3074	.61*	2687	.53*
WBR	0	0	48		41	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .75

91 . Tustin Ranch Rd. at Irvine Bl.

ITAM 8.4-10 P30 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	227	.07*	466	.14
NBT	3	5100	366	.07	858	.17*
NBR	1	1700	205	.12	325	.19
SBL	1	1700	287	.17	200	.12*
SBT	3	5100	1166	.23*	500	.10
SBR	f		847		380	
EBL	2	3400	225	.07*	583	.17*
EBT	3	5100	1129	.22	1614	.32
EBR	1	1700	435	.26	223	.13
WBL	2	3400	352	.10	138	.04
WBT	3	5100	2169	.43*	1994	.39*
WBR	1	1700	189	.11	419	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .90

132 . Jamboree Rd. NB at Walnut Av.

ITAM 8.4-10 P30 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	319	.09	553	.16
NBT	2	3400	440	.13*	608	.18*
NBR	d	1700	351	.21	573	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	35	.01*	197	.06*
EBT	3	5100	812	.16	897	.18
EBR	0	0	0		0	
WBL	0	0	4		0	
WBT	3	5100	915	.18*	917	.18*
WBR	1	1700	487	.29	595	.35
Right Turn Adjustment			Multi	.17*	Multi	.28*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.54		.75

133 . Jamboree Rd. at Edinger Av.

ITAM 8.4-10 P30 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	84	.02	181	.05
NBT	0	0	0		0	
NBR	1	1700	127	.07	400	.24
SBL	2	3400	440	.13*	571	.17*
SBT	0	0	0		0	
SBR	f		903		361	
EBL	2	3400	260	.08*	651	.19*
EBT	3	5100	804	.16	949	.20
EBR	0	0	11		84	
WBL	2	3400	229	.07	196	.06
WBT	3	5100	1263	.25*	988	.19*
WBR	1	1700	600	.35	409	.24
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.51		.70

477 . El Camino Real N. at Bryan Ave.

ITAM 8.4-10 P30 Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		168	.05*	107	.06*
NBT	0	5100	0		0	
NBR	1.5		143	{.00}	468	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	620	.18*	892	.26
EBR	d	1700	263	.15	51	.03
WBL	2	3400	500	.15*	179	.05
WBT	2	3400	947	.28	1173	.35*
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.47

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	39	.02	149	.09*
NBT	2	3400	79	.02*	184	.05
NBR	f		467		828	
SBL	1	1700	242	.14*	82	.05
SBT	2	3400	101	.03	108	.03*
SBR	d	1700	7	.00	12	.01
EBL	2	3400	9	.00	12	.00
EBT	2	3400	256	.08*	88	.03*
EBR	f		86		72	
WBL	2	3400	666	.20*	562	.17*
WBT	3	5100	100	.02	202	.04
WBR	f		102		164	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .37

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	310	.18*
NBT	3	5100	760	.15	1265	.25
NBR	f		317		1023	
SBL	1	1700	141	.08	86	.05
SBT	3	5100	1255	.25*	1020	.20*
SBR	f		285		294	
EBL	2	3400	302	.09	287	.08
EBT	0	0	0		0	
EBR	f		394		157	
WBL	2	3400	922	.27*	507	.15*
WBT	0	0	0		0	
WBR	f		75		118	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .58

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		62	.04	253	
NBT	1	6800	158	.05*	314	{.15}*
NBR	1.5		113		872	
SBL	1	1700	140	.08	280	.16*
SBT	2	3400	259	.08*	280	.08
SBR	d	1700	285	.17	401	.24
EBL	1	1700	401	.24*	471	.28*
EBT	3	5100	297	.06	736	.14
EBR	d	1700	89	.05	74	.04
WBL	2	3400	1006	.30	574	.17
WBT	3	5100	655	.13*	859	.17*
WBR	d	1700	120	.07	100	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .55 .81

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	147	.04	444	.13*
NBT	2	3400	965	.28*	1123	.33
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	649	.19	825	.24*
SBR	1	1700	76	.04	398	.23
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .42

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	36	.02	44	.03
NBT	2	3400	202	.06*	168	.05*
NBR	d	1700	213	.13	522	.31
SBL	1	1700	205	.12*	301	.18*
SBT	2	3400	114	.03	191	.06
SBR	d	1700	20	.01	19	.01
EBL	2	3400	20	.01*	20	.01
EBT	3	5100	552	.11	1581	.31*
EBR	d	1700	28	.02	6	.00
WBL	2	3400	636	.19	511	.15*
WBT	3	5100	1925	.38*	1163	.23
WBR	d	1700	311	.18	170	.10
Right Turn Adjustment					NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .89

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	809	.24*	1387	.41*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	649	.19	825	.24
SBR	0	0	0		0	
EBL	2	3400	303	.09*	171	.05*
EBT	0	0	0		0	
EBR	1	1700	519	.31	248	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .51

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	264	.08*	259	.08*
NBT	3	5100	925	.18	1161	.23
NBR	1	1700	102	.06	795	.47
SBL	2	3400	280	.08	311	.09
SBT	3	5100	1265	.30*	1144	.26*
SBR	0	0	268		180	
EBL	2	3400	193	.06	338	.10
EBT	3	5100	730	.14*	1321	.26*
EBR	1	1700	426	.25	201	.12
WBL	2	3400	757	.22*	293	.09*
WBT	3	5100	1220	.24	747	.15
WBR	1	1700	321	.19	425	.25
Right Turn Adjustment			EBR	.05*	NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .89

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04*	71	.04
NBT	3	5100	918	.18	1714	.34*
NBR	d	1700	38	.02	98	.06
SBL	1	1700	50	.03	62	.04*
SBT	3	5100	1850	.36*	1256	.25
SBR	d	1700	21	.01	87	.05
EBL	1	1700	22	.01	93	.05
EBT	2	3400	119	.06*	314	.13*
EBR	0	0	94		122	
WBL	1	1700	228	.13*	54	.03*
WBT	2	3400	314	.10	121	.05
WBR	0	0	28		51	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .59

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	77	.05*	75	.04
NBT	3	5100	901	.18	1987	.39*
NBR	1	1700	125	.07	256	.15
SBL	2	3400	210	.06	129	.04*
SBT	3	5100	1621	.32*	1253	.25
SBR	1	1700	319	.19	190	.11
EBL	1	1700	78	.05	159	.09
EBT	2	3400	326	.10*	823	.24*
EBR	1	1700	130	.08	84	.05
WBL	1	1700	376	.22*	241	.14*
WBT	2	3400	731	.22	286	.08
WBR	1	1700	269	.16	90	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .86

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01*	71	.02
NBT	4	6800	785	.14	1685	.33*
NBR	0	0	143		564	.33
SBL	2	3400	85	.03	167	.05*
SBT	3	5100	2029	.40*	1306	.26
SBR	1	1700	166	.10	116	.07
EBL	2	3400	70	.02*	557	.16
EBT	2	3400	325	.10	1140	.34*
EBR	1	1700	50	.03	170	.10
WBL	2	3400	504	.15	276	.08*
WBT	2	3400	908	.27*	344	.10
WBR	1	1700	114	.07	112	.07
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .75 .85

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	613	.18*	647	.19
NBT	3	5100	1272	.25	2166	.42*
NBR	1	1700	222	.13	537	.32
SBL	2	3400	130	.04	162	.05*
SBT	4	6800	2409	.37*	1397	.22
SBR	0	0	98		106	
EBL	2	3400	57	.02*	260	.08
EBT	2	3400	180	.05	801	.24*
EBR	2	3400	211	.06	279	.08
WBL	3	5100	544	.11	579	.11*
WBT	2	3400	714	.24*	272	.13
WBR	0	0	111		169	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .87

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1974	.39*	3036	.60*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1812	.36	1738	.34
SBR	f		1393		1057	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	898	.26*	351	.10*
WBT	0	0	0		0	
WBR	2	3400	592	.17	373	.11
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .76

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	102	.06*
NBT	2	3400	268	.08	184	.05
NBR	d	1700	120	.07	234	.14
SBL	1	1700	21	.01	102	.06
SBT	2	3400	201	.06*	210	.06*
SBR	d	1700	159	.09	49	.03
EBL	1	1700	87	.05*	225	.13
EBT	2	3400	494	.15	1462	.43*
EBR	1	1700	51	.03	61	.04
WBL	1	1700	71	.04	90	.05*
WBT	2	3400	1218	.36*	649	.19
WBR	1	1700	124	.07	111	.07
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .69

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		58	.02	26	
NBT	1.5	5100	27	.02*	21	.01*
NBR	d	1700	50	.03	11	.01
SBL	1.5		190	.06*	120	.04*
SBT	1.5	5100	14	.01	20	.01
SBR	d	1700	239	.14	150	.09
EBL	1	1700	51	.03*	292	.17
EBT	2	3400	277	.08	1606	.49*
EBR	0	0	10		54	
WBL	1	1700	11	.01	21	.01*
WBT	2	3400	808	.26*	589	.21
WBR	0	0	78		139	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .48 .60

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	114	.03*	195	.06
NBT	4	6800	1530	.24	1755	.32*
NBR	0	0	78		431	
SBL	2	3400	78	.02	184	.05*
SBT	4	6800	1930	.32*	1221	.19
SBR	0	0	273		42	
EBL	2	3400	96	.03*	125	.04
EBT	2	3400	385	.11	1094	.32*
EBR	1	1700	164	.10	314	.18
WBL	2	3400	294	.09	328	.10*
WBT	2	3400	937	.28*	592	.17
WBR	1	1700	143	.08	247	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .84

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	282	.08*	369	.11*
NBT	4	6800	1080	.16	1641	.24
NBR	d	1700	76	.04	393	.23
SBL	2	3400	148	.04	238	.07
SBT	4	6800	1869	.30*	1612	.25*
SBR	0	0	140		90	
EBL	2	3400	172	.05	567	.17
EBT	2	3400	110	.03*	792	.23*
EBR	f		239		231	
WBL	2	3400	517	.15*	329	.10*
WBT	2	3400	241	.07	337	.10
WBR	1	1700	171	.10	91	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .74

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	160	.09
NBT	2.5	6800	1125	{.28}	1733	{.38}*
NBR	1.5		1243		1265	
SBL	0	0	0		0	
SBT	5	8500	2725	.33*	2161	.26
SBR	0	0	80		90	
EBL	1	1700	40	.02	110	.06
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	150	.09	220	.13
WBL	0	0	598	{.35}*	561	{.33}*
WBT	3	5100	80	.14	60	.13
WBR	0	0	642	.38	590	.35
Right Turn Adjustment			EBR	.04*	Multi	.08*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .82 .85

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	11	.01
NBT	2	3400	1069	.31	1468	.43*
NBR	d	1700	707	.42	228	.13
SBL	1	1700	41	.02	51	.03*
SBT	2	3400	1405	.41*	990	.29
SBR	d	1700	81	.05	34	.02
EBL	1	1700	61	.04	201	.12
EBT	2	3400	172	.07*	106	.05*
EBR	0	0	52		48	
WBL	2	3400	284	.08*	614	.18*
WBT	1	1700	91	.06	123	.09
WBR	0	0	18		31	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .74

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	272	.16*	224	.13*
NBT	0	0	0		0	
NBR	1	1700	81	.05	454	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	819	.16*	1901	.37*
EBR	d	1700	174	.10	316	.19
WBL	1	1700	337	.20*	115	.07*
WBT	3	5100	1755	.34	1140	.22
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .71

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	53	.03*	44	.03
NBT	2	3400	261	.11	356	.12*
NBR	0	0	100		53	
SBL	1	1700	70	.04	90	.05*
SBT	2	3400	300	.15*	210	.07
SBR	0	0	205		21	
EBL	1	1700	50	.03	140	.08
EBT	2	3400	155	.06*	428	.14*
EBR	0	0	33		52	
WBL	1	1700	244	.14*	50	.03*
WBT	2	3400	338	.12	131	.06
WBR	0	0	70		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .39

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	241	.14*	60	.04
NBT	2	3400	273	.08	355	.10*
NBR	d	1700	53	.03	118	.07
SBL	1	1700	20	.01	130	.08*
SBT	2	3400	234	.07*	190	.06
SBR	d	1700	88	.05	49	.03
EBL	1	1700	140	.08	80	.05
EBT	2	3400	679	.23*	1212	.38*
EBR	0	0	92		71	
WBL	1	1700	37	.02*	89	.05*
WBT	2	3400	356	.13	435	.15
WBR	0	0	98		71	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .66

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	70	.04
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	90	.05
SBL	2	3400	412	.12*	382	.11*
SBT	2	3400	50	.01	20	.01
SBR	f		893		757	
EBL	2	3400	461	.14*	1094	.32*
EBT	3	5100	515	.10	1871	.37
EBR	1	1700	20	.01	70	.04
WBL	2	3400	130	.04	50	.01
WBT	3	5100	1667	.33*	846	.17*
WBR	1	1700	113	.07	307	.18
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .65 .66

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	582	.17*	307	.09
NBT	3	5100	886	.17	851	.17*
NBR	f		80		211	
SBL	2	3400	251	.07	1205	.35*
SBT	2	3400	506	.15*	1062	.31
SBR	f		250		126	
EBL	1	1700	235	.14*	160	.09*
EBT	0	0	0		0	
EBR	f		293		459	
WBL	2	3400	375	.11	169	.05
WBT	0	0	0		0	
WBR	f		1799		414	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .66

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	452	.27*	466	.27*
NBT	3	5100	153	.03	656	.13
NBR	f		306		495	
SBL	1	1700	60	.04	341	.20
SBT	3	5100	829	.16*	619	.12*
SBR	1	1700	374	.22	741	.44
EBL	2	3400	74	.02*	564	.17
EBT	3	5100	610	.12	1669	.33*
EBR	1	1700	421	.25	837	.49
WBL	2	3400	557	.16	388	.11*
WBT	4	6800	1956	.29*	1119	.16
WBR	d	1700	23	.01	54	.03
Right Turn Adjustment			SBR	.04*	SBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .99

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	313	.09*	446	.13*
NBT	4	6800	1147	.17	1474	.22
NBR	1	1700	131	.08	627	.37
SBL	2	3400	272	.08	269	.08
SBT	4	6800	1726	.33*	1018	.18*
SBR	0	0	494		190	
EBL	2	3400	199	.06*	823	.24*
EBT	3	5100	347	.10	1268	.27
EBR	0	0	293	.17	125	
WBL	2	3400	289	.09	219	.06
WBT	3	5100	1183	.23*	573	.11*
WBR	1	1700	240	.14	161	.09
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .76 .77

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	124	.07*	121	.07
NBT	4	6800	1572	.23	2226	.33*
NBR	0	0	10		20	
SBL	1	1700	10	.01	10	.01*
SBT	4	6800	1996	.34*	1319	.21
SBR	0	0	346		119	
EBL	1.5		60		303	
EBT	0.5	3400	10	.02*	70	.11*
EBR	1	1700	124	.07	180	.11
WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .51 .52

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	89	.05	82	.05
NBT	4	6800	1447	.24*	1839	.30*
NBR	0	0	193		189	
SBL	2	3400	444	.13*	176	.05*
SBT	4	6800	1636	.25	1003	.20
SBR	0	0	77		331	
EBL	1	1700	119	.07*	194	.11
EBT	2	3400	318	.09	685	.20*
EBR	1	1700	99	.06	167	.10
WBL	2	3400	542	.16	248	.07*
WBT	2	3400	772	.23*	551	.16
WBR	1	1700	106	.06	338	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .67

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	192	.11*	162	.10
NBT	3	5100	735	.14	1602	.31*
NBR	1	1700	293	.17	387	.23
SBL	1	1700	289	.17	258	.15*
SBT	3	5100	1529	.30*	1054	.21
SBR	1	1700	406	.24	150	.09
EBL	2	3400	170	.05*	373	.11
EBT	2	3400	597	.18	1058	.31*
EBR	d	1700	255	.15	299	.18
WBL	2	3400	253	.07	241	.07*
WBT	2	3400	1276	.38*	454	.13
WBR	1	1700	139	.08	280	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .89

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	243	.07	130	.04*
NBT	2	3400	1311	.39*	592	.17
NBR	1	1700	197	.12	240	.14
SBL	2	3400	231	.07*	515	.15
SBT	2	3400	361	.15	818	.30*
SBR	0	0	135		196	
EBL	2	3400	265	.08*	234	.07
EBT	3	5100	771	.15	1786	.35*
EBR	1	1700	90	.05	263	.15
WBL	2	3400	389	.11	323	.10*
WBT	3	5100	1388	.27*	1021	.20
WBR	d	1700	234	.14	212	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .84

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	325	.10*	348	.10
NBT	2	3400	947	.28	1592	.47*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	2	3400	1085	.32*	1029	.30
SBR	1	1700	629	.37	290	.17
EBL	1.5		209		691	
EBT	0.5	3400	90	.09*	50	.22*
EBR	1	1700	202	.12	425	.25
WBL	0	0	20		20	
WBT	1	1700	110	.08*	70	.05*
WBR	d	1700	40	.02	20	.01
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .64 .80

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	168	.05*	135	.04
NBT	3	5100	1054	.21	2167	.42*
NBR	1	1700	332	.20	231	.14
SBL	2	3400	194	.06	51	.02*
SBT	3	5100	2159	.42*	1416	.28
SBR	1	1700	161	.09	112	.07
EBL	1	1700	54	.03*	196	.12*
EBT	1	1700	36	.02	82	.05
EBR	1	1700	99	.06	191	.11
WBL	2	3400	235	.07	366	.11
WBT	1	1700	92	.07*	50	.15*
WBR	0	0	31		201	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .76

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	729	.21	1664	.49*
NBR	d	1700	558	.33	630	.37
SBL	1	1700	109	.06	199	.12*
SBT	2	3400	1547	.46*	826	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	492	.14*	672	.20*
WBT	0	0	0		0	
WBR	2	3400	43	.01	245	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .86

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	197	.12*	310	.18*
NBT	2	3400	754	.22	1227	.36
NBR	d	1700	403	.24	625	.37
SBL	1	1700	205	.12	137	.08
SBT	2	3400	835	.25*	942	.28*
SBR	d	1700	194	.11	97	.06
EBL	1	1700	31	.02	94	.06
EBT	2	3400	313	.12*	707	.26*
EBR	0	0	92		191	
WBL	2	3400	569	.17*	418	.12*
WBT	2	3400	765	.23	552	.16
WBR	d	1700	55	.03	219	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .89

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1248	.37*	721	.21*
NBT	4	6800	1295	.19	1605	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	740	.11*	1522	.22*
SBR	d	1700	344	.20	99	.06
EBL	1.5		83	.02*	164	.10*
EBT	0	5100	0		0	
EBR	1.5		495	.15	1289	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.07*	EBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .70

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1253	.25	2517	.49*
NBR	d	1700	376	.22	220	.13
SBL	1	1700	220	.13	145	.09*
SBT	3	5100	2643	.52*	1688	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		152	.04*	452	.13*
WBT	0	5100	0		0	
WBR	1.5		80	{.00}	226	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .76

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 P30 Opt2 HS991(LAKE FOREST ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	59	.03*	143	.08
NBT	2	3400	1085	.32	2166	.64*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1801	.53*	1322	.39
SBR	1	1700	168	.10	275	.16
EBL	2	3400	252	.07*	160	.05*
EBT	0	0	0		0	
EBR	1	1700	173	.10	62	.04
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.69		.74

557 . "O" St & "C" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		56	{.03}*	32	
NBT	1.5	3400	100	.05	353	.11*
NBR	0		2		1	
SBL	0.5		72		75	{.04}*
SBT	1.5	3400	504	.23*	220	.11
SBR	0		192		88	
EBL	0.5		24	{.01}*	109	
EBT	0.5	1700	9	.05	28	.15*
EBR	0		46		114	
WBL	0.5		1		4	
WBT	0.5	1700	27	.07*	21	.07
WBR	0		88		92	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .35

603 . "O" St & "LN" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	16	.01*	53	.03
NBT	2	3400	129	.05	413	.17*
NBR	0	0	46		173	
SBL	1	1700	2	.00	3	.00
SBT	2	3400	606	.18*	326	.10
SBR	0	0	8		13	
EBL	1	1700	12	.01	9	.01
EBT	1	1700	14	.05*	13	.03*
EBR	0	0	64		34	
WBL	1	1700	141	.08*	84	.05*
WBT	1	1700	9	.01	14	.01
WBR	0	0	3		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .30

605 . "O" St & "LQ" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		122	{.07}*	116	
NBT	1.5	3400	197	.13	679	.30*
NBR	0		124		218	
SBL	0.5		1		1	
SBT	1.5	3400	874	.27*	466	.14
SBR	0		29		14	
EBL	0.5		4		18	
EBT	0.5	1700	30	.06*	82	.11*
EBR	0		66		93	
WBL	0.5		240	{.14}*	137	{.08}*
WBT	0.5	1700	88	.19	47	.11
WBR	0		2		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .54

608 . "O" St & "LV" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	13	.01*	27	.02
NBT	2	3400	137	.05	588	.20*
NBR	0	0	24		79	
SBL	1	1700	2	.00	13	.01*
SBT	2	3400	716	.26*	506	.17
SBR	0	0	181		73	
EBL	1	1700	16	.01	106	.06
EBT	1	1700	6	.03*	22	.05*
EBR	0	0	39		67	
WBL	1	1700	63	.04*	91	.05*
WBT	1	1700	20	.01	9	.01
WBR	0	0	3		14	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .36

626 . "LY" St & "LQ" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		1		1	
NBT	0.5	1700	12	.02	124	.09*
NBR	0		25		34	
SBL	0.5		0		0	
SBT	0.5	1700	224	.13*	76	.04
SBR	0	0	1		0	
EBL	0.5		1		2	
EBT	0.5	1700	220	.13	400	.24*
EBR	0		1		4	
WBL	0.5		23		31	{.02}*
WBT	0.5	1700	436	.27*	296	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .40

631 . "LY" ST & "LQ" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	7	.00	64	.04*
NBT	1	1700	31	.02	141	.08
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	99	.06*	91	.05*
SBR	1	1700	146	.09	20	.01
EBL	1	1700	11	.01*	22	.01*
EBT	0	0	0		0	
EBR	1	1700	20	.01	88	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.02*	EBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .14 .16

782 . "A" St & "LQ" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		37		20	
SBT	0	1700	0	.05*	0	.03*
SBR	0.5		42		34	
EBL	0.5		6		9	
EBT	0.5	1700	249	.15	394	.24*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	375	.23*	282	.18
WBR	0	0	15		32	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .32

787 . "Z" St & "LQ" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		2		1	
SBT	0	1700	0		0	
SBR	0.5		1		1	
EBL	1	1700	11	.01*	20	.01
EBT	1	1700	297	.17	367	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	354	.21*	319	.19
WBR	0	0	0		1	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .27

798 . "B" St & "LQ" St

ITAM 8.4-10 P30 Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	18	.01*	36	.02*
NBT	1	1700	84	.05	130	.08
NBR	0	0	0		2	
SBL	1	1700	20	.01	1	.00
SBT	1	1700	147	.10*	145	.10*
SBR	0	0	24		17	
EBL	1	1700	5	.00	9	.01
EBT	1	1700	258	.17	334	.21*
EBR	0	0	37		24	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	312	.20*	266	.17
WBR	0	0	27		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .38

286 . Jeffrey Rd. at Roosevelt

ITAM 8.4-10 P30 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	114	.03*	373	.11
NBT	3	5100	950	.19	2379	.47*
NBR	1	1700	354	.21	555	.33
SBL	2	3400	110	.03	183	.05*
SBT	3	5100	2297	.45*	1324	.26
SBR	d	1700	10	.01	19	.01
EBL	1	1700	12	.01	16	.01
EBT	1	1700	195	.11*	312	.18*
EBR	2	3400	365	.11	198	.06
WBL	2	3400	798	.23*	459	.14*
WBT	1	1700	296	.17	248	.15
WBR	d	1700	218	.13	134	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .89

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 P30 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	453	.13*	592	.17
NBT	3	5100	1081	.21	1515	.30*
NBR	1	1700	238	.14	287	.17
SBL	2	3400	441	.13	524	.15*
SBT	3	5100	1978	.39*	1330	.26
SBR	d	1700	210	.12	208	.12
EBL	2	3400	241	.07	335	.10
EBT	2	3400	662	.19*	979	.29*
EBR	1	1700	567	.33	398	.23
WBL	2	3400	545	.16*	472	.14*
WBT	2	3400	667	.20	820	.24
WBR	d	1700	108	.06	161	.09
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .93 .93

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

ITAM 8.4-10 P30 Opt2 HS991 Imp(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	695	.20	183	.05*
NBT	3	5100	4138	.81*	3193	.63
NBR	1	1700	17	.01	74	.04
SBL	2	3400	11	.00	32	.01
SBT	3	5100	2477	.49	3335	.65*
SBR	1	1700	352	.21	267	.16
EBL	3	5100	230	.05*	235	.05*
EBT	1	1700	12	.01	65	.04
EBR	f		107		637	
WBL	1	1700	68	.04	38	.02
WBT	2	3400	105	.03*	31	.01*
WBR	d	1700	47	.03	22	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .94 .81

w/ATMS credit .89 .76

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

ITAM 8.4-10 P30 Opt2 HS991 ImpAlt(IRVINE ISEC)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	695	.20*	183	.05*
NBT	4	6800	4138	.61	3193	.47
NBR	1	1700	17	.01	74	.04
SBL	2	3400	11	.00	32	.01
SBT	3	5100	2477	.49*	3335	.65*
SBR	1	1700	352	.21	267	.16
EBL	3	5100	230	.05*	235	.05*
EBT	1	1700	12	.01	65	.04
EBR	f		107		637	
WBL	1	1700	68	.04	38	.02
WBT	2	3400	105	.03*	31	.01*
WBR	d	1700	47	.03	22	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .81

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ATTACHMENT 3

PENDING YEAR 2030 INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS
- 2012 MODIFIED PROJECT OPTION 2 – HIGH SCHOOL ALTERNATIVE

123 . Jamboree Rd. at Tustin Ranch Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	181	.11*	68	.04
NBT	2	3400	556	.16	1916	.56*
NBR	1	1700	33	.02	5	.00
SBL	1	1700	27	.02	3	.00
SBT	2	3400	1946	.57*	625	.18
SBR	1	1700	187	.11	92	.05
EBL	2	3400	77	.02*	174	.05*
EBT	1	1700	17	.01	3	.00
EBR	1	1700	44	.03	35	.02
WBL	1	1700	0	.00	0	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .66

124 . Jamboree Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	193	.06	94	.03
NBT	3	5100	258	.05*	863	.17*
NBR	f		148		282	
SBL	2	3400	869	.26*	319	.09*
SBT	3	5100	982	.19	214	.04
SBR	d	1700	3	.00	2	.00
EBL	1	1700	11	.01*	36	.02
EBT	2	3400	512	.15	779	.23*
EBR	d	1700	238	.14	78	.05
WBL	2	3400	481	.14	278	.08*
WBT	2	3400	1124	.33*	614	.18
WBR	2	3400	411	.12	881	.26
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .62

125 . Jamboree Rd. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	233	.07*	474	.14
NBT	3	5100	264	.05	1172	.23*
NBR	1	1700	123	.07	464	.27
SBL	2	3400	667	.20	238	.07*
SBT	3	5100	1655	.32*	501	.10
SBR	f		207		61	
EBL	2	3400	145	.04*	321	.09*
EBT	3	5100	1083	.21	1308	.26
EBR	1	1700	292	.17	232	.14
WBL	2	3400	446	.13	358	.11
WBT	3	5100	1784	.35*	1604	.31*
WBR	d	1700	201	.12	467	.27
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .75

126 . Jamboree Rd. at Bryan Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	116	.03*	257	.08
NBT	4	6800	590	.09	1949	.29*
NBR	1	1700	158	.09	449	.26
SBL	2	3400	330	.10	90	.03*
SBT	4	6800	2291	.34*	828	.12
SBR	d	1700	138	.08	198	.12
EBL	2	3400	65	.02	237	.07
EBT	2	3400	451	.13*	601	.18*
EBR	d	1700	216	.13	103	.06
WBL	2	3400	563	.17*	319	.09*
WBT	2	3400	626	.18	626	.18
WBR	1	1700	266	.16	254	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .64

127 . Jamboree Rd. at El Camino Real

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	325	.10*	524	.15
NBT	4	6800	693	.10	1670	.25*
NBR	1	1700	539	.32	297	.17
SBL	1	1700	205	.12	102	.06*
SBT	4	6800	2498	.37*	832	.12
SBR	1	1700	195	.11	194	.11
EBL	1	1700	83	.05	234	.14
EBT	1	1700	166	.10*	212	.12*
EBR	2	3400	214	.06	364	.11
WBL	2	3400	378	.11*	697	.21*
WBT	2	3400	110	.05	284	.14
WBR	0	0	64		189	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .69

128 . Jamboree Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1267	.19	2726	.40*
NBR	f		670		700	
SBL	0	0	0		0	
SBT	4	6800	1890	.28*	1623	.24
SBR	f		470		480	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1180	.35*	427	.25*
WBT	0	5100	0		0	
WBR	1.5		453	.27	874	.26
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .71

129 . Jamboree Rd. at I-5 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1452	.21	2636	.39*
NBR	f		430		1140	
SBL	0	0	0		0	
SBT	4	6800	2379	.35*	1583	.23
SBR	f		522		460	
EBL	2	3400	472	.14*	704	.21*
EBT	0	0	0		0	
EBR	2	3400	957	.28	757	.22
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.14*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .65

131 . Jamboree Rd. SB at Walnut Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	458	.13	348	.10
SBT	2	3400	667	.20*	650	.19*
SBR	1	1700	317	.19	146	.09
EBL	0	0	0		0	
EBT	3	5100	412	.08*	702	.14*
EBR	1	1700	169	.10	403	.24
WBL	2	3400	395	.12*	296	.09*
WBT	3	5100	673	.13	744	.15
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.02*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .57

135 . Jamboree Rd. NB at Warner Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	0	.00	0	.00
NBR	0	0	0		0	
SBL	0	0	7		5	
SBT	1	1700	1	.00*	1	.00*
SBR	1	1700	91	.05	58	.03
EBL	1	1700	199	.12*	239	.14*
EBT	2	3400	823	.24	775	.23
EBR	d	1700	3	.00	1	.00
WBL	1	1700	4	.00	2	.00
WBT	2	3400	869	.26*	782	.23*
WBR	d	1700	101	.06	91	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .42

136 . Jamboree Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	257	.08*	283	.08
NBT	5	8500	1206	.14	2920	.34*
NBR	1	1700	182	.11	296	.17
SBL	2	3400	400	.12	427	.13*
SBT	4	6800	2883	.42*	1721	.25
SBR	f		1097		379	
EBL	2.5		191	.06	1113	
EBT	2.5	8500	728	.14*	986	.25*
EBR	1	1700	111	.07	151	.09
WBL	2	3400	317	.09	328	.10
WBT	3	5100	1105	.22*	1048	.21*
WBR	f		233		517	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .91 .98

157 . SR-261 SB Ramps at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	53	.03*	232	.14*
SBT	0	0	0		0	
SBR	2	3400	46	.01	60	.02
EBL	0	0	0		0	
EBT	3	5100	1401	.27	1498	.29
EBR	1	1700	73	.04	65	.04
WBL	2	3400	87	.03	35	.01
WBT	3	5100	1829	.36*	1580	.31*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .50

158 . SR-261 NB Ramps at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		56	{.03}*	52	{.03}*
NBT	0	3400	0	.03	0	.03
NBR	0.5		44		48	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	96	.03*	50	.01
EBT	3	5100	1366	.27	1732	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1864	.37*	1608	.32
WBR	1	1700	394	.23	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .42

159 . SR-261 SB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	76	.02*	65	.02*
SBT	0	0	0		0	
SBR	1	1700	54	.03	56	.03
EBL	0	0	0		0	
EBT	3	5100	1654	.32*	1875	.37
EBR	d	1700	179	.11	67	.04
WBL	2	3400	691	.20*	253	.07
WBT	3	5100	2296	.45	2314	.45*
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .53

160 . SR-261 NB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		61	.02*	139	{.04}*
NBT	0	5100	0		0	{.04}
NBR	1.5		163		345	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	116	.07*	124	.07*
EBT	3	5100	1677	.33	1815	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2989	.59*	2491	.49*
WBR	1	1700	154	.09	136	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .65

218 . Culver Dr. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	547	.16*	372	.11
NBT	2	3400	156	.05	538	.16*
NBR	1	1700	132	.08	262	.15
SBL	2	3400	506	.15	323	.10*
SBT	2	3400	661	.19*	368	.11
SBR	1	1700	204	.12	122	.07
EBL	2	3400	162	.05*	423	.12*
EBT	3	5100	782	.15	946	.19
EBR	1	1700	405	.24	297	.17
WBL	2	3400	174	.05	85	.03
WBT	3	5100	1469	.29*	1316	.26*
WBR	1	1700	182	.11	279	.16
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR EBR

TOTAL CAPACITY UTILIZATION .74 .69

220 . Culver Dr. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07*	501	.15
NBT	3	5100	527	.10	999	.20*
NBR	1	1700	185	.11	450	.26
SBL	2	3400	301	.09	347	.10*
SBT	3	5100	1132	.22*	477	.09
SBR	d	1700	269	.16	165	.10
EBL	2	3400	82	.02*	412	.12*
EBT	3	5100	1154	.23	1336	.26
EBR	d	1700	448	.26	292	.17
WBL	2	3400	670	.20	271	.08
WBT	3	5100	2050	.42*	1918	.41*
WBR	0	0	102		190	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .88

221 . Culver Dr. at Bryan Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	381	.11*	703	.21*
NBT	3	5100	622	.12	1538	.30
NBR	1	1700	219	.13	575	.34
SBL	2	3400	133	.04	150	.04
SBT	3	5100	2097	.41*	824	.16*
SBR	d	1700	354	.21	138	.08
EBL	2	3400	126	.04*	256	.08*
EBT	1.5	5100	238	{.11}	526	{.15}
EBR	1.5		468		480	{.12}
WBL	2	3400	595	.18	276	.08
WBT	2	3400	775	.28*	660	.24*
WBR	0	0	192		166	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .89 .74

222 . Culver Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	503	.10*	1935	.38*
NBR	f		1135		1598	
SBL	1	1700	692	.41*	335	.20*
SBT	3	5100	2391	.47	1214	.24
SBR	f		725		180	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	803	.24*	532	.16*
WBT	0	0	0		0	
WBR	2	3400	817	.24	856	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .79

223 . Culver Dr. at I-5 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1149	.23	1902	.37*
NBR	f		240		300	
SBL	0	0	0		0	
SBT	3	5100	2230	.44*	1484	.29
SBR	f		340		230	
EBL	3	5100	601	.12*	1338	.26*
EBT	0	0	0		0	
EBR	2	3400	340	.10	846	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .68

224 . Culver Dr. at Walnut Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	173	.05*	334	.10
NBT	3	5100	696	.14	1526	.30*
NBR	1	1700	281	.17	318	.19
SBL	2	3400	289	.09	382	.11*
SBT	3	5100	1906	.37*	1418	.28
SBR	1	1700	535	.31	300	.18
EBL	2	3400	350	.10*	679	.20*
EBT	2	3400	642	.19	581	.17
EBR	1	1700	229	.13	150	.09
WBL	2	3400	440	.13	375	.11
WBT	2	3400	844	.25*	727	.21*
WBR	1	1700	286	.17	258	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .82 .87

226 . Culver Dr. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	282	.08*	300	.09
NBT	4	6800	596	.09	1423	.21*
NBR	f		193		380	
SBL	2	3400	260	.08	378	.11*
SBT	4	6800	1886	.28*	1292	.19
SBR	1	1700	373	.22	238	.14
EBL	2	3400	235	.07*	340	.10*
EBT	3	5100	1177	.23	1307	.26
EBR	f		240		161	
WBL	2	3400	424	.12	240	.07
WBT	3	5100	1526	.30*	1358	.27*
WBR	f		129		243	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .74

227 . Culver Dr. at Warner Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10*	294	.17*
NBT	3	5100	917	.18	1773	.35
NBR	1	1700	66	.04	223	.13
SBL	1	1700	79	.05	106	.06
SBT	3	5100	2280	.45*	1293	.25*
SBR	d	1700	240	.14	281	.17
EBL	2	3400	245	.07*	238	.07
EBT	2	3400	245	.07	311	.09*
EBR	d	1700	259	.15	221	.13
WBL	1	1700	241	.14	126	.07*
WBT	2	3400	511	.15*	235	.07
WBR	d	1700	147	.09	139	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .63

228 . Culver Dr. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	166	.05*	303	.09
NBT	3	5100	644	.13	1641	.32*
NBR	1	1700	349	.21	396	.23
SBL	2	3400	346	.10	279	.08*
SBT	3	5100	2065	.40*	1121	.22
SBR	f		361		222	
EBL	2	3400	433	.13*	354	.10*
EBT	2	3400	935	.28	809	.24
EBR	1	1700	219	.13	516	.30
WBL	2	3400	385	.11	268	.08
WBT	2	3400	1003	.29*	790	.23*
WBR	d	1700	133	.08	312	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 .78

229 . Culver Dr. at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	134	.04*	284	.08
NBT	3	5100	896	.18	2015	.40*
NBR	1	1700	273	.16	366	.22
SBL	2	3400	162	.05	207	.06*
SBT	3	5100	2060	.40*	1133	.22
SBR	f		315		232	
EBL	2	3400	136	.04*	306	.09
EBT	2	3400	635	.19	927	.27*
EBR	1	1700	190	.11	299	.18
WBL	2	3400	450	.13	348	.10*
WBT	2	3400	1081	.32*	775	.23
WBR	1	1700	199	.12	249	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .88

232 . Culver Dr. at I-405 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	858	.17	2110	.41*
NBR	f		690		480	
SBL	0	0	0		0	
SBT	3	5100	1289	.25*	1281	.25
SBR	f		930		680	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	951	.56*	479	.28*
WBT	0	0	0		0	
WBR	2	3400	482	.14	800	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .74

233 . Culver Dr. at I-405 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1255	.25	1747	.34*
NBR	f		220		611	
SBL	0	0	0		0	
SBT	3	5100	1963	.38*	1350	.26
SBR	f		250		331	
EBL	1.5		285	.17*	888	{.28}*
EBT	0	5100	0		0	{.28}
EBR	1.5		667	.20	623	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .67

235 . Culver Dr. at University Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	63	.04*
NBT	4	6800	1683	.25	1827	.27
NBR	2	3400	430	.13	1036	.30
SBL	1	1700	31	.02	32	.02
SBT	3	5100	1676	.40*	1368	.33*
SBR	0	0	373		290	
EBL	2	3400	40	.01	332	.10
EBT	3	5100	461	.09*	922	.18*
EBR	d	1700	15	.01	24	.01
WBL	2	3400	595	.18*	779	.23*
WBT	3	5100	981	.20	537	.12
WBR	0	0	22		51	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .73 .83

249 . Yale Av. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	115	.07	250	.15*
NBT	2	3400	203	.06*	262	.08
NBR	d	1700	154	.09	157	.09
SBL	2	3400	391	.12*	268	.08
SBT	2	3400	339	.10	134	.04*
SBR	d	1700	280	.16	98	.06
EBL	1	1700	146	.09*	338	.20*
EBT	3	5100	1412	.29	1757	.35
EBR	0	0	79		35	
WBL	1	1700	234	.14	151	.09
WBT	3	5100	2194	.44*	2106	.45*
WBR	0	0	54		171	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .89

252 . Yale Av. at Bryan Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	101	.06*	126	.07
NBT	2	3400	203	.06	345	.10*
NBR	d	1700	37	.02	70	.04
SBL	1	1700	52	.03	43	.03*
SBT	2	3400	305	.09*	213	.06
SBR	d	1700	104	.06	114	.07
EBL	1	1700	52	.03*	147	.09*
EBT	2	3400	342	.10	637	.19
EBR	d	1700	86	.05	87	.05
WBL	1	1700	59	.03	30	.02
WBT	2	3400	886	.26*	610	.18*
WBR	d	1700	45	.03	38	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .45

255 . Yale Av. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	195	.11*	130	.08
NBT	2	3400	213	.06	375	.11*
NBR	d	1700	146	.09	155	.09
SBL	1	1700	153	.09	82	.05*
SBT	2	3400	406	.12*	242	.07
SBR	d	1700	157	.09	86	.05
EBL	1	1700	64	.04*	215	.13*
EBT	2	3400	620	.18	809	.24
EBR	d	1700	123	.07	207	.12
WBL	1	1700	201	.12	101	.06
WBT	2	3400	1038	.31*	627	.18*
WBR	d	1700	132	.08	122	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .52

259 . Yale Av. at Walnut Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	258	.08*	196	.06
NBT	2	3400	242	.11	401	.15*
NBR	0	0	140		110	
SBL	1	1700	108	.06	123	.07*
SBT	2	3400	390	.11*	265	.08
SBR	1	1700	472	.28	279	.16
EBL	1	1700	218	.13*	479	.28*
EBT	2	3400	599	.18	596	.18
EBR	d	1700	243	.14	189	.11
WBL	1	1700	103	.06	76	.04
WBT	2	3400	783	.23*	614	.18*
WBR	d	1700	54	.03	190	.11
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .64 .73

261 . Yale Av. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	181	.11	154	.09
NBT	2	3400	101	.03*	284	.08*
NBR	d	1700	208	.12	132	.08
SBL	1	1700	314	.18*	203	.12*
SBT	2	3400	285	.08	200	.06
SBR	d	1700	321	.19	127	.07
EBL	2	3400	132	.04	316	.09*
EBT	3	5100	1347	.30*	1295	.30
EBR	0	0	167		256	
WBL	1	1700	216	.13*	223	.13
WBT	3	5100	1308	.26	1729	.34*
WBR	1	1700	171	.10	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .68

264 . W. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	169	.10*	189	.11*
NBT	2	3400	158	.05	226	.07
NBR	d	1700	95	.06	135	.08
SBL	1	1700	200	.12	97	.06
SBT	2	3400	315	.09*	109	.03*
SBR	d	1700	257	.15	124	.07
EBL	2	3400	72	.02*	214	.06
EBT	2	3400	1015	.30	1388	.41*
EBR	d	1700	74	.04	95	.06
WBL	1	1700	110	.06	56	.03*
WBT	2	3400	1234	.38*	1107	.36
WBR	0	0	61		130	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .63

267 . E. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	141	.08	138	.08
NBT	2	3400	131	.04*	261	.08*
NBR	d	1700	198	.12	202	.12
SBL	1	1700	372	.22*	212	.12*
SBT	2	3400	238	.07	222	.07
SBR	d	1700	261	.15	137	.08
EBL	1	1700	97	.06*	180	.11
EBT	2	3400	804	.24	1205	.35*
EBR	d	1700	119	.07	150	.09
WBL	1	1700	185	.11	128	.08*
WBT	2	3400	1212	.36*	875	.26
WBR	d	1700	182	.11	349	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .68

268 . W. Yale Loop at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	165	.10*	136	.08*
NBT	2	3400	185	.05	216	.06
NBR	d	1700	159	.09	259	.15
SBL	1	1700	145	.09	62	.04
SBT	2	3400	302	.09*	110	.03*
SBR	d	1700	143	.08	119	.07
EBL	1	1700	112	.07*	117	.07
EBT	2	3400	866	.25	1229	.36*
EBR	d	1700	151	.09	178	.10
WBL	1	1700	87	.05	213	.13*
WBT	2	3400	1241	.37*	1064	.31
WBR	d	1700	133	.08	128	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .65

271 . E. Yale Lp. at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	234	.14*	106	.06
NBT	2	3400	212	.06	160	.05*
NBR	d	1700	543	.32	260	.15
SBL	2	3400	214	.06	186	.05*
SBT	2	3400	97	.03*	131	.04
SBR	d	1700	148	.09	88	.05
EBL	1	1700	162	.10*	256	.15
EBT	2	3400	786	.28	1224	.40*
EBR	0	0	161		148	
WBL	2	3400	188	.06	471	.14*
WBT	2	3400	1180	.35*	1056	.31
WBR	d	1700	143	.08	144	.08
Right Turn Adjustment			NBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .69

282 . Jeffrey Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	938	.28*	681	.20*
NBT	1	1700	23	.01	28	.02
NBR	f		32		68	
SBL	1	1700	24	.01	119	.07
SBT	1	1700	19	.01*	62	.04*
SBR	1	1700	8	.00	39	.02
EBL	1	1700	28	.02	123	.07
EBT	3	5100	1215	.24*	1143	.22*
EBR	1	1700	494	.29	408	.24
WBL	2	3400	148	.04*	290	.09*
WBT	3	5100	1125	.22	810	.16
WBR	d	1700	20	.01	28	.02
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .62 .60

283 . Jeffrey Rd. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	132	.04*	402	.12
NBT	3	5100	530	.10	746	.15*
NBR	f		280		394	
SBL	2	3400	274	.08	222	.07*
SBT	3	5100	967	.19*	399	.08
SBR	1	1700	93	.05	150	.09
EBL	2	3400	124	.04*	96	.03*
EBT	3	5100	1486	.29	1454	.29
EBR	d	1700	300	.18	257	.15
WBL	2	3400	334	.10	274	.08
WBT	3	5100	1915	.38*	1927	.38*
WBR	d	1700	256	.15	349	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .68

284 . Jeffrey Rd. at Bryan Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	175	.05*	369	.11
NBT	3	5100	595	.14	1181	.31*
NBR	0	0	142		401	
SBL	2	3400	65	.02	67	.02*
SBT	3	5100	1191	.23*	641	.13
SBR	1	1700	377	.22	236	.14
EBL	1	1700	279	.16*	239	.14*
EBT	0.5	3400	163	{.10}	253	.15
EBR	1.5		230		242	
WBL	2	3400	458	.13	208	.06
WBT	1	1700	358	.21*	225	.13*
WBR	d	1700	106	.06	89	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .65

285 . Jeffrey Rd. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	117	.03*	226	.07
NBT	3	5100	636	.12	1803	.35*
NBR	d	1700	244	.14	476	.28
SBL	2	3400	242	.07	94	.03*
SBT	4	6800	1438	.21*	879	.13
SBR	1	1700	330	.19	145	.09
EBL	2	3400	234	.07	363	.11*
EBT	2	3400	564	.17*	670	.20
EBR	1	1700	137	.08	153	.09
WBL	2	3400	605	.18*	238	.07
WBT	2	3400	863	.25	649	.19*
WBR	1	1700	80	.05	254	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .73

286 . Jeffrey Rd. at Roosevelt

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	372	.11
NBT	3	5100	816	.16	2293	.45*
NBR	1	1700	335	.20	558	.33
SBL	2	3400	101	.03	159	.05*
SBT	3	5100	2175	.43*	1156	.23
SBR	d	1700	10	.01	16	.01
EBL	1	1700	10	.01	15	.01
EBT	0.5	3400	184	{.15}*	293	.17*
EBR	1.5		357		188	
WBL	2	3400	768	.23*	437	.13*
WBT	1	1700	281	.17	232	.14
WBR	d	1700	184	.11	122	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .85

287 . Jeffrey Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	763	.15	2401	.47*
NBR	f		250		270	
SBL	0	0	0		0	
SBT	3	5100	2600	.51*	1584	.31
SBR	f		740		210	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		470	.14*	606	
WBT	0	5100	0		0	.29*
WBR	1.5		467	{.00}	849	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .81

288 . Jeffrey Rd. at Walnut Av./I-5 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	178	.05*	301	.09
NBT	3	5100	818	.16	1804	.35*
NBR	1	1700	152	.09	208	.12
SBL	2	3400	614	.18	336	.10*
SBT	3	5100	1884	.43*	1047	.31
SBR	0	0	333		864	.51
EBL	2	3400	119	.04	295	.09
EBT	1.5	5100	430	{.14}*	246	{.07}*
EBR	1.5		371		297	{.07}
WBL	2	3400	308	.09*	618	.18*
WBT	1	1700	103	.06	146	.09
WBR	1	1700	199	.12	244	.14
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .78

289 . Jeffrey Rd. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	206	.06*	310	.09*
NBT	4	6800	683	.10	1637	.24
NBR	1	1700	310	.18	364	.21
SBL	3	5100	535	.10	375	.07
SBT	4	6800	1817	.35*	1283	.23*
SBR	0	0	578		252	
EBL	2	3400	181	.05	329	.10*
EBT	3	5100	1415	.28*	1031	.20
EBR	f		324		230	
WBL	2	3400	309	.09*	287	.08
WBT	4	6800	1046	.15	1669	.25*
WBR	1	1700	245	.14	634	.37
Right Turn Adjustment					WBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .78

290 . Jeffrey Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	327	.10*	327	.10*
NBT	3	5100	830	.22	1578	.34
NBR	0	0	292		137	
SBL	2	3400	134	.04	94	.03
SBT	3	5100	1934	.46*	1318	.30*
SBR	0	0	394		232	
EBL	2	3400	132	.04	430	.13
EBT	2	3400	865	.25*	909	.27*
EBR	d	1700	293	.17	324	.19
WBL	2	3400	192	.06*	239	.07*
WBT	2	3400	739	.22	711	.21
WBR	1	1700	68	.04	102	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 .79

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	512	.15*	626	.18
NBT	3	5100	1036	.20	1527	.30*
NBR	1	1700	252	.15	307	.18
SBL	2	3400	405	.12	515	.15*
SBT	3	5100	1931	.38*	1274	.25
SBR	d	1700	204	.12	201	.12
EBL	2	3400	218	.06	331	.10
EBT	3	5100	665	.13*	1030	.20*
EBR	d	1700	607	.36	409	.24
WBL	2	3400	578	.17*	471	.14*
WBT	2	3400	706	.21	825	.24
WBR	d	1700	96	.06	154	.09
Right Turn Adjustment			EBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.00 .84

293 . Jeffrey Rd. at I-405 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1669	.33	2288	.45*
NBR	f		341		110	
SBL	0	0	0		0	
SBT	3	5100	2110	.41*	1562	.31
SBR	f		1352		640	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	974	.29*	1348	.40*
WBT	0	0	0		0	
WBR	1	1700	253	.15	532	.31
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .90

294 . University Dr. at I-405 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1437	.28	1854	.36
NBR	f		1050		1192	
SBL	0	0	0		0	
SBT	3	5100	2239	.44*	2312	.45*
SBR	f		370		290	
EBL	2	3400	523	.15*	670	.20*
EBT	0	0	0		0	
EBR	1	1700	131	.08	142	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .70

300 . Sand Canyon. Av. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	262	.08*	740	.22*
NBT	0	0	0		0	
NBR	2	3400	208	.06	319	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	512	.15	755	.22*
EBR	f		787		266	
WBL	2	3400	333	.10	236	.07*
WBT	2	3400	978	.29*	674	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .56

301 . Sand Canyon. Av. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	491	.14*
NBT	3	5100	427	.08	809	.16
NBR	2	3400	271	.08	490	.14
SBL	2	3400	417	.12	107	.03
SBT	2	3400	938	.28*	462	.14*
SBR	1	1700	113	.07	191	.11
EBL	2	3400	194	.06*	185	.05*
EBT	4	6800	1444	.21	1226	.18
EBR	1	1700	344	.20	178	.10
WBL	2	3400	560	.16	443	.13
WBT	3	5100	1619	.32*	1832	.36*
WBR	1	1700	130	.08	478	.28
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .74

302 . Sand Canyon. Av. at Trabuco Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	204	.06*	658	.19
NBT	3	5100	371	.07	1951	.38*
NBR	f		216		451	
SBL	2	3400	362	.11	367	.11*
SBT	3	5100	2227	.44*	701	.14
SBR	1	1700	109	.06	152	.09
EBL	2	3400	141	.04*	200	.06
EBT	3	5100	385	.08	612	.12*
EBR	f		623		238	
WBL	2	3400	456	.13	401	.12*
WBT	3	5100	918	.18*	490	.10
WBR	d	1700	298	.18	429	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .78

303 . Sand Canyon. Av. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	264	.08*	643	.19
NBT	4	6800	968	.14	2630	.39*
NBR	d	1700	704	.41	1079	.63
SBL	2	3400	328	.10	240	.07*
SBT	4	6800	3056	.45*	1320	.19
SBR	1	1700	359	.21	229	.13
EBL	1.5		125	.07	342	{.15}*
EBT	0.5	3400	248	.15*	152	.15
EBR	2	3400	317	.09	225	.07
WBL	2	3400	617	.18*	598	.18
WBT	1.5	5100	307	{.09}	621	{.19}*
WBR	1.5		406		422	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .91 .95

305 . Sand Canyon. Av. at I-5 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1259	.19	3630	.53*
NBR	1	1700	92	.05	237	.14
SBL	2	3400	605	.18	503	.15*
SBT	4	6800	3279	.48*	1629	.24
SBR	0	0	0		0	
EBL	2.5		671	.20*	620	.12*
EBT	0	6800	2		0	
EBR	1.5		1061	.31	311	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .85

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	118	.07	207	.12
NBT	3	5100	777	.15*	1590	.31*
NBR	1	1700	183	.11	140	.08
SBL	2	3400	1580	.46*	601	.18*
SBT	3	5100	1806	.35	1039	.20
SBR	d	1700	362	.21	197	.12
EBL	2	3400	102	.03	322	.09
EBT	1	1700	150	.09*	269	.16*
EBR	d	1700	108	.06	89	.05
WBL	2	3400	79	.02*	192	.06*
WBT	1.5	5100	241	{.07}	87	.05
WBR	1.5		363		1469	.43
Right Turn Adjustment					WBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .93

307 . Sand Canyon. Av. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	152	.04	296	.09
NBT	3	5100	812	.16*	1205	.24*
NBR	1	1700	178	.10	123	.07
SBL	2	3400	433	.13*	192	.06*
SBT	3	5100	1221	.24	736	.14
SBR	1	1700	355	.21	374	.22
EBL	2	3400	323	.10*	356	.10*
EBT	3	5100	679	.13	705	.14
EBR	1	1700	209	.12	151	.09
WBL	2	3400	71	.02	193	.06
WBT	3	5100	844	.17*	990	.19*
WBR	1	1700	96	.06	339	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .64

309 . Sand Canyon. Av. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	218	.06*	192	.06*
NBT	3	5100	1208	.24	1006	.20
NBR	d	1700	130	.08	202	.12
SBL	2	3400	57	.02	120	.04
SBT	3	5100	1108	.22*	1117	.22*
SBR	d	1700	110	.06	144	.08
EBL	2	3400	112	.03	201	.06*
EBT	2	3400	604	.18*	538	.16
EBR	1	1700	131	.08	170	.10
WBL	2	3400	130	.04*	213	.06
WBT	2	3400	662	.19	634	.19*
WBR	1	1700	60	.04	113	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .58

310 . Sand Canyon. Av. at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	220	.06*
NBT	3	5100	1322	.26*	801	.16
NBR	2	3400	744	.22	171	.05
SBL	2	3400	291	.09*	96	.03
SBT	3	5100	921	.18	1224	.24*
SBR	1	1700	138	.08	248	.15
EBL	2	3400	214	.06*	168	.05
EBT	3	5100	654	.13	817	.16*
EBR	1	1700	324	.19	288	.17
WBL	2	3400	305	.09	725	.21*
WBT	2	3400	712	.21*	817	.24
WBR	1	1700	114	.07	266	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .72

311 . Sand Canyon. Av. at I-405 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1748	.51*	875	.26
NBR	f		630		370	
SBL	0	0	0		0	
SBT	2	3400	395	.12	888	.26*
SBR	f		1270		1340	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	55	.03*	182	.11*
WBT	0	0	0		0	
WBR	f		572		325	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .42

312 . Sand Canyon. Av. at I-405 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	181	.11	97	.06*
NBT	2	3400	972	.29*	745	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	266	.08	684	.20*
SBR	f		179		413	
EBL	1.5		1398	{.54}*	545	{.31}*
EBT	0	3400	0	.54	0	.31
EBR	0.5		424		496	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .62

313 . Laguna Canyon Rd. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	85	.03	231	.07*
NBT	2	3400	276	.08*	291	.09
NBR	d	1700	41	.02	69	.04
SBL	2	3400	83	.02*	164	.05
SBT	2	3400	211	.06	309	.09*
SBR	d	1700	47	.03	77	.05
EBL	2	3400	119	.04*	50	.01*
EBT	3	5100	817	.16	840	.16
EBR	d	1700	134	.08	81	.05
WBL	2	3400	86	.03	91	.03
WBT	3	5100	918	.18*	1016	.20*
WBR	d	1700	175	.10	81	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .42

314 . Laguna Canyon Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	93	.03	97	.03*
NBT	2	3400	278	.08*	199	.06
NBR	d	1700	58	.03	90	.05
SBL	2	3400	22	.01*	42	.01
SBT	2	3400	180	.05	255	.08*
SBR	d	1700	58	.03	157	.09
EBL	2	3400	125	.04*	87	.03*
EBT	2	3400	592	.17	631	.19
EBR	1	1700	144	.08	84	.05
WBL	2	3400	98	.03	72	.02
WBT	2	3400	822	.24*	771	.23*
WBR	d	1700	59	.03	24	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .42

315 . Laguna Canyon Rd. at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	163	.10*	262	.15*
NBT	2	3400	301	.09	223	.07
NBR	d	1700	116	.07	157	.09
SBL	1	1700	65	.04	70	.04
SBT	2	3400	229	.07*	315	.09*
SBR	d	1700	36	.02	86	.05
EBL	2	3400	130	.04*	38	.01*
EBT	2	3400	799	.24	792	.23
EBR	1	1700	235	.14	144	.08
WBL	2	3400	106	.03	151	.04
WBT	2	3400	1071	.32*	992	.29*
WBR	1	1700	110	.06	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .59

316 . SR-133 SB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	199	.12*	97	.06*
SBT	0	0	0		0	
SBR	2	3400	241	.07	221	.07
EBL	0	0	0		0	
EBT	4	6800	1934	.28	1723	.25
EBR	d	1700	183	.11	123	.07
WBL	1	1700	120	.07	157	.09
WBT	3	5100	1933	.38*	2499	.49*
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .61

317 . SR-133 NB Ramps at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	56	.03*	176	.10*
NBT	0	0	0		0	
NBR	1	1700	105	.06	325	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1995	.59*	1765	.52
EBR	f		130		200	
WBL	0	0	0		0	
WBT	3	5100	2014	.45	2534	.55*
WBR	0	0	300		250	
Right Turn Adjustment			NBR	.03*	NBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .77

318 . Banting at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	23	.01*	26	.01
NBT	1	1700	9	.01	160	.09*
NBR	1	1700	18	.01	145	.09
SBL	2	3400	884	.26	164	.05*
SBT	2	3400	587	.35*	171	.10
SBR	0	0	609	.36	256	.15
EBL	1	1700	42	.02*	240	.14*
EBT	2	3400	598	.18	961	.28
EBR	d	1700	39	.02	43	.03
WBL	1	1700	33	.02	16	.01
WBT	2	3400	798	.23*	637	.19*
WBR	f		109		790	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .52

319 . Banting at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	5	.00	52	.03
NBT	1	1700	3	.00	96	.06*
NBR	1	1700	12	.01	154	.09
SBL	2	3400	73	.02	158	.05*
SBT	1	1700	119	.07*	15	.01
SBR	1	1700	314	.18	78	.05
EBL	2	3400	15	.00	36	.01
EBT	2	3400	795	.23	1277	.38*
EBR	d	1700	49	.03	8	.00
WBL	1	1700	111	.07	6	.00
WBT	2	3400	1211	.36*	1051	.31
WBR	d	1700	141	.08	48	.03
Right Turn Adjustment			SBR	.11*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .57

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	629	.19	159	.05*
NBT	3	5100	3821	.75*	2905	.57
NBR	1	1700	15	.01	66	.04
SBL	2	3400	13	.00	38	.01
SBT	3	5100	2267	.44	3180	.62*
SBR	1	1700	395	.23	309	.18
EBL	3	5100	246	.05*	280	.05*
EBT	1	1700	12	.01	76	.04
EBR	f		92		597	
WBL	1	1700	61	.04	33	.02
WBT	2	3400	116	.03*	33	.01*
WBR	d	1700	53	.03	24	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .78

322 . Laguna Canyon Rd. at SR-73 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	894	.26*	812	.24
NBR	1	1700	89	.05	47	.03
SBL	1	1700	71	.04*	83	.05
SBT	3	5100	1460	.29	2509	.49*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		103	.06*	11	.01*
WBT	0	5100	0		0	
WBR	1.5		2253	.66	1008	.30
Right Turn Adjustment			WBR	.57*	WBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .98 .65

323 . Laguna Canyon Rd. at SR-73 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	959	.28*	724	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	840	.25	952	.28*
SBR	f		760		1574	
EBL	0.5		61	.04*	138	.08*
EBT	0	3400	0		0	
EBR	1.5		40		131	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .41

324 . Portola Pkwy. at SR-241 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	18	{.01}*	27	{.02}*
NBT	1	1700	10	.02	10	.02
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	18	.01*	16	.01*
SBR	0	0	2		3	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		661		373	
WBT	0	3400	1	.20*	1	.11*
WBR	0.5		2		1	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .19

325 . Portola Pkwy. at SR-241 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	24	.01	20	.01
NBR	1	1700	330	.19	400	.24
SBL	1	1700	9	.01	10	.01
SBT	2	3400	667	.20*	379	.11*
SBR	0	0	0		0	
EBL	0.5		6		10	
EBT	0	3400	1	.01*	0	.02*
EBR	1.5		23		51	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .26 .31

327 . Barranca Pkwy. at Technology

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	622	.18*	121	.04
NBT	2	3400	829	.24	755	.22*
NBR	1	1700	392	.23	255	.15
SBL	1	1700	122	.07	357	.21*
SBT	2	3400	696	.20*	994	.29
SBR	1	1700	380	.22	87	.05
EBL	2	3400	81	.02*	287	.08
EBT	2	3400	267	.08	438	.13*
EBR	d	1700	122	.07	526	.31
WBL	2	3400	42	.01	450	.13*
WBT	2	3400	458	.13*	222	.07
WBR	d	1700	170	.10	218	.13
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .81

328 . Barranca Pkwy. at I-5 HOV Ramp

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	4	.00	35	.02*
NBT	2	3400	1588	.47*	1087	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	844	.17	1662	.33*
SBR	d	1700	16	.01	176	.10
EBL	1	1700	232	.14*	87	.05*
EBT	0	0	0		0	
EBR	1	1700	46	.03	13	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .45

329 . Barranca Pkwy. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	213	.06	19	.01*
NBT	2	3400	977	.29*	565	.17
NBR	1	1700	189	.11	309	.18
SBL	2	3400	98	.03*	358	.11
SBT	2	3400	468	.14	1021	.30*
SBR	1	1700	264	.16	319	.19
EBL	2	3400	235	.07*	299	.09
EBT	3	5100	683	.13	1204	.24*
EBR	1	1700	21	.01	221	.13
WBL	2	3400	333	.10	318	.09*
WBT	3	5100	1186	.23*	1082	.21
WBR	1	1700	451	.27	206	.12
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .69

330 . Barranca Pkwy. at Pacifica

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	247	.15*	27	.02*
NBT	2	3400	949	.28	648	.19
NBR	1	1700	264	.16	544	.32
SBL	1	1700	11	.01	183	.11
SBT	2	3400	590	.17*	1324	.39*
SBR	d	1700	114	.07	22	.01
EBL	2	3400	15	.00	120	.04
EBT	2	3400	15	.01	113	.07*
EBR	0	0	51	.03	396	.23
WBL	2	3400	399	.12	335	.10*
WBT	1	1700	289	.17*	41	.02
WBR	1	1700	466	.27	94	.06
Right Turn Adjustment			WBR	.07*	EBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.61		.77

333 . Pacifica at Gateway Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	148	.04	641	.19*
NBT	2	3400	304	.09*	201	.06
NBR	d	1700	48	.03	61	.04
SBL	2	3400	110	.03*	40	.01
SBT	2	3400	123	.04	380	.11*
SBR	d	1700	97	.06	543	.32
EBL	1	1700	743	.44*	201	.12*
EBT	2	3400	442	.13	119	.04
EBR	1	1700	335	.20	242	.14
WBL	1	1700	72	.04	28	.02
WBT	1	1700	275	.16*	336	.20*
WBR	1	1700	153	.09	158	.09
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.77		.79

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	46	.03*	161	.09*
NBT	2	3400	96	.03	252	.07
NBR	f		356		514	
SBL	1	1700	11[illegible]	.07	56	.03
SBT	2	3400	[illegible]53	.07*	111	.03*
SBR	d	1700	1[illegible]	.01	17	.01
EBL	2	3400	[illegible]1	.00	17	.01
EBT	2	3400	350	.10*	319	.09*
EBR	f		84		67	
WBL	2	3400	462	.14*	331	.10*
WBT	3	5100	248	.05	481	.09
WBR	f		53		81	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.39		.36

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	207	.12*	111	.07
NBT	3	5100	505	.10	899	.18*
NBR	f		144		379	
SBL	1	1700	[illegible]96	.06	320	.19*
SBT	3	5100	890	.17*	579	.11
SBR	f		3[illegible]2		192	
EBL	2	3400	104	.03	183	.05*
EBT	0	0	0		0	
EBR	f		171		177	
WBL	2	3400	369	.11*	120	.04
WBT	0	0	0		0	
WBR	f		371		170	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.45		.47

338 . Alton Pkwy. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	247	.07*	658	.19*
NBT	3	5100	515	.10	1248	.24
NBR	f		98		193	
SBL	2	3400	325	.10	273	.08
SBT	3	5100	1470	.29*	673	.13*
SBR	f		785		934	
EBL	2.5		831	.24	793	
EBT	2.5	8500	1437	.28*	1055	.22*
EBR	1	1700	741	.44	300	.18
WBL	2	3400	269	.08	138	.04
WBT	3	5100	1317	.26*	1771	.35*
WBR	1	1700	315	.19	381	.22
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION 1.04 .94

339 . Alton Pkwy. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	95	.06*	101	.06
NBT	3	5100	1076	.21	1962	.38*
NBR	f		109		314	
SBL	1	1700	91	.05	49	.03*
SBT	3	5100	2027	.40*	960	.20
SBR	0	0	32		48	
EBL	1	1700	15	.01	30	.02
EBT	1	1700	90	.13*	58	.11*
EBR	0	0	124		130	
WBL	1	1700	275	.16*	130	.08*
WBT	1	1700	63	.04	71	.04
WBR	1	1700	182	.11	117	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .65

340 . Alton Pkwy. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	152	.09*	20	.01
NBT	3	5100	1093	.21	1963	.38*
NBR	f		216		333	
SBL	2	3400	104	.03	67	.02*
SBT	3	5100	2146	.43*	1508	.30
SBR	0	0	69		7	
EBL	1	1700	11	.01	40	.02
EBT	1	1700	11	.01*	21	.01*
EBR	f		29		129	
WBL	2	3400	425	.13*	297	.09*
WBT	1	1700	40	.02	13	.01
WBR	1	1700	97	.06	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .55

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	5	.00	22	.01
NBT	3	5100	952	.19	1128	.22*
NBR	f		137		386	
SBL	2	3400	102	.03	127	.04*
SBT	3	5100	1348	.26*	1049	.21
SBR	f		1048		643	
EBL	2	3400	499	.15*	1032	.30*
EBT	2	3400	176	.05	487	.14
EBR	d	1700	11	.01	6	.00
WBL	2	3400	220	.06	154	.05
WBT	2	3400	375	.14*	325	.13*
WBR	0	0	88		120	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .74

343 . Alton Pkwy. at Ada

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	412	.12*	145	.04*
NBT	3	5100	1573	.31	1427	.28
NBR	d	1700	3	.00	13	.01
SBL	1	1700	5	.00	20	.01
SBT	3	5100	1688	.33*	1819	.36*
SBR	d	1700	68	.04	21	.01
EBL	1	1700	17	.01*	27	.02*
EBT	1	1700	2	.00	9	.01
EBR	1	1700	92	.05	552	.32
WBL	1	1700	15	.01	5	.00
WBT	1	1700	5	.01*	1	.00*
WBR	0	0	7		4	
Right Turn Adjustment					EBR	.27*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .74

344 . Alton Pkwy. at Technology Dr. W.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	796	.23*	645	.19*
NBT	3	5100	1753	.34	1099	.22
NBR	1	1700	724	.43	173	.10
SBL	1	1700	84	.05	39	.02
SBT	4	6800	1503	.22*	1961	.29*
SBR	1	1700	223	.13	266	.16
EBL	1.5		174		457	.13*
EBT	1.5	5100	112	.06*	98	.06
EBR	2	3400	230	.07	1175	.35
WBL	2.5		68	.02	890	.17*
WBT	1.5	6800	71	.02*	140	.08
WBR	d	1700	13	.01	28	.02
Right Turn Adjustment			NBR	.01*	EBR	.03*
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .59 .86

345 . Alton Pkwy. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2486	.49*	1687	.33
NBR	f		90		570	
SBL	0	0	0		0	
SBT	3	5100	1499	.29	2194	.43*
SBR	f		290		1160	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		591	.17*	166	.05*
WBT	0	5100	0		0	
WBR	0.5		564	.33	153	.09
Right Turn Adjustment			WBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .53

346 . Alton Pkwy. at Enterprise

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1465	.29*	1625	.32*
NBR	1	1700	65	.04	328	.19
SBL	1	1700	299	.18*	702	.41*
SBT	3	5100	1841	.36	1829	.36
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	159	.05*	111	.03*
WBT	0	0	0		0	
WBR	2	3400	1231	.36	785	.23
Right Turn Adjustment			WBR	.13*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .70 .81

348 . Alton Pkwy. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	66	.02	50	.01
NBT	3	5100	642	.13*	784	.15*
NBR	1	1700	182	.11	335	.20
SBL	2	3400	242	.07*	921	.27*
SBT	3	5100	865	.17	813	.16
SBR	1	1700	393	.23	153	.09
EBL	2	3400	222	.07*	433	.13*
EBT	3	5100	556	.11	1178	.23
EBR	1	1700	11	.01	36	.02
WBL	2	3400	384	.11	232	.07
WBT	3	5100	1251	.25*	1159	.23*
WBR	1	1700	836	.49	356	.21
Right Turn Adjustment			WBR	.19*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .83

350 . Alton Pkwy. at Pacifica

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	132	.04*	360	.11*
NBT	3	5100	553	.11	981	.19
NBR	d	1700	157	.09	257	.15
SBL	2	3400	140	.04	127	.04
SBT	2	3400	994	.29*	766	.23*
SBR	1	1700	110	.06	188	.11
EBL	2	3400	83	.02	141	.04
EBT	2	3400	223	.07*	328	.10*
EBR	d	1700	186	.11	212	.12
WBL	1	1700	290	.17*	155	.09*
WBT	2	3400	288	.08	334	.10
WBR	d	1700	134	.08	100	.06
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .58

351 . Fortune Dr./I-5 SB Ramps at Enterprise

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	29	.01*	203	.06*
NBT	2	3400	152	.06	195	.09
NBR	0	0	65		112	
SBL	2	3400	243	.07	325	.10
SBT	1	1700	697	.41*	490	.29*
SBR	f		1271		255	
EBL	1	1700	133	.08*	623	.37*
EBT	2	3400	132	.04	253	.07
EBR	1	1700	104	.06	134	.08
WBL	1	1700	59	.03	115	.07
WBT	2	3400	80	.02*	312	.09*
WBR	1	1700	35	.02	193	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .86

357 . Enterprise Dr. at Fortune Dr./I-405 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	92	.05*	165	.10
NBT	1	1700	24	.01	167	.10*
NBR	f		206		728	
SBL	1	1700	4	.00	164	.10*
SBT	2	3400	11	.01*	141	.06
SBR	0	0	14	.01	65	
EBL	1	1700	16	.01	87	.05
EBT	1	1700	68	.04*	391	.23*
EBR	1	1700	56	.03	182	.11
WBL	1.5		818	{.35}*	102	.06*
WBT	0.5	3400	388	.35	205	.12
WBR	f		53		203	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .54

358 . ICD at Enterprise Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	3146	.62*	1934	.38
NBR	f		434		1043	
SBL	1	1700	16	.01*	87	.05
SBT	3	5100	1053	.21	2254	.44*
SBR	f		0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	27	.01*	236	.07*
WBT	0	0	0		0	
WBR	f		384		556	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .56

359 . ICD at I-405 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2520	.37*	2093	.31
NBR	f		60		90	
SBL	0	0	0		0	
SBT	3	5100	843	.17	2047	.40*
SBR	f		250		360	
EBL	3	5100	1000	.20*	707	.14*
EBT	0	0	0		0	
EBR	f		1057		773	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .59

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	261	.15*
NBT	1.5	5100	125	{.04}	176	{.05}
NBR	1.5		183		502	.15
SBL	1	1700	195	.11	256	.15
SBT	2	3400	326	.10*	268	.08*
SBR	d	1700	238	.14	236	.14
EBL	1	1700	300	.18*	385	.23*
EBT	3	5100	362	.07	712	.14
EBR	d	1700	156	.09	124	.07
WBL	2	3400	697	.21	487	.14
WBT	2	3400	555	.16*	810	.24*
WBR	d	1700	64	.04	93	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .75

362 . Bake Pkwy. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	526	.15	243	.07
NBT	3	5100	1795	.39*	1316	.39*
NBR	0	0	173		708	.42
SBL	2	3400	36	.01*	147	.04*
SBT	3	5100	1118	.22	1284	.25
SBR	1	1700	514	.30	1050	.62
EBL	2	3400	784	.23*	703	.21
EBT	2.5	6800	351	{.07}	1016	{.20}*
EBR	1.5		266	{.02}	494	{.16}
WBL	2	3400	676	.20	443	.13*
WBT	4	6800	990	.15*	636	.10
WBR	0	0	50		71	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .90

363 . Bake Pkwy. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	263	.15*	39	.02
NBT	3	5100	2275	.45	2064	.40*
NBR	d	1700	49	.03	522	.31
SBL	1	1700	70	.04	80	.05*
SBT	3	5100	1754	.34*	2087	.41
SBR	d	1700	240	.14	48	.03
EBL	2	3400	72	.02	181	.05
EBT	2	3400	41	.01*	321	.09*
EBR	1	1700	37	.02	218	.13
WBL	1	1700	463	.27*	122	.07*
WBT	2	3400	389	.13	54	.03
WBR	0	0	67		113	.07
Right Turn Adjustment					EBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .67

364 . Bake Pkwy. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	466	.14	58	.02
NBT	3	5100	2475	.49*	2469	.48*
NBR	d	1700	106	.06	529	.31
SBL	1	1700	71	.04*	38	.02*
SBT	4	6800	2374	.37	2500	.37
SBR	0	0	115		25	
EBL	2	3400	9	.00	68	.02
EBT	2	3400	23	.01*	219	.06*
EBR	1	1700	48	.03	184	.11
WBL	1	1700	441	.26*	137	.08*
WBT	3	5100	554	.12	128	.04
WBR	0	0	67		104	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .69

365 . Bake Pkwy. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	138	.04	29	.01
NBT	4	6800	3023	.44*	2790	.41*
NBR	f		162		352	
SBL	2	3400	115	.03*	286	.08*
SBT	4	6800	2874	.42	2100	.31
SBR	f		160		60	
EBL	2	3400	24	.01*	227	.07
EBT	2	3400	166	.05	1006	.30*
EBR	f		20		22	
WBL	2	3400	489	.14	195	.06*
WBT	2	3400	616	.18*	242	.07
WBR	f		134		171	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .90

366 . Bake Pkwy. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	317	.09*	76	.02
NBT	4	6800	3104	.46	3122	.46*
NBR	f		589		387	
SBL	2	3400	235	.07	436	.13*
SBT	4	6800	3110	.46*	1905	.28
SBR	1	1700	16	.01	21	.01
EBL	1	1700	3	.00	19	.01
EBT	2	3400	46	.01*	187	.06*
EBR	f		31		425	
WBL	2	3400	519	.15*	1100	.32*
WBT	2	3400	127	.04	92	.03
WBR	f		123		139	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 1.02

367 . Bake Pkwy. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	3618	.53*	3258	.48*
NBR	f		320		1000	
SBL	0	0	0		0	
SBT	3	5100	1211	.24	1883	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	149	.09*	137	.08*
WBT	0	0	0		0	
WBR	3	5100	1142	.22	432	.08
Right Turn Adjustment			WBR	.13*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .61

368 . Bake Pkwy. at I-5 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1345	.26*	2141	.42*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1032	.20	1288	.25
SBR	f		380		820	
EBL	3	5100	2535	.50*	2211	.43*
EBT	0	0	0		0	
EBR	1	1700	468	.28	230	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .90

371 . Bake Pkwy. at Research Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	81	.05	28	.02
NBT	3	5100	1064	.21*	889	.17*
NBR	d	1700	52	.03	7	.00
SBL	2	3400	425	.13*	227	.07*
SBT	3	5100	738	.14	1104	.22
SBR	1	1700	570	.34	215	.13
EBL	2	3400	100	.03*	482	.14*
EBT	2	3400	136	.04	166	.05
EBR	d	1700	14	.01	16	.01
WBL	1	1700	33	.02	10	.01
WBT	1	1700	153	.09*	277	.16*
WBR	1	1700	174	.10	770	.45
Right Turn Adjustment			SBR	.03*	WBR	.24*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .83

372 . Bake Pkwy. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	112	.03	201	.06
NBT	3	5100	494	.10*	245	.05*
NBR	d	1700	77	.05	18	.01
SBL	2	3400	351	.10*	577	.17*
SBT	3	5100	139	.03	431	.08
SBR	1	1700	296	.17	177	.10
EBL	2	3400	239	.07*	271	.08
EBT	3	5100	916	.18	1422	.28*
EBR	f		105		156	
WBL	2	3400	6	.00	24	.01*
WBT	4	6800	885	.13*	906	.13
WBR	d	1700	549	.32	432	.25
Right Turn Adjustment			WBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .56

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	154	.09*
NBT	2	3400	81	.02*	187	.06
NBR	f		444		846	
SBL	1	1700	233	.14*	82	.05
SBT	2	3400	116	.03	114	.03*
SBR	d	1700	0	.00	11	.01
EBL	2	3400	10	.00	10	.00
EBT	2	3400	269	.08*	103	.03*
EBR	f		99		73	
WBL	2	3400	674	.20*	550	.16*
WBT	3	5100	130	.03	215	.04
WBR	f		100		160	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .36

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	135	.08*	309	.18*
NBT	3	5100	774	.15	1255	.25
NBR	f		306		1019	
SBL	1	1700	143	.08	83	.05
SBT	3	5100	1255	.25*	999	.20*
SBR	f		322		323	
EBL	2	3400	298	.09	322	.09
EBT	0	0	0		0	
EBR	f		379		146	
WBL	2	3400	948	.28*	513	.15*
WBT	0	0	0		0	
WBR	f		73		121	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .58

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	63	.04	255	.15
NBT	1.5	5100	157	.05*	305	{.14}*
NBR	1.5		100		874	
SBL	1	1700	140	.08*	280	.16*
SBT	2	3400	248	.07	291	.09
SBR	d	1700	299	.18	389	.23
EBL	1	1700	398	.23*	482	.28*
EBT	3	5100	287	.06	742	.15
EBR	d	1700	83	.05	72	.04
WBL	2	3400	994	.29	575	.17
WBT	2	3400	655	.19*	858	.25*
WBR	d	1700	121	.07	101	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .88

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	139	.04	455	.13*
NBT	2	3400	976	.29*	1093	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	632	.19	828	.24*
SBR	1	1700	74	.04	382	.22
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .42

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	195	.06	366	.11*
NBT	2	3400	1220	.36*	1270	.37
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	890	.26	940	.28*
SBR	1	1700	115	.07	414	.24
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .44

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	208	.12*
NBT	2	3400	345	.10*	332	.10
NBR	d	1700	410	.24	420	.25
SBL	1	1700	156	.09*	109	.06
SBT	2	3400	247	.07	342	.10*
SBR	d	1700	11	.01	16	.01
EBL	2	3400	17	.01*	18	.01
EBT	3	5100	644	.13	1492	.29*
EBR	d	1700	120	.07	182	.11
WBL	2	3400	484	.14	386	.11*
WBT	3	5100	1459	.29*	1115	.22
WBR	d	1700	138	.08	81	.05
Right Turn Adjustment			NBR	.01*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .68

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1024	.30*	1455	.43*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	923	.27	894	.26
SBR	0	0	0		0	
EBL	2	3400	465	.14*	165	.05*
EBT	0	0	0		0	
EBR	1	1700	464	.27	276	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .53

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	262	.08*	377	.11*
NBT	3	5100	872	.17	1004	.20
NBR	1	1700	165	.10	559	.33
SBL	2	3400	285	.08	363	.11
SBT	3	5100	1297	.30*	990	.23*
SBR	0	0	258		188	
EBL	2	3400	173	.05*	328	.10
EBT	3	5100	651	.13	1269	.25*
EBR	1	1700	477	.28	193	.11
WBL	2	3400	571	.17	317	.09*
WBT	3	5100	1312	.26*	805	.16
WBR	1	1700	477	.28	388	.23
Right Turn Adjustment			EBR	.08*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .76

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	99	.06*	103	.06
NBT	3	5100	1033	.20	1738	.34*
NBR	d	1700	45	.03	78	.05
SBL	1	1700	38	.02	40	.02*
SBT	3	5100	1909	.37*	1265	.25
SBR	d	1700	8[illegible]	.05	35	.02
EBL	1	1700	23	.01	117	.07
EBT	2	3400	87	.05*	322	.12*
EBR	0	0	100	.06	71	
WBL	1	1700	166	.10*	74	.04*
WBT	2	3400	377	.12	142	.06
WBR	0	0	28		45	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .57

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	113	.07*	121	.07
NBT	3	5100	942	.18	1850	.36*
NBR	1	1700	180	.11	271	.16
SBL	1	1700	2[illegible]2	.12	149	.09*
SBT	3	5100	1820	.36*	1393	.27
SBR	1	1700	202	.12	114	.07
EBL	1	1700	70	.04*	149	.09
EBT	2	3400	279	.12	751	.25*
EBR	0	0	131		98	
WBL	1	1700	343	.20	232	.14*
WBT	2	3400	726	.29*	335	.12
WBR	0	0	260		84	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .89

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	73	.02*	72	.02
NBT	4	6800	921	.14	1838	.30*
NBR	0	0	59		232	
SBL	2	3400	159	.05	219	.06*
SBT	3	5100	1906	.37*	1382	.27
SBR	1	1700	272	.16	87	.05
EBL	2	3400	116	.03*	339	.10
EBT	2	3400	232	.07	1141	.34*
EBR	1	1700	42	.02	121	.07
WBL	2	3400	367	.11	340	.10*
WBT	2	3400	968	.28*	403	.12
WBR	1	1700	175	.10	187	.11
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .75 .85

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	665	.20*	604	.18
NBT	3	5100	1064	.21	1816	.36*
NBR	1	1700	157	.09	471	.28
SBL	2	3400	151	.04	197	.06*
SBT	4	6800	2[illegible]01	.33*	1517	.24
SBR	0	0	113		115	
EBL	2	3400	95	.03	281	.08
EBT	2	3400	222	.07*	602	.18*
EBR	2	3400	203	.06	477	.14
WBL	2	3400	566	.17*	576	.17*
WBT	2	3400	452	.13	311	.09
WBR	1	1700	121	.07	203	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .82

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1602	.31*	2615	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1545	.30	1532	.30
SBR	f		160[illegible]		1338	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	409	.12*	191	.06*
WBT	0	0	0		0	
WBR	2	3400	482	.14	394	.12
Right Turn Adjustment			WBR	.02*	WBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .68

383 . Lake Forest Dr. at Avenida Carlota/I-5 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	917	.14*	1550	.25*
NBR	0	0	62		162	
SBL	2	3400	412	.12*	374	.11*
SBT	3	5100	1097	.22	659	.13
SBR	f		403		640	
EBL	3	5100	754	.15	1411	.28
EBT	0.5	3400	403	{.28}*	564	.33*
EBR	1.5		604		352	.21
WBL	2	3400	184	.05*	220	.06*
WBT	0	0	0		0	
WBR	2	3400	325	.10	569	.17
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .64 .80

385 . Lake Forest Dr. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	45	.01	123	.04
NBT	3	5100	287	.06*	678	.13*
NBR	1	1700	260	.15	367	.22
SBL	2	3400	395	.12*	480	.14*
SBT	3	5100	478	.09	273	.05
SBR	f		32		89	
EBL	2	3400	30	.01	87	.03
EBT	3	5100	604	.12*	1468	.29*
EBR	d	1700	84	.05	114	.07
WBL	2	3400	628	.18*	492	.14*
WBT	3	5100	1294	.25	830	.16
WBR	1	1700	322	.19	529	.31
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .75

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	156	.09
NBT	2	3400	244	.07	421	.12*
NBR	d	1700	127	.07	193	.11
SBL	1	1700	106	.06	228	.13*
SBT	2	3400	258	.08*	257	.08
SBR	d	1700	[illegible]	.06	75	.04
EBL	1	1700	46	.03*	131	.08
EBT	2	3400	337	.10	1299	.38*
EBR	1	1700	58	.03	77	.05
WBL	1	1700	174	.10	86	.05*
WBT	2	3400	1302	.38*	649	.19
WBR	1	1700	179	.11	128	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .73

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		55		33	
NBT	1.5	3400	32	.04	19	.02*
NBR	0		32		18	
SBL	0.5		182	.11*	201	.12*
SBT	1.5	3400	14	.01	23	.01
SBR	d	1700	363	.21	167	.10
EBL	1	1700	104	.06*	427	.25*
EBT	2	3400	456	.14	941	.29
EBR	0	0	12		46	
WBL	1	1700	14	.01	20	.01
WBT	2	3400	648	.23*	710	.29*
WBR	0	0	118		273	
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .54 .73

388 . Ridge Route Dr. at Avenida Carlota

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	59	.03*	67	.04*
NBT	0	0	0		0	
NBR	1	1700	250	.15	493	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	153	.06*	1084	.35*
EBR	0	0	67		116	
WBL	1	1700	426	.25*	265	.16*
WBT	2	3400	555	.16	354	.10
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .73

389 . Ridge Route at Moulton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	108	.06*	177	.10*
NBT	2	3400	171	.05	159	.05
NBR	1	1700	71	.04	159	.09
SBL	2	3400	136	.04	265	.08
SBT	2	3400	177	.05*	151	.04*
SBR	1	1700	94	.06	95	.06
EBL	2	3400	25	.01*	86	.03
EBT	3	5100	833	.16	2446	.48*
EBR	1	1700	119	.07	60	.04
WBL	2	3400	125	.04	109	.03*
WBT	4	6800	2748	.40*	1359	.20
WBR	1	1700	154	.09	105	.06
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .71

390 . Paseo de Valencia at Avenida Carlota

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	435	.13*	174	.05
NBT	1	1700	54	.03	157	.09*
NBR	1	1700	32	.02	198	.12
SBL	2	3400	1435	.42*	1691	.50*
SBT	2	3400	1232	.41	1044	.33
SBR	0	0	148		84	
EBL	2	3400	182	.05*	374	.11*
EBT	2	3400	143	.04	624	.18
EBR	1	1700	96	.06	612	.36
WBL	1	1700	11	.01	37	.02
WBT	2	3400	524	.15*	333	.10*
WBR	1	1700	438	.26	511	.30
Right Turn Adjustment					Multi	.11*
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .80 .96

391 . Santa Maria Av. at Moulton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		259	.08*	209	.06*
NBT	0	5100	0		0	
NBR	1.5		289	{.00}	252	{.04}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	851	.19	2544	.53*
EBR	0	0	109		182	
WBL	1	1700	241	.14	249	.15*
WBT	3	5100	2711	.53*	1324	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .79

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	111	.03*	260	.08
NBT	3	5100	829	[illegible]	1492	.29*
NBR	1	1700	73	.04	273	.16
SBL	2	3400	242	.07	229	.07*
SBT	3	5100	1220	.24*	1012	.20
SBR	1	1700	447	.26	161	.09
EBL	2	3400	196	.06*	330	.10
EBT	2	3400	255	.08	1028	.30*
EBR	1	1700	127	.07	229	.13
WBL	2	3400	282	.08	218	.06*
WBT	2	3400	932	.27*	458	.13
WBR	1	1700	304	.18	209	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .77

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	503	.15*	560	.16*
NBT	4	6800	1302	.19	1466	.22
NBR	d	1700	119	.07	153	.09
SBL	2	3400	103	.03	186	.05
SBT	4	6800	1336	.22*	1092	.18*
SBR	0	0	128		142	
EBL	2	3400	96	.03	369	.11
EBT	2	3400	178	.05*	621	.18*
EBR	f		286		381	
WBL	2	3400	368	.11*	302	.09*
WBT	2	3400	419	.12	320	.09
WBR	1	1700	51	.03	108	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .66

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	89	.05	119	.07
NBT	2.5	6800	1429	{.33}*	1693	{.33}*
NBR	1.5		1302		940	{.27}
SBL	0	0	0		0	
SBT	5	8500	1963	.24	1803	.22
SBR	0	0	108		89	
EBL	1	1700	0	.00	0	.00
EBT	1	1700	0	.00*	0	.00*
EBR	1	1700	0	.00	0	.00
WBL	0	0	629	{.37}*	647	{.38}*
WBT	3	5100	76	.15	59	.14
WBR	0	0	568	.33	607	.36
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .75 .76

396 . El Toro Rd. at Avenida Carlota

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1264	.19*	1527	.22*
NBR	d	1700	52	.03	52	.03
SBL	2	3400	151	.04*	268	.08*
SBT	3	5100	731	.14	1028	.20
SBR	1	1700	646	.38	650	.38
EBL	1.5		830		873	
EBT	1.5	5100	546	.27*	1110	.39*
EBR	1	1700	287	.17	414	.24
WBL	1	1700	53	.03	68	.04
WBT	1	1700	234	.14*	140	.08*
WBR	1	1700	396	.23	500	.29
Right Turn Adjustment			WBR	.05*	WBR	.13*
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .74 .95

397 . El Toro Rd. at Paseo de Valencia

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	166	.05	159	.05
NBT	3	5100	673	.13*	957	.19*
NBR	1	1700	380	.22	377	.22
SBL	2	3400	226	.07*	313	.09*
SBT	3	5100	591	.12	959	.19
SBR	0	0	13		35	
EBL	1	1700	16	.01	74	.04
EBT	2	3400	1023	.30*	1210	.36*
EBR	1	1700	342	.20	378	.22
WBL	2	3400	427	.13*	513	.15*
WBT	2	3400	331	.10	275	.08
WBR	1	1700	201	.12	329	.19
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR NBR EBR

TOTAL CAPACITY UTILIZATION .68 .84

398 . El Toro Rd. at Moulton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	411	.12	229	.07
NBT	3	5100	797	.16*	803	.16*
NBR	1	1700	152	.09	257	.15
SBL	2	3400	427	.13*	626	.18*
SBT	3	5100	636	.12	877	.17
SBR	1	1700	248	.15	377	.22
EBL	2	3400	187	.06*	270	.08
EBT	3	5100	711	.14	2427	.48*
EBR	1	1700	153	.09	335	.20
WBL	2	3400	342	.10	288	.08*
WBT	3	5100	2391	.47*	904	.18
WBR	1	1700	286	.17	327	.19
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .87 .95

399 . El Toro Rd. at Aliso Creek Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	520	.10*	767	.15*
NBR	f		563		902	
SBL	1	1700	107	.06*	348	.20*
SBT	3	5100	739	.14	652	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1221	.36*	988	.29*
WBT	0	5100	0		0	
WBR	1.5		200	.12	163	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .69

400 . El Toro Rd. at SR-73 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1042	.31	1795	.53*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	5100	676	.40*	736	.32
SBR	1.5		1760	.52	898	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	77	.02	86	.03
WBT	2	3400	321	.09*	124	.04*
WBR	1	1700	63	.04	50	.03
Right Turn Adjustment			SBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .62

401 . El Toro Rd. at SR-73 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	517	.15	810	.24*
NBR	1	1700	111	.07	132	.08
SBL	1	1700	44	.03	82	.05*
SBT	2	3400	708	.21*	992	.29
SBR	0	0	0		0	
EBL	1.5		593	.17*	1030	.30*
EBT	1.5	5100	65	.04	285	.17
EBR	0		2		8	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .64

402 . I-5 NB Ramps at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		309	.09*	396	.12*
NBT	0	5100	0		0	
NBR	1.5		15		58	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	777	.23*	1386	.41*
EBR	f		717		437	
WBL	1	1700	396	.23*	154	.09*
WBT	2	3400	1065	.31	898	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .67

405 . Laguna Canyon Rd. at Quail Hill Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	65	.04	38	.02*
NBT	2	3400	648	.19*	215	.06
NBR	d	1700	322	.19	87	.05
SBL	1	1700	143	.08*	156	.09
SBT	2	3400	117	.03	484	.14*
SBR	d	1700	32	.02	70	.04
EBL	1	1700	68	.04	33	.02
EBT	2	3400	295	.09*	117	.03*
EBR	d	1700	29	.02	40	.02
WBL	1	1700	34	.02*	216	.13*
WBT	2	3400	83	.02	282	.08
WBR	d	1700	84	.05	172	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .37

406 . Laguna Canyon Rd. at Lake Forest Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2191	.43*	1409	.28*
NBR	1	1700	136	.08	120	.07
SBL	2	3400	984	.29*	1254	.37*
SBT	3	5100	1143	.22	1720	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	127	.04*	167	.05*
WBT	0	0	0		0	
WBR	f		1759		1421	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .75

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	86	.05
NBT	2	3400	1161	.34*	1605	.47*
NBR	d	1700	878	.52	277	.16
SBL	1	1700	191	.11*	160	.09*
SBT	2	3400	1313	.39	913	.27
SBR	d	1700	146	.09	245	.14
EBL	1	1700	357	.21*	319	.19*
EBT	2	3400	190	.10	163	.06
EBR	0	0	142		48	
WBL	2	3400	497	.15	1179	.35
WBT	1	1700	246	.21*	388	.40*
WBR	0	0	109		286	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 1.20

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	219	.13*	309	.18*
NBT	0	0	0		0	
NBR	1	1700	131	.08	234	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	684	.13	2066	.41*
EBR	0	1700	368	.22	268	.16
WBL	1	1700	215	.13	162	.10*
WBT	3	5100	2033	.40*	1091	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .74

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	67	.04*	40	.02
NBT	2	3400	259	.10	437	.14*
NBR	0	0	93		42	
SBL	1	1700	53	.03	30	.02*
SBT	2	3400	576	.17*	269	.08
SBR	0	0	112		12	
EBL	1	1700	56	.03*	95	.06
EBT	2	3400	164	.07	441	.15*
EBR	0	0	70		85	
WBL	1	1700	124	.07	49	.03*
WBT	2	3400	361	.12*	78	.04
WBR	0	0	46		62	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .39

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	165	.10*	92	.05
NBT	2	3400	281	.08	510	.15*
NBR	d	1700	68	.04	138	.08
SBL	1	1700	101	.06	87	.05*
SBT	2	3400	308	.09*	305	.09
SBR	d	1700	125	.07	59	.03
EBL	1	1700	111	.07*	89	.05
EBT	2	3400	471	.19	1095	.35*
EBR	0	0	174		95	
WBL	1	1700	108	.06	150	.09*
WBT	2	3400	670	.22*	439	.15
WBR	0	0	78		81	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .69

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	0	.00*	0	.00*
NBR	0	0	0		0	
SBL	2	3400	477	.14*	625	.18*
SBT	2	3400	48	.01	20	.01
SBR	f		654		565	
EBL	2	3400	525	.15*	977	.29*
EBT	3	5100	525	.10	1625	.32
EBR	1	1700	61	.04	74	.04
WBL	2	3400	141	.04	68	.02
WBT	3	5100	1664	.33*	820	.16*
WBR	1	1700	365	.21	348	.20
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .67 .68

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	656	.19*	395	.12*
NBT	3	5100	1228	.24	859	.17
NBR	f		65		60	
SBL	2	3400	238	.07	930	.27
SBT	2	3400	553	.16*	1294	.38*
SBR	f		221		205	
EBL	1	1700	227	.13*	156	.09*
EBT	0	0	0		0	
EBR	f		284		384	
WBL	2	3400	159	.05	92	.03
WBT	0	0	0		0	
WBR	f		1339		296	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .64

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	451	.27*	351	.21*
NBT	3	5100	135	.03	456	.09
NBR	f		253		610	
SBL	1	1700	55	.03	200	.12
SBT	3	5100	457	.09*	370	.07*
SBR	1	1700	278	.16	411	.24
EBL	2	3400	20	.01	275	.08
EBT	3	5100	781	.15*	1910	.37*
EBR	1	1700	277	.16	647	.38
WBL	2	3400	722	.21*	443	.13*
WBT	4	6800	2284	.34	1148	.17
WBR	d	1700	26	.02	49	.03
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .83

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	407	.12*	442	.13*
NBT	3	5100	926	.18	1034	.20
NBR	1	1700	140	.08	203	.12
SBL	2	3400	224	.07	214	.06
SBT	3	5100	1401	.27*	1002	.20*
SBR	1	1700	439	.26	244	.14
EBL	2	3400	324	.07*	479	.14
EBT	3	5100	356	.10	1015	.24*
EBR	0	0	201	.12	226	
WBL	2	3400	278	.08	184	.05*
WBT	3	5100	1174	.23*	616	.12
WBR	1	1700	201	.12	170	.10
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION .74 .67

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	227	.13*	124	.07*
NBT	3	5100	1203	.24	1781	.35
NBR	d	1700	4	.00	21	.01
SBL	1	1700	2	.00	7	.00
SBT	3	5100	1565	.31*	1458	.29*
SBR	d	1700	241	.14	49	.03
EBL	1.5		47		281	
EBT	0.5	3400	9	.02*	25	.09*
EBR	1	1700	115	.07	178	.10
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .51 .50

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	77	.05*	96	.06
NBT	3	5100	924	.18	1548	.30*
NBR	1	1700	231	.14	240	.14
SBL	2	3400	257	.08	197	.06*
SBT	3	5100	1597	.31*	1216	.24
SBR	d	1700	250	.15	281	.17
EBL	1	1700	157	.09*	260	.15*
EBT	2	3400	373	.13	593	.21
EBR	0	0	130		133	
WBL	2	3400	392	.12	191	.06
WBT	2	3400	752	.22*	443	.13*
WBR	1	1700	250	.15	322	.19
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .72 .70

421 . Los Alisos Bl. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	243	.14*	201	.12*
NBT	3	5100	347	.07	733	.14
NBR	d	1700	111	.07	372	.22
SBL	1	1700	115	.07	130	.08
SBT	3	5100	1247	.24*	672	.13*
SBR	d	1700	278	.16	88	.05
EBL	1	1700	136	.08*	326	.19
EBT	2	3400	466	.14	919	.27*
EBR	d	1700	208	.12	91	.05
WBL	1	1700	252	.15	237	.14*
WBT	2	3400	863	.25*	562	.17
WBR	d	1700	45	.03	61	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .71

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	245	.14*	209	.12
NBT	3	5100	589	.12	1237	.24*
NBR	1	1700	266	.16	353	.21
SBL	1	1700	275	.16	234	.14*
SBT	3	5100	1211	.24*	724	.14
SBR	1	1700	301	.18	128	.08
EBL	2	3400	128	.04*	280	.08
EBT	2	3400	566	.17	822	.24*
EBR	d	1700	176	.10	286	.17
WBL	2	3400	263	.08	220	.06*
WBT	2	3400	970	.29*	422	.12
WBR	1	1700	128	.08	223	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .73

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	253	.15	117	.07
NBT	2	3400	1009	.30*	578	.17*
NBR	1	1700	149	.09	240	.14
SBL	1	1700	161	.09*	384	.23*
SBT	2	3400	566	.22	887	.32
SBR	0	0	179		207	
EBL	1	1700	322	.19*	272	.16
EBT	3	5100	799	.16	1446	.28*
EBR	1	1700	179	.11	263	.15
WBL	1	1700	319	.19	260	.15*
WBT	3	5100	1108	.22*	786	.15
WBR	d	1700	252	.15	241	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .88

424 . Los Alisos Bl. at Rockfield Bl./Fordview S

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	266	.16*	303	.18*
NBT	2	3400	1171	.35	1647	.49
NBR	0	0	2		9	
SBL	1	1700	15	.01	27	.02
SBT	2	3400	1069	.45*	899	.36*
SBR	0	0	454		327	
EBL	1.5		219		443	
EBT	0.5	3400	11	.07*	35	.14*
EBR	1	1700	191	.11	331	.19
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .73 .73

425 . Los Alisos Bl. at Avenida Carlota

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	433	.13*	237	.07*
NBT	3	5100	1235	.24	1146	.23
NBR	0	0	3		6	
SBL	1	1700	7	.00	15	.01
SBT	2	3400	958	.28*	1060	.31*
SBR	1	1700	377	.22	253	.15
EBL	1.5		525		914	
EBT	0.5	3400	3	.16*	9	.27*
EBR	1	1700	202	.12	440	.26
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .62 .70

426 . Los Alisos Bl. at Paseo de Valencia

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	734	.14*	1178	.23*
SBT	0	0	0		0	
SBR	1	1700	259	.15	186	.11
EBL	2	3400	167	.05*	313	.09
EBT	2	3400	576	.17	1542	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1171	.34*	704	.21
WBR	2	3400	1383	.41	957	.28
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .58 .73

427 . Moulton Pkwy. at Glenwood Dr./Indian Creek

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	288	.08	239	.07*
NBT	3	5100	2524	.49*	1344	.26
NBR	d	1700	15	.01	35	.02
SBL	1	1700	16	.01*	42	.02
SBT	3	5100	1021	.20	2422	.47*
SBR	1	1700	332	.20	457	.27
EBL	1.5		526		279	
EBT	0.5	3400	6	.16*	11	.09*
EBR	1	1700	229	.13	279	.16
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Right Turn Adjustment					EBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .71 .70

428 . Laguna Hills Dr. at Paseo de Valencia

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		1128		730	
NBT	0.5	3400	7	.33*	29	.22*
NBR	1	1700	395	.23	464	.27
SBL	1	1700	99	.06	48	.03
SBT	1	1700	17	.06*	18	.03*
SBR	0	0	84		34	
EBL	1	1700	26	.02*	68	.04
EBT	3	5100	618	.12	1907	.37*
EBR	1	1700	735	.43	866	.51
WBL	2	3400	361	.11	336	.10*
WBT	3	5100	1324	.27*	936	.20
WBR	0	0	37		73	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .73 .77

429 . Moulton Pkwy. at Laguna Hills Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	354	.10	218	.06*
NBT	4	6800	1812	.27*	904	.13
NBR	1	1700	167	.10	148	.09
SBL	2	3400	344	.10*	220	.06
SBT	3	5100	621	.12	1738	.34*
SBR	1	1700	394	.23	720	.42
EBL	2	3400	584	.17*	383	.11*
EBT	3	5100	820	.16	833	.16
EBR	f		97		205	
WBL	1	1700	72	.04	190	.11
WBT	2	3400	783	.23*	834	.25*
WBR	1	1700	144	.08	205	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .81

430 . Trabuco Rd. at Alicia Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	304	.09	201	.06
NBT	2	3400	667	.20*	404	.12*
NBR	d	1700	80	.05	45	.03
SBL	2	3400	202	.06*	667	.20*
SBT	2	3400	336	.10	727	.21
SBR	d	1700	144	.08	117	.07
EBL	1	1700	209	.12*	246	.14*
EBT	3	5100	1058	.21	1428	.28
EBR	d	1700	69	.04	166	.10
WBL	1	1700	75	.04	107	.06
WBT	3	5100	1552	.30*	1162	.23*
WBR	d	1700	364	.21	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .74

431 . Jeronimo Rd. at Alicia Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	566	.17*	294	.09*
NBT	2	3400	806	.24	383	.11
NBR	1	1700	158	.09	123	.07
SBL	2	3400	96	.03	218	.06
SBT	2	3400	423	.12*	717	.21*
SBR	1	1700	261	.15	505	.30
EBL	2	3400	440	.13*	348	.10
EBT	3	5100	1178	.23	1899	.37*
EBR	1	1700	222	.13	523	.31
WBL	2	3400	156	.05	180	.05*
WBT	3	5100	1587	.31*	1341	.26
WBR	1	1700	246	.14	119	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .77

432 . Alicia Pkwy. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	307	.09*	455	.13
NBT	3	5100	1600	.31	2263	.44*
NBR	1	1700	45	.03	204	.12
SBL	2	3400	147	.04	247	.07*
SBT	4	6800	1976	.31*	1814	.29
SBR	0	0	148		173	
EBL	1	1700	113	.07*	169	.10
EBT	2	3400	349	.10	809	.24*
EBR	1	1700	449	.26	475	.28
WBL	1	1700	144	.08	131	.08*
WBT	2	3400	705	.21*	492	.14
WBR	1	1700	357	.21	258	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .73 .88

433 . I-5 NB Ramps at Alicia Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		146	{.06}*	394	{.21}*
NBT	0	5100	0	.06	0	.21
NBR	1.5		165		677	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1684	.33*	2263	.44*
EBR	f		1427		880	
WBL	0	0	0		0	
WBT	3	5100	1633	.32	1646	.32
WBR	f		1306		900	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .70

434 . I-5 SB Ramps at Alicia Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1247		1119	
SBT	0	6800	0	{.28}*	0	{.30}*
SBR	1.5		850		1080	
EBL	0	0	0		0	
EBT	3	5100	1848	.36*	2105	.41*
EBR	f		151		203	
WBL	0	0	0		0	
WBT	3	5100	1029	.20	1313	.26
WBR	f		804		750	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .76

435 . Alicia Pkwy. at Paseo de Valencia

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	587	.17*	411	.12
NBT	3	5100	1682	.34	1416	.30*
NBR	0	0	74		102	
SBL	1	1700	74	.04	252	.15*
SBT	3	5100	1183	.23*	1489	.29
SBR	1	1700	386	.23	470	.28
EBL	2	3400	310	.09*	556	.16
EBT	2	3400	261	.08	775	.23*
EBR	2	3400	340	.10	1010	.30
WBL	2	3400	97	.03	101	.03*
WBT	3	5100	687	.13*	393	.08
WBR	1	1700	117	.07	107	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .76

436 . Moulton Pkwy. at Alicia Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	68	.02	101	.03*
NBT	4	6800	1789	.26*	632	.09
NBR	f		603		324	
SBL	2	3400	149	.04*	253	.07
SBT	3	5100	526	.10	971	.19*
SBR	1	1700	235	.14	659	.39
EBL	2	3400	501	.15	289	.09
EBT	3	5100	1568	.31*	1162	.23*
EBR	1	1700	90	.05	74	.04
WBL	2	3400	284	.08*	526	.15*
WBT	3	5100	1127	.22	1500	.29
WBR	1	1700	220	.13	129	.08
Right Turn Adjustment					SBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .78

437 . Scientific Wy. at ICD

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	3	.00	134	.04*
NBT	2	3400	5	.00	56	.02
NBR	1	1700	2	.00	15	.01
SBL	2	3400	5	.00	5	.00
SBT	2	3400	19	.01*	10	.00*
SBR	1	1700	6	.00	15	.01
EBL	1	1700	47	.03*	70	.04
EBT	3	5100	616	.12	1650	.32*
EBR	1	1700	99	.06	16	.01
WBL	1	1700	22	.01	4	.00
WBT	3	5100	1267	.25*	981	.19
WBR	1	1700	78	.05	34	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .41

441 . Loop Rd. at Jamboree Rd. SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	17	.01	132	.04*
NBR	1	1700	23	.01	97	.06
SBL	1	1700	27	.02	33	.02*
SBT	2	3400	213	.06*	138	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		537	.16*	272	.08*
WBT	0	5100	0		0	
WBR	1.5		53		88	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.27		.19

444 . Sand Canyon Av. at Burt Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	15	.01*	9	.01
NBT	3	5100	1196	.25	3326	.67*
NBR	0	0	79		85	
SBL	1	1700	90	.05	103	.06*
SBT	3	5100	3739	.73*	1747	.34
SBR	1	1700	71	.04	10	.01
EBL	1	1700	15	.01	43	.03*
EBT	1	1700	1	.00*	3	.00
EBR	d	1700	13	.01	24	.01
WBL	1	1700	68	.04*	49	.03
WBT	1	1700	4	.00	1	.00*
WBR	1	1700	78	.05	101	.06
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.83		.82

452 . Jamboree Rd. at Santiago Canyon Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	881	.26*	1688	.50*
NBT	1	1700	37	.02	21	.01
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	11	.00*	28	.01*
SBR	d	1700	9	.01	22	.01
EBL	1	1700	13	.01*	19	.01*
EBT	0	0	0		0	
EBR	2	3400	1569	.46	802	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.25*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.57		.57

463 . Jamboree Rd. at Chapman Ave.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	88	.03	153	.05
NBT	2	3400	239	.07*	716	.21*
NBR	2	3400	256	.08	477	.14
SBL	2	3400	741	.22*	481	.14*
SBT	3	5100	594	.12	199	.04
SBR	1	1700	253	.15	155	.09
EBL	2	3400	127	.04*	212	.06*
EBT	3	5100	1184	.23	1331	.26
EBR	1	1700	101	.06	60	.04
WBL	2	3400	465	.14	201	.06
WBT	3	5100	1769	.35*	1442	.28*
WBR	2	3400	544	.16	721	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.73		.74

464 . SR-241/SR-261 SB Ramps at Chapman Ave.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	192	.11*	193	.11*
SBT	0	0	0		0	
SBR	2	3400	485	.14	278	.08
EBL	0	0	0		0	
EBT	3	5100	1908	.37*	1977	.39
EBR	1	1700	705	.41	171	.10
WBL	2	3400	305	.09*	119	.04
WBT	3	5100	1985	.39	2302	.45*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .61

465 . SR-241/SR-261 NB Ramps at Chapman Ave.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	55	.02*	623	.18*
NBT	0	0	12		0	
NBR	1	1700	43	.03	165	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	243	.14*	180	.11*
EBT	3	5100	1707	.33	1985	.39
EBR	2	3400	0	.00	0	.00
WBL	0	0	0		0	
WBT	3	5100	2145	.42*	1647	.32*
WBR	d	1700	225	.13	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .66

466 . SR-241 NB Ramp at Santiago Canyon Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	875	.26*	984	.29*
NBT	0	0	0		0	
NBR	1	1700	5	.00	1	.00
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	690	.14	1409	.28*
EBR	1.5		0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	1535	.30*	896	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .62

468 . Jamboree Rd. at Canyon View Ave.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	277	.16*	358	.21
NBT	3	5100	390	.08	1445	.28*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1140	.22*	265	.05
SBR	d	1700	63	.04	113	.07
EBL	2	3400	60	.02*	110	.03*
EBT	0	0	0		0	
EBR	1	1700	450	.26	397	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.12*	EBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .39

481 . Laguna Canyon Rd. at Technology Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	1	.00	2	.00
NBT	2	3400	216	.06*	351	.10*
NBR	d	1700	154	.09	137	.08
SBL	2	3400	895	.26*	553	.16*
SBT	2	3400	359	.11	303	.09
SBR	d	1700	6	.00	4	.00
EBL	1	1700	2	.00	8	.00
EBT	1	1700	17	.01*	30	.02*
EBR	0	0	1		2	
WBL	1	1700	113	.07*	155	.09*
WBT	1	1700	13	.01	25	.01
WBR	2	3400	395	.12	700	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .42

482 . Road A at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	6	.00	20	.01*
NBT	1	1700	0	.00	0	.01
NBR	0	0	4		20	
SBL	0	0	0		0	
SBT	1	1700	0	.00*	0	.00*
SBR	0	0	0		0	
EBL	1	1700	0	.00	0	.00
EBT	2	3400	689	.20	970	.29*
EBR	d	1700	31	.02	21	.01
WBL	1	1700	39	.02	19	.01*
WBT	2	3400	1270	.37*	830	.24
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .36

483 . Road C at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	41	{.02}*	26	{.02}*
NBT	0	0	0		0	
NBR	1	1700	49	.03	34	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	835	.25	901	.26*
EBR	d	1700	35	.02	42	.02
WBL	1	1700	55	.03	58	.03*
WBT	2	3400	1104	.32*	939	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .36

484 . Sand Canyon Av. at Roosevelt

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	96	.03*	246	.07
NBT	4	6800	694	.10	2199	.32*
NBR	d	1700	175	.10	265	.16
SBL	2	3400	211	.06	104	.03*
SBT	4	6800	2661	.39*	987	.15
SBR	d	1700	122	.07	97	.06
EBL	2	3400	73	.02	108	.03
EBT	1	1700	174	.10*	111	.07*
EBR	d	1700	263	.15	113	.07
WBL	2	3400	116	.03*	150	.04*
WBT	1	1700	42	.02	137	.08
WBR	d	1700	33	.02	144	.08
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .51

485 . Sand Canyon Av. at Nightmist

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	66	.02*	216	.06
NBT	4	6800	857	.13	2814	.41*
NBR	d	1700	170	.10	143	.08
SBL	1	1700	147	.09	34	.02*
SBT	4	6800	3226	.47*	1398	.21
SBR	d	1700	43	.03	51	.03
EBL	1	1700	51	.03	49	.03
EBT	1	1700	93	.05*	24	.01*
EBR	1	1700	257	.15	100	.06
WBL	2	3400	157	.05*	339	.10*
WBT	1	1700	22	.01	114	.07
WBR	d	1700	32	.02	168	.10
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .59

486 . SR-133 SB Ramps at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	232	.14*	172	.10*
SBT	0	0	0		0	
SBR	2	3400	379	.11	210	.06
EBL	0	0	0		0	
EBT	2	3400	761	.22	1158	.34*
EBR	1	1700	386	.23	352	.21
WBL	2	3400	406	.12	318	.09*
WBT	2	3400	1316	.39*	1280	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .58

487 . SR-133 NB Ramps at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	263	.08*	421	.12*
NBT	0	0	0		0	
NBR	2	3400	577	.17	549	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	973	.29	1125	.33*
EBR	f		40		208	
WBL	1	1700	130	.08	284	.17*
WBT	2	3400	1457	.43*	1173	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .67

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	272	.08*	354	.10
NBT	3	5100	875	.17	1831	.36*
NBR	1	1700	188	.11	274	.16
SBL	2	3400	95	.03	63	.02*
SBT	3	5100	2138	.42*	1051	.21
SBR	1	1700	140	.08	79	.05
EBL	1	1700	71	.04	117	.07
EBT	1	1700	137	.08*	154	.09*
EBR	1	1700	353	.21	294	.17
WBL	1	1700	169	.10*	188	.11*
WBT	1	1700	98	.08	128	.12
WBR	0	0	34		76	
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .63

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	888	.26	1868	.55*
NBR	d	1700	294	.17	576	.34
SBL	1	1700	140	.08	264	.16*
SBT	2	3400	1778	.52*	1045	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	594	.17*	385	.11*
WBT	0	0	0		0	
WBR	2	3400	217	.06	272	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .87

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	222	.13*	255	.15
NBT	2	3400	630	.19	1090	.32*
NBR	d	1700	148	.09	358	.21
SBL	1	1700	178	.10	320	.19*
SBT	2	3400	810	.24*	859	.25
SBR	d	1700	262	.15	214	.13
EBL	1	1700	116	.07*	268	.16
EBT	1	1700	244	.14	802	.47*
EBR	1	1700	130	.08	233	.14
WBL	1	1700	340	.20	179	.11*
WBT	2	3400	977	.29*	421	.12
WBR	1	1700	314	.18	202	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 1.14

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1577	.46*	585	.17*
NBT	4	6800	1843	.27	1140	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	861	.13*	1681	.25*
SBR	d	1700	203	.12	127	.07
EBL	1.5		107	.03*	196	.12*
EBT	0	5100	0		0	
EBR	1.5		389		1331	.39
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .73

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1264	.25	2212	.43*
NBR	d	1700	344	.20	192	.11
SBL	1	1700	288	.17	88	.05*
SBT	3	5100	2414	.47*	1465	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		181	.05*	405	
WBT	0	5100	0		0	{.12}*
WBR	1.5		79		278	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .65

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	336	.20*	114	.07
NBT	2	3400	922	.27	1925	.57*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1717	.51*	1161	.34
SBR	1	1700	464	.27	249	.15
EBL	2	3400	288	.08*	532	.16*
EBT	0	0	0		0	
EBR	1	1700	83	.05	249	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .78

556 . Ridge Valley at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	262	.15*	161	.09*
NBT	1	1700	21	.01	93	.05
NBR	d	1700	54	.03	275	.16
SBL	1	1700	117	.07	25	.01
SBT	2	3400	73	.02*	60	.02*
SBR	d	1700	35	.02	17	.01
EBL	1	1700	21	.01*	8	.00
EBT	2	3400	448	.13	980	.29*
EBR	d	1700	123	.07	176	.10
WBL	1	1700	204	.12	94	.06*
WBT	2	3400	1022	.30*	602	.18
WBR	d	1700	18	.01	79	.05
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .52

558 . O St. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	124	.04	219	.06
NBT	2	3400	51	.02*	237	.07*
NBR	d	1700	76	.04	103	.06
SBL	1	1700	262	.15*	130	.08*
SBT	2	3400	341	.10	114	.03
SBR	f		430		275	
EBL	2	3400	120	.04*	396	.12*
EBT	3	5100	1812	.36	1580	.31
EBR	1	1700	258	.15	163	.10
WBL	2	3400	171	.05	103	.03
WBT	3	5100	1936	.38*	2249	.44*
WBR	1	1700	89	.05	258	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .76

559 . O St. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	157	.05*	438	.13*
NBT	2	3400	49	.02	370	.12
NBR	0	0	5		34	
SBL	1	1700	29	.02	44	.03
SBT	2	3400	379	.11*	262	.08*
SBR	1	1700	913	.54	576	.34
EBL	2	3400	502	.15*	727	.21*
EBT	2	3400	408	.12	562	.17
EBR	1	1700	629	.37	384	.23
WBL	1	1700	25	.01	24	.01
WBT	2	3400	543	.17*	456	.15*
WBR	0	0	19		43	
Right Turn Adjustment			Multi	.29*	SBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .82 .67

560 . O St. at Marine Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	292	.09*	377	.11*
SBT	0	0	0		0	
SBR	1	1700	152	.09	304	.18
EBL	1	1700	92	.05*	328	.19*
EBT	2	3400	918	.27	953	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1138	.33*	966	.28*
WBR	1	1700	218	.13	412	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .63

562 . D St. at Marine Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	1	.00	1	.00
SBT	0	0	0		0	
SBR	1	1700	1	.00	1	.00
EBL	1	1700	1	.00	1	.00
EBT	2	3400	1023	.30	1214	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1507	.44*	1336	.39*
WBR	0	0	1		1	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .44

563 . B St. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07*	133	.08*
NBT	0	0	0		0	
NBR	1	1700	71	.04	58	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2564	.50*	1849	.36
EBR	1	1700	113	.07	129	.08
WBL	1	1700	57	.03*	91	.05
WBT	3	5100	2164	.42	2939	.58*
WBR	0	0	0		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .71

564 . C St. at Marine Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	45	.03	20	.01
NBT	1	1700	44	.06*	18	.04*
NBR	0	0	62		52	
SBL	1	1700	26	.02*	183	.11*
SBT	1	1700	5	.01	40	.06
SBR	0	0	19		69	
EBL	1	1700	64	.04*	50	.03
EBT	2	3400	841	.25	1215	.37*
EBR	0	0	19		32	
WBL	1	1700	36	.02	58	.03*
WBT	2	3400	1446	.47*	1051	.34
WBR	0	0	152		112	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .60

566 . Marine Wy. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	117	.07*	102	.06
NBT	2	3400	346	.10	459	.14*
NBR	1	1700	87	.05	119	.07
SBL	2	3400	267	.08	315	.09*
SBT	2	3400	481	.14*	351	.10
SBR	1	1700	352	.21	274	.16
EBL	2	3400	196	.06*	442	.13
EBT	2	3400	446	.13	1016	.30*
EBR	1	1700	88	.05	122	.07
WBL	2	3400	151	.04	97	.03*
WBT	2	3400	1010	.30*	654	.19
WBR	1	1700	319	.19	329	.19
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .61

567 . Marine Wy. at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	524	.15*	440	.13*
NBT	2	3400	432	.13	389	.11
NBR	1	1700	194	.11	211	.12
SBL	1	1700	109	.06	114	.07
SBT	2	3400	298	.09*	416	.12*
SBR	1	1700	282	.17	230	.14
EBL	2	3400	233	.07*	256	.08
EBT	3	5100	1006	.20	1205	.24*
EBR	f		307		496	
WBL	2	3400	165	.05	188	.06*
WBT	3	5100	1363	.27*	970	.19
WBR	1	1700	125	.07	95	.06
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .60

568 . Marine Wy. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	1291	.38*	990	.29
NBR	1	1700	0	.00	0	.00
SBL	1	1700	0	.00	0	.00
SBT	2	3400	709	.21	1160	.34*
SBR	1	1700	0	.00	0	.00
EBL	1	1700	1	.00	1	.00
EBT	1	1700	0	.00	0	.00
EBR	0	0	1		1	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	1	.00	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .39

569 . Bake Pkwy. at Marine Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	893	.26*	504	.15*
NBT	4	6800	2727	.40	2812	.41
NBR	1	1700	32	.02	0	.00
SBL	1	1700	25	.01	0	.00
SBT	5	8500	2836	.41*	2755	.36*
SBR	0	0	636		303	
EBL	2	3400	199	.06*	483	.14*
EBT	1	1700	13	.01	40	.02
EBR	2	3400	289	.09	733	.22
WBL	2	3400	5	.00	22	.01
WBT	2	3400	11	.00*	23	.01*
WBR	0	0	4		15	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .71

571 . Portola Springs at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	372	.11*	333	.10*
NBT	1	1700	9	.03	23	.06
NBR	0	0	44		74	
SBL	1	1700	37	.02	23	.01
SBT	1	1700	89	.05*	62	.04*
SBR	d	1700	308	.18	106	.06
EBL	1	1700	11	.01*	23	.01
EBT	2	3400	479	.14	913	.27*
EBR	1	1700	127	.07	278	.16
WBL	1	1700	24	.01	30	.02*
WBT	2	3400	760	.22*	451	.13
WBR	d	1700	0	.00	4	.00
Right Turn Adjustment			SBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .48

572 . Modjeska at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	45	.03	60	.04
NBT	1	1700	43	.03*	81	.05*
NBR	1	1700	113	.07	121	.07
SBL	2	3400	382	.11*	264	.08*
SBT	1	1700	64	.04	73	.04
SBR	d	1700	149	.09	129	.08
EBL	1	1700	88	.05	132	.08*
EBT	3	5100	2070	.41*	1715	.34
EBR	1	1700	32	.02	54	.03
WBL	1	1700	104	.06*	143	.08
WBT	3	5100	2030	.40	2432	.48*
WBR	1	1700	190	.11	347	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .74

637 . Sterling at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	1	1700	0	.00	0	.00
NBR	0	0	0		0	
SBL	1	1700	6	.00	26	.02
SBT	1	1700	0	.03*	0	.07*
SBR	0	0	43		125	
EBL	1	1700	149	.09*	51	.03
EBT	2	3400	254	.07	984	.29*
EBR	0	0	0		0	
WBL	1	1700	0	.00	0	.00
WBT	2	3400	577	.18*	395	.12
WBR	0	0	31		19	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .35 .41

640 . Thomas at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	41	.02	105	.06*
NBT	1	1700	30	.02*	5	.00
NBR	d	1700	4	.00	11	.01
SBL	1	1700	10	.01*	12	.01
SBT	1	1700	6	.00	9	.01*
SBR	d	1700	4	.00	64	.04
EBL	1	1700	19	.01*	4	.00
EBT	2	3400	156	.05	858	.25*
EBR	d	1700	63	.04	83	.05
WBL	1	1700	30	.02	1	.00
WBT	2	3400	574	.17*	235	.07
WBR	d	1700	12	.01	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .26 .37

627 . LY St. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	57	.03*	82	.05*
NBT	0	0	0		0	
NBR	1	1700	63	.04	89	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2087	.41*	1761	.35
EBR	1	1700	75	.04	63	.04
WBL	1	1700	85	.05*	97	.06
WBT	3	5100	2123	.42	2518	.49*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .59

790 . Z St. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	54	.03	57	.03
NBT	1	1700	7	.00*	17	.01*
NBR	1	1700	70	.04	47	.03
SBL	1	1700	165	.10*	60	.04*
SBT	1	1700	37	.02	17	.01
SBR	1	1700	129	.08	74	.04
EBL	1	1700	32	.02	81	.05*
EBT	3	5100	2515	.49*	1973	.39
EBR	1	1700	63	.04	72	.04
WBL	1	1700	60	.04*	82	.05
WBT	3	5100	2187	.43	2870	.56*
WBR	1	1700	31	.02	92	.05
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .71

800 . LQ St. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04	83	.05*
NBT	1	1700	17	.01*	43	.03
NBR	1	1700	194	.11	147	.09
SBL	1	1700	146	.09*	65	.04
SBT	1	1700	30	.05	20	.03*
SBR	0	0	47		37	
EBL	1	1700	26	.02	61	.04*
EBT	3	5100	2620	.51*	1858	.36
EBR	1	1700	71	.04	64	.04
WBL	2	3400	129	.04*	176	.05
WBT	3	5100	2041	.40	2800	.55*
WBR	1	1700	47	.03	166	.10
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .72

799 . "B" St. at Marine Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	64	.04	42	.02
NBT	1	1700	22	.02*	47	.03*
NBR	0	0	15		11	
SBL	1	1700	132	.08*	68	.04*
SBT	1	1700	49	.03	33	.02
SBR	1	1700	566	.33	263	.15
EBL	1	1700	123	.07*	440	.26*
EBT	2	3400	753	.23	921	.29
EBR	0	0	30		55	
WBL	1	1700	11	.01	12	.01
WBT	2	3400	1040	.31*	944	.28*
WBR	1	1700	35	.02	114	.07
Right Turn Adjustment			SBR	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .66

820 . Fairbanks at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	3	.00	84	.05
NBT	1	1700	124	.12*	51	.26*
NBR	0	0	74		397	
SBL	1	1700	61	.04*	135	.08*
SBT	1	1700	35	.04	106	.21
SBR	0	0	25		258	
EBL	1	1700	225	.13*	54	.03*
EBT	3	5100	1595	.33	1433	.28
EBR	0	0	88		12	
WBL	1	1700	247	.15	41	.02
WBT	3	5100	1792	.39*	1953	.39*
WBR	0	0	181		55	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .81

821 . Alton Pw. at Fairbanks

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	88	.05*	119	.07
NBT	3	5100	736	.17	1804	.39*
NBR	0	0	118		192	
SBL	1	1700	195	.11	152	.09*
SBT	3	5100	2000	.42*	811	.18
SBR	0	0	119		101	
EBL	1	1700	65	.04	125	.07*
EBT	1	1700	88	.12*	115	.11
EBR	0	0	111		70	
WBL	1	1700	69	.04*	59	.03
WBT	1	1700	43	.05	70	.11*
WBR	0	0	40		110	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .71

822 . "F" St. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	107	.06*	73	.04*
NBT	0	0	0		0	
NBR	1	1700	133	.08	77	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2907	.57*	2033	.40
EBR	1	1700	40	.02	75	.04
WBL	1	1700	50	.03*	125	.07
WBT	3	5100	2913	.57	3237	.63*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .72

831 . "G" St. at Marine Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	25	.01	19	.01
NBT	1	1700	30	.03*	59	.05*
NBR	0	0	25		22	
SBL	1	1700	299	.18*	155	.09*
SBT	1	1700	58	.03	37	.02
SBR	1	1700	304	.18	138	.08
EBL	1	1700	110	.06*	231	.14*
EBT	2	3400	777	.23	754	.23
EBR	0	0	14		17	
WBL	1	1700	19	.01	25	.01
WBT	2	3400	741	.22*	893	.26*
WBR	1	1700	101	.06	300	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .59

832 . Fairbanks at Astor

ITAM 8.4-10 2030 Pend Opt2 HS991(IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	102	.06*	188	.11*
NBT	1	1700	13	.01	36	.02
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	24	.15*	21	.18*
SBR	0	0	228		277	
EBL	0	0	247		277	
EBT	1	1700	0	.27*	0	.23*
EBR	0	0	206		110	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .57

16 . Newport Av. at Irvine Blvd.

ITAM 8.4-10 2030 Pend Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	94	.06*	149	.09
NBT	3	5100	456	.09	940	.18*
NBR	1	1700	348	.20	767	.45
SBL	1	1700	134	.08	155	.09*
SBT	3	5100	1088	.21*	539	.11
SBR	d	1700	128	.08	103	.06
EBL	2	3400	79	.02	208	.06
EBT	3	5100	1059	.21*	1569	.31*
EBR	d	1700	80	.05	93	.05
WBL	2	3400	913	.27*	538	.16*
WBT	3	5100	2179	.43	1868	.37
WBR	d	1700	45	.03	82	.05
Right Turn Adjustment					NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .94

34 . Red Hill Av. at Irvine Blvd.

ITAM 8.4-10 2030 Pend Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	267	.08*	581	.17*
NBT	1	1700	110	.06	182	.11
NBR	1	1700	8	.00	20	.01
SBL	2	3400	142	.04	100	.03
SBT	2	3400	358	.11*	168	.05*
SBR	d	1700	141	.08	119	.07
EBL	1	1700	93	.05*	203	.12*
EBT	3	5100	1210	.30	1912	.44
EBR	0	0	325		340	
WBL	1	1700	137	.08	72	.04
WBT	3	5100	2621	.52*	2541	.51*
WBR	0	0	37		72	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .90

54 . Browning Av. at Irvine Blvd.

ITAM 8.4-10 2030 Pend Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	79	.05*	100	.06*
NBT	1	1700	83	.05	63	.04
NBR	1	1700	27	.02	48	.03
SBL	0	0	43		44	
SBT	1	1700	67	.06*	31	.04*
SBR	d	1700	79	.05	55	.03
EBL	1	1700	75	.04*	49	.03*
EBT	2	3400	1233	.36	2088	.61
EBR	d	1700	79	.05	40	.02
WBL	1	1700	93	.05	39	.02
WBT	2	3400	2788	.82*	2355	.69*
WBR	d	1700	52	.03	38	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.02 .87

91 . Tustin Ranch Rd. at Irvine Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	217	.13*	445	.26*
NBT	3	5100	332	.07	908	.18
NBR	1	1700	241	.14	387	.23
SBL	1	1700	298	.18	185	.11
SBT	3	5100	1179	.23*	454	.09*
SBR	f		713		282	
EBL	2	3400	148	.04*	472	.14*
EBT	3	5100	961	.19	1469	.29
EBR	1	1700	361	.21	200	.12
WBL	2	3400	400	.12	156	.05
WBT	3	5100	2050	.40*	1843	.36*
WBR	1	1700	170	.10	429	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .90

132 . Jamboree Rd. NB at Walnut Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	323	.10	515	.15
NBT	2	3400	373	.11*	569	.17*
NBR	d	1700	343	.20	586	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	31	.01*	187	.06*
EBT	3	5100	840	.16	934	.18
EBR	0	0	0		0	
WBL	0	0	4		0	
WBT	3	5100	1051	.21*	895	.18*
WBR	1	1700	468	.28	584	.34
Right Turn Adjustment			Multi	.11*	Multi	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .74

133 . Jamboree Rd. at Edinger Av.

ITAM 8.4-10 2030 Pend Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	85	.03	194	.06
NBT	0	0	0		0	
NBR	1	1700	105	.06	376	.22
SBL	2	3400	328	.10*	453	.13*
SBT	0	0	0		0	
SBR	f		824		327	
EBL	2	3400	257	.08*	577	.17*
EBT	3	5100	896	.18	1141	.24
EBR	0	0	13		83	
WBL	2	3400	227	.07	157	.05
WBT	3	5100	1451	.28*	1089	.21*
WBR	1	1700	503	.30	293	.17
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .67

477 . El Camino Real N. at Bryan Ave.

ITAM 8.4-10 2030 Pend Opt2 HS991(TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		167	.05*	114	.07*
NBT	0	5100	0		0	
NBR	1.5		144	{.00}	460	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	646	.19*	950	.28
EBR	d	1700	261	.15	60	.04
WBL	2	3400	509	.15*	190	.06
WBT	2	3400	1003	.29	1206	.35*
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.44		.49

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	38	.02
NBT	2	3400	199	.06*	163	.05*
NBR	d	1700	196	.12	505	.30
SBL	1	1700	212	.12*	304	.18*
SBT	2	3400	104	.03	190	.06
SBR	d	1700	21	.01	20	.01
EBL	2	3400	19	.01*	20	.01
EBT	3	5100	544	.11	1575	.31*
EBR	d	1700	39	.02	2	.00
WBL	2	3400	610	.18	498	.15*
WBT	3	5100	1916	.38*	1165	.23
WBR	d	1700	315	.19	175	.10
Right Turn Adjustment					NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .88

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	819	.24*	1386	.41*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	632	.19	828	.24
SBR	0	0	0		0	
EBL	2	3400	296	.09*	152	.04*
EBT	0	0	0		0	
EBR	1	1700	497	.29	270	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .50

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	320	.09*	263	.08*
NBT	3	5100	899	.18	1134	.22
NBR	1	1700	88	.05	808	.48
SBL	2	3400	273	.08	310	.09
SBT	3	5100	1244	.30*	1137	.26*
SBR	0	0	265		177	
EBL	2	3400	193	.06	340	.10
EBT	3	5100	756	.15*	1333	.26*
EBR	1	1700	432	.25	196	.12
WBL	2	3400	728	.21*	299	.09*
WBT	3	5100	1232	.24	743	.15
WBR	1	1700	325	.19	425	.25
Right Turn Adjustment			EBR	.03*	NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .90

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	67	.04*	71	.04
NBT	3	5100	939	.18	1713	.34*
NBR	d	1700	44	.03	99	.06
SBL	1	1700	49	.03	62	.04*
SBT	3	5100	1810	.35*	1275	.25
SBR	d	1700	20	.01	73	.04
EBL	1	1700	16	.01	88	.05
EBT	2	3400	122	.07*	328	.13*
EBR	0	0	110		122	
WBL	1	1700	225	.13*	64	.04*
WBT	2	3400	322	.10	123	.05
WBR	0	0	32		51	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .60

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	108	.06*	74	.04
NBT	3	5100	864	.17	1954	.38*
NBR	1	1700	153	.09	251	.15
SBL	1	1700	211	.12	130	.08*
SBT	3	5100	1539	.30*	1230	.24
SBR	1	1700	322	.19	188	.11
EBL	1	1700	75	.04	155	.09
EBT	2	3400	311	.13*	811	.26*
EBR	0	0	134		88	
WBL	1	1700	412	.24*	238	.14*
WBT	2	3400	676	.28	291	.11
WBR	0	0	272		89	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .91

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	29	.01*	71	.02
NBT	4	6800	790	.14	1669	.33*
NBR	0	0	142		570	.34
SBL	2	3400	94	.03	173	.05*
SBT	3	5100	1986	.39*	1288	.25
SBR	1	1700	166	.10	109	.06
EBL	2	3400	66	.02*	547	.16
EBT	2	3400	318	.09	1129	.33*
EBR	1	1700	50	.03	170	.10
WBL	2	3400	518	.15	283	.08*
WBT	2	3400	907	.27*	340	.10
WBR	1	1700	132	.08	105	.06
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .74 .84

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	614	.18*	644	.19
NBT	3	5100	1263	.25	2171	.43*
NBR	1	1700	228	.13	545	.32
SBL	2	3400	130	.04	158	.05*
SBT	4	6800	2385	.37*	1384	.22
SBR	0	0	100		109	
EBL	2	3400	66	.02*	250	.07
EBT	2	3400	170	.05	793	.23*
EBR	2	3400	210	.06	275	.08
WBL	2	3400	562	.17	579	.17*
WBT	2	3400	715	.21*	260	.08
WBR	1	1700	97	.06	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .93

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1959	.38*	3038	.60*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1821	.36	1735	.34
SBR	f		1376		1043	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	895	.26*	348	.10*
WBT	0	0	0		0	
WBR	2	3400	608	.18	381	.11
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .76

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	83	.05*	100	.06*
NBT	2	3400	267	.08	187	.06
NBR	d	1700	120	.07	230	.14
SBL	1	1700	25	.01	104	.06
SBT	2	3400	207	.06*	207	.06*
SBR	d	1700	164	.10	48	.03
EBL	1	1700	88	.05*	217	.13
EBT	2	3400	489	.14	1464	.43*
EBR	1	1700	51	.03	63	.04
WBL	1	1700	68	.04	89	.05*
WBT	2	3400	1239	.36*	644	.19
WBR	1	1700	114	.07	115	.07
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .69

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		70		30	
NBT	1.5	3400	30	.04*	20	.02*
NBR	0		50		10	
SBL	0.5		189	.11*	116	.07*
SBT	1.5	3400	10	.01	20	.01
SBR	d	1700	246	.14	150	.09
EBL	1	1700	45	.03*	290	.17
EBT	2	3400	279	.09	1608	.49*
EBR	0	0	10		60	
WBL	1	1700	10	.01	20	.01*
WBT	2	3400	803	.26*	577	.21
WBR	0	0	81		136	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .50 .64

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	114	.03*	198	.06
NBT	3	5100	1534	.30	1748	.34*
NBR	1	1700	79	.05	432	.25
SBL	2	3400	78	.02	209	.06*
SBT	3	5100	1938	.38*	1191	.23
SBR	1	1700	267	.16	37	.02
EBL	2	3400	95	.03*	135	.04
EBT	2	3400	394	.12	1077	.32*
EBR	1	1700	158	.09	323	.19
WBL	2	3400	293	.09	343	.10*
WBT	2	3400	943	.28*	593	.17
WBR	1	1700	137	.08	239	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .87

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	287	.08*	360	.11*
NBT	4	6800	1080	.16	1624	.24
NBR	d	1700	77	.05	403	.24
SBL	2	3400	153	.05	238	.07
SBT	4	6800	1872	.29*	1596	.25*
SBR	0	0	134		92	
EBL	2	3400	169	.05	575	.17
EBT	2	3400	101	.03*	773	.23*
EBR	f		243		255	
WBL	2	3400	521	.15*	335	.10*
WBT	2	3400	240	.07	337	.10
WBR	1	1700	170	.10	92	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .74

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	160	.09
NBT	2.5	6800	1130	{.28}	1720	{.38}*
NBR	1.5		1236		1261	
SBL	0	0	0		0	
SBT	5	8500	2736	.33*	2178	.27
SBR	0	0	80		90	
EBL	1	1700	40	.02	110	.06
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	150	.09	220	.13
WBL	0	0	599	{.35}*	566	{.33}*
WBT	3	5100	80	.14	60	.13
WBR	0	0	645	.38	586	.34
Right Turn Adjustment			EBR	.04*	Multi	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .82 .84

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	8	.00
NBT	2	3400	1091	.32	1471	.43*
NBR	d	1700	687	.40	221	.13
SBL	1	1700	30	.02	60	.04*
SBT	2	3400	1415	.42*	1000	.29
SBR	d	1700	80	.05	36	.02
EBL	1	1700	63	.04	201	.12
EBT	2	3400	194	.07*	102	.04*
EBR	0	0	34		50	
WBL	2	3400	294	.09*	598	.18*
WBT	1	1700	79	.06	120	.10
WBR	0	0	18		44	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .74

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	271	.16*	232	.14*
NBT	0	0	0		0	
NBR	1	1700	80	.05	451	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	819	.16*	1921	.38*
EBR	d	1700	178	.10	320	.19
WBL	1	1700	329	.19*	111	.07*
WBT	3	5100	1745	.34	1136	.22
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .72

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	58	.03*	48	.03
NBT	2	3400	260	.11	359	.12*
NBR	0	0	100		49	
SBL	1	1700	70	.04	90	.05*
SBT	2	3400	321	.15*	205	.07
SBR	0	0	191		21	
EBL	1	1700	50	.03	140	.08
EBT	2	3400	155	.06*	433	.14*
EBR	0	0	32		55	
WBL	1	1700	238	.14*	49	.03*
WBT	2	3400	349	.12	127	.06
WBR	0	0	70		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .39

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	229	.13*	62	.04
NBT	2	3400	276	.08	347	.10*
NBR	d	1700	55	.03	130	.08
SBL	1	1700	19	.01	130	.08*
SBT	2	3400	248	.07*	190	.06
SBR	d	1700	83	.05	50	.03
EBL	1	1700	142	.08	79	.05
EBT	2	3400	690	.23*	1203	.37*
EBR	0	0	90		70	
WBL	1	1700	38	.02*	89	.05*
WBT	2	3400	363	.14	432	.15
WBR	0	0	103		69	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .65

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	70	.04
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	90	.05
SBL	2	3400	409	.12*	380	.11*
SBT	2	3400	50	.01	20	.01
SBR	f		875		759	
EBL	2	3400	465	.14*	1089	.32*
EBT	3	5100	525	.10	1882	.37
EBR	1	1700	20	.01	70	.04
WBL	2	3400	130	.04	50	.01
WBT	3	5100	1683	.33*	864	.17*
WBR	1	1700	108	.06	299	.18
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .65 .66

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	572	.17*	315	.09
NBT	3	5100	899	.18	854	.17*
NBR	f		80		212	
SBL	2	3400	254	.07	1210	.36*
SBT	2	3400	517	.15*	1068	.31
SBR	f		244		122	
EBL	1	1700	233	.14*	164	.10*
EBT	0	0	0		0	
EBR	f		286		439	
WBL	2	3400	378	.11	169	.05
WBT	0	0	0		0	
WBR	f		1797		415	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .68

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	449	.26*	476	.28*
NBT	3	5100	165	.03	662	.13
NBR	f		299		501	
SBL	1	1700	63	.04	340	.20
SBT	3	5100	823	.16*	625	.12*
SBR	1	1700	379	.22	742	.44
EBL	2	3400	70	.02*	565	.17
EBT	3	5100	616	.12	1662	.33*
EBR	1	1700	420	.25	842	.50
WBL	2	3400	570	.17	388	.11*
WBT	4	6800	1969	.29*	1141	.17
WBR	d	1700	21	.01	51	.03
Right Turn Adjustment			SBR	.04*	SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 1.01

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	320	.09*	443	.13
NBT	3	5100	1165	.23	1465	.29*
NBR	1	1700	133	.08	634	.37
SBL	2	3400	271	.08	267	.08*
SBT	3	5100	1753	.34*	1006	.20
SBR	1	1700	469	.28	202	.12
EBL	2	3400	190	.06*	829	.24*
EBT	3	5100	358	.11	1255	.27
EBR	0	0	291	.17	144	
WBL	2	3400	295	.09	220	.06
WBT	3	5100	1179	.23*	553	.11*
WBR	1	1700	237	.14	161	.09
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION .77 .77

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	114	.07*	121	.07
NBT	3	5100	1596	.31	2212	.43*
NBR	d	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01*
SBT	3	5100	2004	.39*	1321	.26
SBR	d	1700	358	.21	117	.07
EBL	1.5		59		308	
EBT	0.5	3400	10	.02*	70	.11*
EBR	1	1700	126	.07	174	.10
WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .56 .62

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	86	.05	83	.05
NBT	3	5100	1450	.28*	1823	.36*
NBR	1	1700	198	.12	190	.11
SBL	2	3400	440	.13*	181	.05*
SBT	3	5100	1625	.32	991	.19
SBR	d	1700	99	.06	335	.20
EBL	1	1700	120	.07*	188	.11
EBT	2	3400	329	.13	688	.25*
EBR	0	0	100		170	
WBL	2	3400	546	.16	250	.07*
WBT	2	3400	769	.23*	542	.16
WBR	1	1700	118	.07	339	.20
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .76 .78

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	194	.11*	161	.09
NBT	3	5100	732	.14	1589	.31*
NBR	1	1700	262	.15	394	.23
SBL	1	1700	288	.17	261	.15*
SBT	3	5100	1514	.30*	1048	.21
SBR	1	1700	425	.25	151	.09
EBL	2	3400	170	.05*	392	.12
EBT	2	3400	608	.18	1044	.31*
EBR	d	1700	253	.15	297	.17
WBL	2	3400	256	.08	242	.07*
WBT	2	3400	1266	.37*	449	.13
WBR	1	1700	140	.08	280	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .89

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	241	.14	131	.08
NBT	2	3400	1314	.39*	587	.17*
NBR	1	1700	194	.11	242	.14
SBL	1	1700	228	.13*	486	.29*
SBT	2	3400	366	.15	844	.31
SBR	0	0	136		200	
EBL	1	1700	276	.16*	232	.14
EBT	3	5100	743	.15	1790	.35*
EBR	1	1700	92	.05	264	.16
WBL	1	1700	391	.23	312	.18*
WBT	3	5100	1391	.27*	1011	.20
WBR	d	1700	211	.12	225	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.00 1.04

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	329	.19*	356	.21*
NBT	2	3400	929	.28	1587	.47
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	1076	.50*	1031	.39*
SBR	0	0	620		287	
EBL	1.5		209		694	
EBT	0.5	3400	90	.09*	50	.22*
EBR	1	1700	198	.12	406	.24
WBL	0	0	20		20	
WBT	1	1700	110	.08*	70	.05*
WBR	d	1700	40	.02	20	.01
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .91 .92

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05*	140	.04
NBT	3	5100	1045	.20	2139	.42*
NBR	1	1700	322	.19	247	.15
SBL	2	3400	177	.05	47	.01*
SBT	3	5100	2194	.43*	1398	.27
SBR	1	1700	163	.10	111	.07
EBL	1	1700	50	.03	197	.12
EBT	1	1700	35	.02*	77	.05*
EBR	1	1700	102	.06	189	.11
WBL	1	1700	225	.13*	367	.22*
WBT	1	1700	91	.07	47	.14
WBR	0	0	27		190	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .75

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	706	.21	1646	.48*
NBR	d	1700	557	.33	648	.38
SBL	1	1700	105	.06	196	.12*
SBT	2	3400	1522	.45*	835	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	498	.15*	669	.20*
WBT	0	0	0		0	
WBR	2	3400	41	.01	249	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .85

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	191	.11*	317	.19*
NBT	2	3400	743	.22	1206	.35
NBR	d	1700	403	.24	624	.37
SBL	1	1700	206	.12	151	.09
SBT	2	3400	809	.24*	934	.27*
SBR	d	1700	223	.13	97	.06
EBL	1	1700	30	.02	124	.07
EBT	1	1700	307	.18*	694	.41*
EBR	1	1700	92	.05	191	.11
WBL	1	1700	569	.33*	422	.25*
WBT	2	3400	758	.22	552	.16
WBR	1	1700	72	.04	224	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .91 1.17

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1258	.37*	730	.21*
NBT	4	6800	1301	.19	1630	.24
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	743	.11*	1508	.22*
SBR	d	1700	348	.20	98	.06
EBL	1.5		80	.02*	152	.09*
EBT	0	5100	0		0	
EBR	1.5		494	.15	1301	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.07*	EBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .70

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1232	.24	2515	.49*
NBR	d	1700	380	.22	224	.13
SBL	1	1700	221	.13	138	.08*
SBT	3	5100	2670	.52*	1676	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		142	.04*	454	.13*
WBT	0	5100	0		0	
WBR	1.5		76	{.00}	219	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .75

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 2030 Pend Opt2 HS991(LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	66	.04*	142	.08
NBT	2	3400	1071	.32	2170	.64*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1795	.53*	1329	.39
SBR	1	1700	156	.09	276	.16
EBL	2	3400	241	.07*	154	.05*
EBT	0	0	0		0	
EBR	1	1700	152	.09	62	.04
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .74

557 . "O" St & "C" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		59	{.03}*	50	
NBT	1.5	3400	110	.05	333	.11*
NBR	0		2		1	
SBL	0.5		65		70	{.04}*
SBT	1.5	3400	487	.22*	214	.10
SBR	0		185		70	
EBL	0.5		23	{.01}*	106	
EBT	0.5	1700	9	.05	29	.15*
EBR	0		46		116	
WBL	0.5		1		4	
WBT	0.5	1700	30	.07*	21	.07
WBR	0		83		93	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .35

603 . "O" St & "LN" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	16	.01*	53	.03
NBT	2	3400	143	.06	412	.18*
NBR	0	0	45		186	
SBL	1	1700	2	.00	3	.00
SBT	2	3400	591	.18*	323	.10
SBR	0	0	8		13	
EBL	1	1700	11	.01	9	.01
EBT	1	1700	14	.05*	12	.03*
EBR	0	0	65		34	
WBL	1	1700	164	.10*	89	.05*
WBT	1	1700	10	.01	15	.01
WBR	0	0	3		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .31

605 . "O" St & "LQ" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		22	{.01}*	0	
NBT	1.5	3400	211	.10	681	.27*
NBR	0		117		241	
SBL	0.5		1		1	
SBT	1.5	3400	876	.27*	466	.14
SBR	0		49		19	
EBL	0.5		6		27	
EBT	0.5	1700	33	.02	94	.08*
EBR	0		0		23	
WBL	0.5		285		143	{.08}*
WBT	0.5	1700	101	.23*	49	.11
WBR	0		2		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .48

608 . "O" St & "LV" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	11	.01*	24	.01
NBT	2	3400	134	.05	575	.19*
NBR	0	0	25		70	
SBL	1	1700	2	.00	13	.01*
SBT	2	3400	683	.25*	498	.17
SBR	0	0	179		74	
EBL	1	1700	16	.01	111	.07
EBT	1	1700	6	.03*	23	.05*
EBR	0	0	39		61	
WBL	1	1700	58	.03*	90	.05*
WBT	1	1700	24	.02	10	.01
WBR	0	0	4		11	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .35

626 . "LY" St & "LQ" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		1		1	
NBT	0.5	1700	12	.03	151	.13*
NBR	0		35		63	
SBL	0.5		0		0	
SBT	0.5	1700	249	.15*	96	.06
SBR	0		1		1	
EBL	0.5		1		2	
EBT	0.5	1700	207	.12	395	.23*
EBR	0		1		2	
WBL	0.5		51		67	{.04}*
WBT	0.5	1700	448	.29*	262	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .45

631 . "LY" ST & "LQ" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	8	.00	64	.04*
NBT	1	1700	43	.03	195	.11
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	186	.11*	154	.09*
SBR	1	1700	109	.06	13	.01
EBL	1	1700	9	.01*	26	.02*
EBT	0	0	0		0	
EBR	1	1700	22	.01	90	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .17 .20

782 . "A" St & "LQ" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		35		20	
SBT	0	1700	0	.04*	0	.04*
SBR	0.5		41		47	
EBL	0.5		6		7	
EBT	0.5	1700	246	.15	418	.25*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	414	.25*	270	.18
WBR	0	0	15		32	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .34

787 . "Z" St & "LQ" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		2		0	
SBT	0	1700	0		0	
SBR	0.5		3		1	
EBL	1	1700	12	.01*	29	.02
EBT	1	1700	291	.17	381	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	392	.23*	305	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .27

798 . "B" St & "LQ" St

ITAM 8.4-10 2030 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	35	.02*
NBT	1	1700	79	.05	126	.08
NBR	0	0	1		2	
SBL	1	1700	20	.01	1	.00
SBT	1	1700	144	.10*	136	.09*
SBR	0	0	34		16	
EBL	1	1700	4	.00	9	.01
EBT	1	1700	251	.17	347	.22*
EBR	0	0	38		26	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	338	.21*	254	.16
WBR	0	0	26		19	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .37 .38

290 . Jeffrey Rd. at Barranca Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991 Imp(IRVINE ISE

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	327	.10*	327	.10*
NBT	3	5100	830	.22	1578	.34
NBR	0	0	292		137	
SBL	2	3400	134	.04	94	.03
SBT	3	5100	1934	.46*	1318	.30*
SBR	0	0	394		232	
EBL	2	3400	132	.04	430	.13
EBT	2	3400	865	.25*	909	.27*
EBR	d	1700	293	.17	324	.19
WBL	2	3400	192	.06*	239	.07*
WBT	2	3400	739	.22	711	.21
WBR	1	1700	68	.04	102	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 .79

w/ ATMS Credit 0.87 0.74

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 2030 Pend Opt2 HS991 Imp(IRVINE ISE

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	512	.15*	626	.18
NBT	3	5100	1036	.20	1527	.30*
NBR	1	1700	252	.15	307	.18
SBL	2	3400	405	.12	515	.15*
SBT	3	5100	1931	.38*	1274	.25
SBR	d	1700	204	.12	201	.12
EBL	2	3400	218	.06	331	.10
EBT	2	3400	665	.20*	1030	.30*
EBR	1	1700	607	.36	409	.24
WBL	2	3400	578	.17*	471	.14*
WBT	2	3400	706	.21	825	.24
WBR	d	1700	96	.06	154	.09
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .96 .94

303 . Sand Canyon. Av. at I-5 NB Ramps

ITAM 8.4-10 2030 Pend Opt2 HS991 Imp(IRVINE ISE

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	264	.08*	643	.19
NBT	4	6800	968	.14	2630	.39*
NBR	1	1700	704	.41	1079	.63
SBL	2	3400	328	.10	240	.07*
SBT	4	6800	3056	.45*	1320	.19
SBR	1	1700	359	.21	229	.13
EBL	2	3400	125	.04	342	.10*
EBT	2	3400	248	.07*	152	.04
EBR	1	1700	317	.19	225	.13
WBL	2	3400	617	.18*	598	.18
WBT	1.5	5100	307	{.09}	621	{.19}*
WBR	1.5		406		422	
Right Turn Adjustment			EBR	.06*	NBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .89 .81

366 . Bake Pkwy. at Rockfield Bl.

ITAM 8.4-10 2030 Pend Opt2 HS991 Imp(IRVINE ISE

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	317	.09*	76	.02
NBT	4	6800	3104	.46	3122	.46*
NBR	f		589		387	
SBL	2	3400	235	.07	436	.13*
SBT	4	6800	3110	.46*	1905	.28
SBR	1	1700	16	.01	21	.01
EBL	1	1700	3	.00	19	.01
EBT	2	3400	46	.01*	187	.06*
EBR	f		31		425	
WBL	3	5100	519	.10*	1100	.22*
WBT	1	1700	127	.07	92	.05
WBR	f		123		139	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .92

16 . Newport Av. at Irvine Blvd.

ITAM 8.4-10 2030 Pend Opt2 HS991 Imp(TUSTIN ISE

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	94	.06*	149	.09
NBT	3	5100	456	.09	940	.18*
NBR	1	1700	348	.20	767	.45
SBL	1	1700	134	.08	155	.09*
SBT	3	5100	1088	.21*	539	.11
SBR	d	1700	128	.08	103	.06
EBL	2	3400	79	.02	208	.06
EBT	3	5100	1059	.21*	1569	.31*
EBR	d	1700	80	.05	93	.05
WBL	2	3400	913	.27*	538	.16*
WBT	3	5100	2179	.43	1868	.37
WBR	d	1700	45	.03	82	.05
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .80 .90

54 . Browning Av. at Irvine Blvd.

ITAM 8.4-10 2030 Pend Opt2 HS991 Imp(TUSTIN ISE

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	79	.05*	100	.06*
NBT	1	1700	83	.05	63	.04
NBR	1	1700	27	.02	48	.03
SBL	0	0	43		44	
SBT	1	1700	67	.06*	31	.04*
SBR	d	1700	79	.05	55	.03
EBL	1	1700	75	.04*	49	.03*
EBT	2	3400	1233	.36	2088	.61
EBR	d	1700	79	.05	40	.02
WBL	1	1700	93	.05	39	.02
WBT	2	3400	2788	.82*	2355	.69*
WBR	d	1700	52	.03	38	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.02 .87

w/ATMS Credit 0.97 0.82

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pk

ITAM 8.4-10 2030 Pend Opt2 HS991 Imp(LAKE FORES

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	449	.26*	476	.28*
NBT	3	5100	165	.03	662	.13
NBR	f		299		501	
SBL	1	1700	63	.04	340	.20
SBT	3	5100	823	.16*	625	.12*
SBR	1	1700	379	.22	742	.44
EBL	2	3400	70	.02*	565	.17
EBT	3	5100	616	.12	1662	.33*
EBR	1	1700	420	.25	842	.50
WBL	2	3400	570	.17	388	.11*
WBT	4	6800	1969	.29*	1141	.17
WBR	d	1700	21	.01	51	.03
Right Turn Adjustment			SBR	.04*	SBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .82 .96

ATTACHMENT 4

PENDING POST-2030 INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS
- 2012 MODIFIED PROJECT OPTION 2 – HIGH SCHOOL ALTERNATIVE

123 . Jamboree Rd. at Tustin Ranch Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	204	.12*	60	.04
NBT	3	5100	748	.15	2208	.43*
NBR	1	1700	33	.02	5	.00
SBL	1	1700	26	.02	3	.00
SBT	3	5100	2243	.44*	893	.18
SBR	1	1700	253	.15	110	.06
EBL	2	3400	86	.03*	202	.06*
EBT	1	1700	17	.01	3	.00
EBR	1	1700	36	.02	37	.02
WBL	1	1700	0	.00	0	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .54

124 . Jamboree Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	195	.06	110	.03
NBT	3	5100	329	.06*	1002	.20*
NBR	f		157		284	
SBL	2	3400	1016	.30*	470	.14*
SBT	3	5100	1128	.22	323	.06
SBR	d	1700	3	.00	4	.00
EBL	1	1700	15	.01*	42	.02
EBT	2	3400	548	.16	796	.23*
EBR	d	1700	250	.15	81	.05
WBL	2	3400	501	.15	286	.08*
WBT	2	3400	1142	.34*	717	.21
WBR	2	3400	526	.15	1026	.30
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .70

125 . Jamboree Rd. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	235	.07*	479	.14
NBT	3	5100	262	.05	1197	.23*
NBR	1	1700	123	.07	434	.26
SBL	2	3400	711	.21	254	.07*
SBT	4	6800	1686	.28*	545	.09
SBR	0	0	221		70	
EBL	2	3400	150	.04*	376	.11*
EBT	3	5100	1129	.22	1401	.27
EBR	1	1700	291	.17	253	.15
WBL	2	3400	446	.13	348	.10
WBT	3	5100	1877	.37*	1653	.32*
WBR	d	1700	209	.12	489	.29
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .78

126 . Jamboree Rd. at Bryan Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	112	.03*	258	.08
NBT	4	6800	595	.09	1938	.29*
NBR	1	1700	156	.09	438	.26
SBL	2	3400	337	.10	86	.03*
SBT	4	6800	2278	.34*	837	.12
SBR	d	1700	138	.08	193	.11
EBL	2	3400	59	.02	239	.07
EBT	2	3400	397	.12*	594	.17*
EBR	d	1700	185	.11	109	.06
WBL	2	3400	536	.16*	313	.09*
WBT	2	3400	600	.18	596	.18
WBR	1	1700	266	.16	239	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .63

127 . Jamboree Rd. at El Camino Real

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	298	.09*	446	.13
NBT	4	6800	696	.10	1697	.25*
NBR	1	1700	559	.33	308	.18
SBL	1	1700	217	.13	114	.07*
SBT	4	6800	2515	.37*	838	.12
SBR	1	1700	182	.11	178	.10
EBL	1	1700	80	.05	227	.13
EBT	1	1700	165	.10*	209	.12*
EBR	2	3400	202	.06	324	.10
WBL	2	3400	373	.11*	715	.21*
WBT	2	3400	100	.05	264	.14
WBR	0	0	65		210	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .70

128 . Jamboree Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1205	.18	2635	.39*
NBR	f		677		660	
SBL	0	0	0		0	
SBT	4	6800	1804	.27*	1565	.23
SBR	f		475		480	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1137	.33*	425	.25*
WBT	0	5100	0		0	
WBR	1.5		473	.28	915	.27
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .71

129 . Jamboree Rd. at I-5 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1405	.21	2462	.36*
NBR	f		429		1160	
SBL	0	0	0		0	
SBT	4	6800	2165	.32*	1565	.23
SBR	f		571		480	
EBL	2	3400	513	.15*	758	.22*
EBT	0	0	0		0	
EBR	2	3400	916	.27	705	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .63

131 . Jamboree Rd. SB at Walnut Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	429	.13	354	.10
SBT	2	3400	667	.20*	669	.20*
SBR	1	1700	291	.17	142	.08
EBL	0	0	0		0	
EBT	3	5100	431	.08*	686	.13*
EBR	1	1700	188	.11	399	.23
WBL	2	3400	376	.11*	332	.10*
WBT	3	5100	589	.12	788	.15
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .58

135 . Jamboree Rd. NB at Warner Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	0	.00	0	.00
NBR	0	0	0		0	
SBL	0	0	5		3	
SBT	1	1700	1	.00*	1	.00*
SBR	1	1700	71	.04	50	.03
EBL	1	1700	208	.12*	286	.17*
EBT	2	3400	815	.24	731	.22
EBR	d	1700	3	.00	1	.00
WBL	1	1700	4	.00	2	.00
WBT	2	3400	809	.24*	784	.23*
WBR	d	1700	92	.05	85	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .45

136 . Jamboree Rd. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	234	.07*	279	.08
NBT	5	8500	1291	.15	3054	.36*
NBR	1	1700	159	.09	273	.16
SBL	2	3400	435	.13	433	.13*
SBT	4	6800	2988	.44*	1819	.27
SBR	f		1243		413	
EBL	2.5		217	.06	1159	
EBT	2.5	8500	676	.13*	904	.24*
EBR	1	1700	98	.06	145	.09
WBL	2	3400	245	.07	306	.09
WBT	3	5100	933	.18*	1008	.20*
WBR	f		232		526	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .87 .98

157 . SR-261 SB Ramps at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	25	.01*	65	.04*
SBT	0	0	0		0	
SBR	2	3400	78	.02	24	.01
EBL	0	0	0		0	
EBT	3	5100	1419	.28	1629	.32
EBR	1	1700	126	.07	71	.04
WBL	2	3400	49	.01	29	.01
WBT	3	5100	2143	.42*	1881	.37*
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .46

158 . SR-261 NB Ramps at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		71	{.03}*	84	{.03}*
NBT	0	3400	0	.03	0	.03
NBR	0.5		29		23	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	62	.02*	61	.02*
EBT	3	5100	1211	.24	1647	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1999	.39*	1836	.36*
WBR	1	1700	158	.09	79	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .46

159 . SR-261 SB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	38	.01*
SBT	0	0	0		0	
SBR	1	1700	31	.02	33	.02
EBL	0	0	0		0	
EBT	3	5100	1700	.33*	1882	.37
EBR	d	1700	173	.10	67	.04
WBL	2	3400	607	.18*	253	.07
WBT	3	5100	2339	.46	2327	.46*
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.57		.53

160 . SR-261 NB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		61	.02*	116	.03*
NBT	0	5100	0		0	
NBR	1.5		151		276	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	100	.06*	78	.05*
EBT	3	5100	1692	.33	1834	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2945	.58*	2524	.49*
WBR	1	1700	120	.07	82	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.71		.62

218 . Culver Dr. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	576	.17*	387	.11
NBT	2	3400	175	.05	567	.17*
NBR	1	1700	135	.08	255	.15
SBL	2	3400	467	.14	302	.09*
SBT	2	3400	714	.21*	398	.12
SBR	1	1700	193	.11	121	.07
EBL	2	3400	149	.04*	409	.12*
EBT	3	5100	657	.13	846	.17
EBR	1	1700	398	.23	308	.18
WBL	2	3400	179	.05	86	.03
WBT	3	5100	1321	.26*	1235	.24*
WBR	1	1700	176	.10	267	.16
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR NBR EBR

TOTAL CAPACITY UTILIZATION .73 .67

220 . Culver Dr. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	245	.07*	491	.14
NBT	3	5100	558	.11	1029	.20*
NBR	1	1700	187	.11	453	.27
SBL	2	3400	310	.09	353	.10*
SBT	3	5100	1172	.23*	495	.10
SBR	d	1700	268	.16	164	.10
EBL	2	3400	86	.03*	414	.12*
EBT	3	5100	1162	.23	1315	.26
EBR	d	1700	454	.27	294	.17
WBL	2	3400	674	.20	280	.08
WBT	3	5100	1987	.41*	1885	.41*
WBR	0	0	107		197	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .79 .88

221 . Culver Dr. at Bryan Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	375	.11*	688	.20*
NBT	3	5100	640	.13	1563	.31
NBR	1	1700	215	.13	554	.33
SBL	2	3400	134	.04	150	.04
SBT	3	5100	2138	.42*	851	.17*
SBR	d	1700	357	.21	140	.08
EBL	2	3400	128	.04*	259	.08*
EBT	1.5	5100	231	{.11}	506	{.15}
EBR	1.5		460		477	{.13}
WBL	2	3400	571	.17	272	.08
WBT	2	3400	738	.27*	642	.24*
WBR	0	0	191		168	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .89 .74

222 . Culver Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	521	.10*	1896	.37*
NBR	f		1106		1537	
SBL	1	1700	667	.39*	342	.20*
SBT	3	5100	2405	.47	1258	.25
SBR	f		717		180	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	791	.23*	538	.16*
WBT	0	0	0		0	
WBR	2	3400	820	.24	870	.26
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .78

223 . Culver Dr. at I-5 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1176	.23	1948	.38*
NBR	f		240		300	
SBL	0	0	0		0	
SBT	3	5100	2232	.44*	1502	.29
SBR	f		360		250	
EBL	3	5100	574	.11*	1192	.23*
EBT	0	0	0		0	
EBR	2	3400	358	.11	888	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .66

224 . Culver Dr. at Walnut Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	166	.05*	347	.10
NBT	3	5100	733	.14	1647	.32*
NBR	1	1700	282	.17	336	.20
SBL	2	3400	276	.08	386	.11*
SBT	3	5100	1967	.39*	1477	.29
SBR	1	1700	486	.29	297	.17
EBL	2	3400	345	.10*	631	.19*
EBT	2	3400	602	.18	528	.16
EBR	1	1700	233	.14	141	.08
WBL	2	3400	460	.14	383	.11
WBT	2	3400	778	.23*	706	.21*
WBR	1	1700	291	.17	261	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .82 .88

226 . Culver Dr. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	342	.10*	331	.10
NBT	4	6800	681	.10	1461	.21*
NBR	f		209		388	
SBL	2	3400	221	.07	324	.10*
SBT	4	6800	1898	.28*	1333	.20
SBR	1	1700	354	.21	221	.13
EBL	2	3400	229	.07*	324	.10*
EBT	3	5100	1090	.21	1241	.24
EBR	f		264		184	
WBL	2	3400	408	.12	255	.08
WBT	3	5100	1384	.27*	1309	.26*
WBR	f		110		217	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .72

227 . Culver Dr. at Warner Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	165	.10*	303	.18*
NBT	3	5100	1047	.21	1866	.37
NBR	1	1700	69	.04	208	.12
SBL	1	1700	79	.05	99	.06
SBT	3	5100	2322	.46*	1374	.27*
SBR	d	1700	220	.13	289	.17
EBL	2	3400	263	.08	236	.07
EBT	2	3400	242	.07*	273	.08*
EBR	d	1700	264	.16	221	.13
WBL	1	1700	234	.14*	126	.07*
WBT	2	3400	445	.13	227	.07
WBR	d	1700	150	.09	138	.08
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .65

228 . Culver Dr. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	149	.04*	296	.09
NBT	3	5100	730	.14	1713	.34*
NBR	1	1700	360	.21	390	.23
SBL	2	3400	361	.11	288	.08*
SBT	3	5100	2123	.42*	1184	.23
SBR	f		328		228	
EBL	2	3400	466	.14	355	.10*
EBT	2	3400	912	.27*	766	.23
EBR	1	1700	211	.12	499	.29
WBL	2	3400	380	.11*	272	.08
WBT	3	5100	874	.20	780	.22*
WBR	0	0	146		328	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .79

229 . Culver Dr. at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	126	.04*	286	.08
NBT	3	5100	965	.19	2078	.41*
NBR	1	1700	274	.16	367	.22
SBL	2	3400	166	.05	211	.06*
SBT	3	5100	2113	.41*	1172	.23
SBR	f		301		237	
EBL	2	3400	144	.04*	304	.09
EBT	2	3400	630	.19	893	.26*
EBR	1	1700	189	.11	294	.17
WBL	2	3400	448	.13	344	.10*
WBT	2	3400	1003	.29*	757	.22
WBR	1	1700	211	.12	249	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .88

232 . Culver Dr. at I-405 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	834	.16	2047	.40*
NBR	f		580		400	
SBL	0	0	0		0	
SBT	3	5100	1246	.24*	1239	.24
SBR	f		930		660	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	834	.49*	481	.28*
WBT	0	0	0		0	
WBR	2	3400	476	.14	823	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .73

233 . Culver Dr. at I-405 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1123	.22	1610	.32*
NBR	f		280		770	
SBL	0	0	0		0	
SBT	3	5100	1787	.35*	1288	.25
SBR	f		250		330	
EBL	1.5		277	{.16}*	880	.26*
EBT	0	5100	0	.16	0	
EBR	1.5		553		522	{.25}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .63

235 . Culver Dr. at University Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	67	.04
NBT	4	6800	1528	.22*	1773	.26*
NBR	2	3400	400	.12	956	.28
SBL	2	3400	29	.01*	31	.01*
SBT	4	6800	1390	.20	1213	.18
SBR	d	1700	337	.20	319	.19
EBL	2	3400	51	.02	407	.12
EBT	3	5100	601	.12*	1075	.21*
EBR	d	1700	18	.01	26	.02
WBL	2	3400	782	.23*	834	.25*
WBT	3	5100	1404	.28	715	.15
WBR	0	0	32		63	
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .63 .78

249 . Yale Av. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	106	.06	238	.14*
NBT	2	3400	196	.06*	261	.08
NBR	d	1700	148	.09	150	.09
SBL	2	3400	397	.12*	267	.08
SBT	2	3400	342	.10	147	.04*
SBR	d	1700	272	.16	98	.06
EBL	1	1700	148	.09*	349	.21*
EBT	3	5100	1430	.30	1733	.35
EBR	0	0	80		38	
WBL	1	1700	239	.14	166	.10
WBT	3	5100	2156	.43*	2104	.45*
WBR	0	0	56		179	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .89

252 . Yale Av. at Bryan Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	99	.06*	117	.07*
NBT	2	3400	206	.06	339	.10
NBR	d	1700	35	.02	68	.04
SBL	1	1700	48	.03	51	.03
SBT	2	3400	301	.09*	226	.07*
SBR	d	1700	100	.06	126	.07
EBL	1	1700	53	.03*	142	.08*
EBT	2	3400	330	.10	611	.18
EBR	d	1700	87	.05	76	.04
WBL	1	1700	57	.03	28	.02
WBT	2	3400	831	.24*	587	.17*
WBR	d	1700	43	.03	39	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .44

255 . Yale Av. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	191	.11*	125	.07
NBT	2	3400	214	.06	385	.11*
NBR	d	1700	144	.08	160	.09
SBL	1	1700	162	.10	80	.05*
SBT	2	3400	436	.13*	254	.07
SBR	d	1700	165	.10	76	.04
EBL	1	1700	66	.04*	206	.12
EBT	2	3400	624	.18	777	.23*
EBR	d	1700	126	.07	217	.13
WBL	1	1700	198	.12	112	.07*
WBT	2	3400	1003	.29*	594	.17
WBR	d	1700	131	.08	124	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .51

259 . Yale Av. at Walnut Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	252	.07*	203	.06
NBT	2	3400	249	.11	433	.16*
NBR	0	0	139		114	
SBL	1	1700	108	.06	130	.08*
SBT	2	3400	425	.13*	285	.08
SBR	1	1700	468	.28	294	.17
EBL	1	1700	213	.13*	472	.28*
EBT	2	3400	560	.16	565	.17
EBR	d	1700	247	.15	182	.11
WBL	1	1700	105	.06	72	.04
WBT	2	3400	722	.21*	573	.17*
WBR	d	1700	52	.03	185	.11
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .61 .74

261 . Yale Av. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	174	.10	133	.08
NBT	2	3400	108	.03*	282	.08*
NBR	d	1700	209	.12	116	.07
SBL	1	1700	341	.20*	217	.13*
SBT	2	3400	295	.09	211	.06
SBR	d	1700	334	.20	134	.08
EBL	2	3400	131	.04	330	.10*
EBT	3	5100	1246	.27*	1197	.28
EBR	0	0	146		233	
WBL	1	1700	185	.11*	217	.13
WBT	3	5100	1127	.22	1683	.33*
WBR	1	1700	164	.10	358	.21
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .69

264 . W. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	188	.11*	214	.13*
NBT	2	3400	169	.05	236	.07
NBR	d	1700	104	.06	131	.08
SBL	1	1700	193	.11	88	.05
SBT	2	3400	327	.10*	121	.04*
SBR	d	1700	252	.15	131	.08
EBL	2	3400	70	.02	219	.06
EBT	2	3400	1013	.30*	1324	.39*
EBR	d	1700	79	.05	111	.07
WBL	1	1700	104	.06*	58	.03*
WBT	2	3400	1100	.34	1089	.35
WBR	0	0	52		117	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .64

267 . E. Yale Lp. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	145	.09	152	.09
NBT	2	3400	144	.04*	293	.09*
NBR	d	1700	202	.12	205	.12
SBL	1	1700	379	.22*	192	.11*
SBT	2	3400	264	.08	232	.07
SBR	d	1700	267	.16	135	.08
EBL	1	1700	103	.06*	184	.11
EBT	2	3400	790	.23	1116	.33*
EBR	d	1700	128	.08	159	.09
WBL	1	1700	179	.11	130	.08*
WBT	2	3400	1078	.32*	846	.25
WBR	d	1700	173	.10	344	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .66

268 . W. Yale Loop at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	157	.09*
NBT	2	3400	230	.07	248	.07
NBR	d	1700	182	.11	274	.16
SBL	1	1700	138	.08	63	.04
SBT	2	3400	325	.10*	136	.04*
SBR	d	1700	138	.08	132	.08
EBL	1	1700	117	.07*	120	.07
EBT	2	3400	840	.25	1163	.34*
EBR	d	1700	165	.10	205	.12
WBL	1	1700	90	.05	229	.13*
WBT	2	3400	1152	.34*	1021	.30
WBR	d	1700	133	.08	122	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .65

271 . E. Yale Lp. at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	233	.14*	114	.07*
NBT	2	3400	230	.07	180	.05
NBR	d	1700	527	.31	255	.15
SBL	2	3400	231	.07	192	.06
SBT	2	3400	125	.04*	148	.04*
SBR	d	1700	164	.10	100	.06
EBL	1	1700	174	.10*	275	.16
EBT	2	3400	753	.28	1143	.38*
EBR	0	0	182		151	
WBL	2	3400	196	.06	451	.13*
WBT	2	3400	1064	.31*	1016	.30
WBR	d	1700	140	.08	145	.09
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .67

282 . Jeffrey Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	952	.28*	734	.22*
NBT	2	3400	234	.07	196	.06
NBR	1	1700	58	.03	130	.08
SBL	2	3400	374	.11	382	.11
SBT	3	5100	356	.08*	239	.06*
SBR	0	0	66		70	
EBL	2	3400	124	.04	332	.10
EBT	3	5100	968	.19*	858	.17*
EBR	1	1700	482	.28	371	.22
WBL	2	3400	262	.08*	491	.14*
WBT	3	5100	902	.18	636	.12
WBR	d	1700	162	.10	143	.08
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .68 .64

283 . Jeffrey Rd. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	151	.04*	417	.12
NBT	3	5100	711	.14	925	.18*
NBR	f		288		379	
SBL	2	3400	353	.10	291	.09*
SBT	3	5100	1254	.25*	586	.11
SBR	1	1700	134	.08	213	.13
EBL	2	3400	161	.05*	119	.04*
EBT	3	5100	1482	.29	1404	.28
EBR	d	1700	300	.18	278	.16
WBL	2	3400	289	.09	277	.08
WBT	3	5100	1848	.36*	1884	.37*
WBR	d	1700	289	.17	408	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .73

284 . Jeffrey Rd. at Bryan Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	164	.05*	346	.10
NBT	3	5100	747	.18	1340	.34*
NBR	0	0	151		393	
SBL	2	3400	76	.02	79	.02*
SBT	3	5100	1400	.27*	804	.16
SBR	1	1700	391	.23	267	.16
EBL	1	1700	311	.18*	251	.15*
EBT	0.5	3400	153	{.09}	229	{.13}
EBR	1.5		216	{.09}	233	
WBL	2	3400	458	.13	213	.06
WBT	1	1700	316	.19*	208	.12*
WBR	d	1700	125	.07	100	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .68

285 . Jeffrey Rd. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	122	.04*	224	.07
NBT	3	5100	768	.15	1919	.38*
NBR	d	1700	267	.16	469	.28
SBL	2	3400	258	.08	99	.03*
SBT	4	6800	1579	.23*	1024	.15
SBR	1	1700	336	.20	153	.09
EBL	2	3400	245	.07	364	.11*
EBT	2	3400	535	.16*	622	.18
EBR	1	1700	134	.08	158	.09
WBL	2	3400	607	.18*	248	.07
WBT	2	3400	802	.24	613	.18*
WBR	1	1700	87	.05	258	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .75

286 . Jeffrey Rd. at Roosevelt

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	119	.04*	375	.11
NBT	3	5100	966	.19	2384	.47*
NBR	1	1700	352	.21	549	.32
SBL	2	3400	107	.03	184	.05*
SBT	3	5100	2301	.45*	1332	.26
SBR	d	1700	11	.01	19	.01
EBL	1	1700	12	.01	17	.01
EBT	0.5	3400	192	{.15}*	318	.19*
EBR	1.5		369		201	
WBL	2	3400	787	.23*	450	.13*
WBT	1	1700	301	.18	247	.15
WBR	d	1700	214	.13	133	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .92 .89

287 . Jeffrey Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	908	.18	2502	.49*
NBR	f		250		280	
SBL	0	0	0		0	
SBT	3	5100	2831	.56*	1748	.34
SBR	f		660		240	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		459	.14*	602	
WBT	0	5100	0		0	.28*
WBR	1.5		502	{.01}	838	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .82

288 . Jeffrey Rd. at Walnut Av./I-5 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	169	.05*	283	.08
NBT	3	5100	939	.18	1904	.37*
NBR	1	1700	169	.10	227	.13
SBL	2	3400	679	.20	386	.11*
SBT	3	5100	2059	.47*	1167	.34
SBR	0	0	314		855	.50
EBL	2	3400	120	.04	289	.09
EBT	1.5	5100	421	{.14}*	249	{.07}*
EBR	1.5		359		292	{.07}
WBL	2	3400	311	.09*	685	.20*
WBT	1	1700	90	.05	144	.08
WBR	1	1700	209	.12	270	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .80

289 . Jeffrey Rd. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	186	.05*	308	.09*
NBT	4	6800	785	.12	1726	.25
NBR	1	1700	330	.19	368	.22
SBL	3	5100	595	.12	403	.08
SBT	4	6800	1948	.37*	1419	.25*
SBR	0	0	546		266	
EBL	2	3400	191	.06	318	.09*
EBT	3	5100	1376	.27*	953	.19
EBR	f		304		219	
WBL	2	3400	298	.09*	296	.09
WBT	4	6800	887	.13	1642	.24*
WBR	1	1700	265	.16	663	.39
Right Turn Adjustment					WBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .80

290 . Jeffrey Rd. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	303	.09*	301	.09*
NBT	3	5100	918	.18	1634	.32
NBR	d	1700	297	.17	134	.08
SBL	2	3400	143	.04	102	.03
SBT	3	5100	2053	.40*	1432	.28*
SBR	d	1700	385	.23	236	.14
EBL	2	3400	142	.04	417	.12*
EBT	2	3400	860	.25*	835	.25
EBR	d	1700	288	.17	298	.18
WBL	2	3400	178	.05*	252	.07
WBT	2	3400	632	.19	704	.21*
WBR	1	1700	69	.04	113	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .75

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	447	.13*	585	.17
NBT	3	5100	1084	.21	1527	.30*
NBR	1	1700	240	.14	289	.17
SBL	2	3400	440	.13	545	.16*
SBT	3	5100	1994	.39*	1332	.26
SBR	d	1700	205	.12	212	.12
EBL	2	3400	238	.07	331	.10*
EBT	3	5100	660	.13*	968	.19
EBR	d	1700	571	.34	379	.22
WBL	2	3400	555	.16*	462	.14
WBT	2	3400	658	.19	815	.24*
WBR	d	1700	108	.06	163	.10
Right Turn Adjustment			EBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .97 .85

293 . Jeffrey Rd. at I-405 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1626	.32	2237	.44*
NBR	f		320		100	
SBL	0	0	0		0	
SBT	3	5100	2124	.42*	1623	.32
SBR	f		1350		600	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1176	.23*	1377	.27*
WBT	0	0	0		0	
WBR	1	1700	294	.17	513	.30
Right Turn Adjustment					WBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .79

294 . University Dr. at I-405 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1403	.28	1811	.36
NBR	f		1082		1120	
SBL	0	0	0		0	
SBT	3	5100	2539	.50*	2384	.47*
SBR	f		280		290	
EBL	2	3400	490	.14*	649	.19*
EBT	0	0	0		0	
EBR	1	1700	135	.08	126	.07
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .71

300 . Sand Canyon. Av. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	239	.07*	608	.18*
NBT	0	0	0		0	
NBR	2	3400	403	.12	392	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	777	.23*	851	.25*
EBR	f		678		240	
WBL	2	3400	442	.13*	402	.12*
WBT	2	3400	1081	.32	957	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .60

301 . Sand Canyon. Av. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	105	.03*	502	.15*
NBT	3	5100	529	.10	796	.16
NBR	2	3400	256	.08	462	.14
SBL	2	3400	408	.12	121	.04
SBT	2	3400	962	.28*	535	.16*
SBR	1	1700	112	.07	234	.14
EBL	2	3400	258	.08*	184	.05*
EBT	4	6800	1456	.21	1170	.17
EBR	1	1700	363	.21	174	.10
WBL	2	3400	525	.15	412	.12
WBT	3	5100	1463	.29*	1799	.35*
WBR	1	1700	153	.09	452	.27
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .76

302 . Sand Canyon. Av. at Trabuco Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	209	.06*	675	.20
NBT	3	5100	447	.09	1975	.39*
NBR	f		225		489	
SBL	2	3400	337	.10	390	.11*
SBT	3	5100	2280	.45*	757	.15
SBR	1	1700	100	.06	153	.09
EBL	2	3400	148	.04*	174	.05
EBT	3	5100	350	.07	571	.11*
EBR	f		622		225	
WBL	2	3400	474	.14	397	.12*
WBT	3	5100	852	.17*	452	.09
WBR	d	1700	327	.19	390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .78

303 . Sand Canyon. Av. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	270	.08*	707	.21
NBT	4	6800	1045	.15	2776	.41*
NBR	d	1700	712	.42	1088	.64
SBL	2	3400	333	.10	234	.07*
SBT	4	6800	3271	.48*	1381	.20
SBR	1	1700	369	.22	244	.14
EBL	1.5		133		347	.10*
EBT	1.5	5100	246	.07*	148	.09
EBR	2	3400	332	.10	235	.07
WBL	2	3400	587	.17*	604	.18
WBT	1.5	5100	281	{.08}	639	{.19}*
WBR	1.5		392		417	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .90

305 . Sand Canyon. Av. at I-5 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1348	.20	3894	.57*
NBR	1	1700	88	.05	270	.16
SBL	2	3400	560	.16	501	.15*
SBT	4	6800	3527	.52*	1715	.25
SBR	0	0	0		0	
EBL	2.5		682	.20*	582	.11*
EBT	0	6800	2		0	
EBR	1.5		1113	.33	327	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.13*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 .88

306 . Sand Canyon. Av. at Oak Cyn./Laguna Cyn. Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	127	.07	209	.12
NBT	3	5100	873	.17*	1802	.35*
NBR	1	1700	178	.10	146	.09
SBL	2	3400	1631	.48*	639	.19*
SBT	3	5100	1962	.38	1105	.22
SBR	d	1700	415	.24	202	.12
EBL	2	3400	111	.03*	331	.10
EBT	1	1700	141	.08	255	.15*
EBR	d	1700	107	.06	84	.05
WBL	2	3400	71	.02	181	.05*
WBT	1	1700	228	.13*	79	.05
WBR	f		356		1507	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .79

307 . Sand Canyon. Av. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	148	.04*	331	.10
NBT	3	5100	871	.17	1453	.28*
NBR	1	1700	173	.10	158	.09
SBL	2	3400	441	.13	211	.06*
SBT	3	5100	1363	.27*	790	.15
SBR	1	1700	363	.21	357	.21
EBL	2	3400	356	.10*	311	.09*
EBT	3	5100	676	.13	661	.13
EBR	1	1700	228	.13	138	.08
WBL	2	3400	68	.02	211	.06
WBT	3	5100	749	.15*	963	.19*
WBR	1	1700	93	.05	356	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .67

309 . Sand Canyon. Av. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	195	.06	175	.05*
NBT	3	5100	1400	.27*	1102	.22
NBR	d	1700	124	.07	171	.10
SBL	2	3400	57	.02*	109	.03
SBT	3	5100	1191	.23	1200	.24*
SBR	d	1700	104	.06	140	.08
EBL	2	3400	138	.04	235	.07*
EBT	2	3400	609	.18*	491	.14
EBR	1	1700	141	.08	183	.11
WBL	2	3400	118	.03*	250	.07
WBT	2	3400	531	.16	676	.20*
WBR	1	1700	63	.04	144	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .61

310 . Sand Canyon. Av. at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	238	.07	226	.07*
NBT	3	5100	1488	.29*	843	.17
NBR	2	3400	781	.23	165	.05
SBL	2	3400	289	.09*	92	.03
SBT	3	5100	1000	.20	1336	.26*
SBR	1	1700	142	.08	253	.15
EBL	2	3400	225	.07	168	.05
EBT	3	5100	640	.13*	753	.15*
EBR	1	1700	347	.20	302	.18
WBL	2	3400	293	.09*	742	.22*
WBT	3	5100	650	.13	781	.15
WBR	1	1700	107	.06	259	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .75

311 . Sand Canyon. Av. at I-405 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1923	.57*	932	.27
NBR	f		641		371	
SBL	0	0	0		0	
SBT	2	3400	475	.14	1016	.30*
SBR	f		1273		1363	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	66	.04*	196	.12*
WBT	0	0	0		0	
WBR	f		622		321	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .47

312 . Sand Canyon. Av. at I-405 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	944	.28*	688	.20
NBR	f		310		230	
SBL	0	0	0		0	
SBT	2	3400	349	.10	807	.24*
SBR	f		190		420	
EBL	2	3400	1606	.47*	662	.19*
EBT	0	0	0		0	
EBR	1	1700	341	.20	433	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .54

313 . Laguna Canyon Rd. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	82	.02	243	.07*
NBT	2	3400	279	.08*	309	.09
NBR	d	1700	40	.02	68	.04
SBL	2	3400	82	.02*	167	.05
SBT	2	3400	231	.07	349	.10*
SBR	d	1700	46	.03	83	.05
EBL	2	3400	120	.04*	53	.02*
EBT	3	5100	811	.16	837	.16
EBR	d	1700	146	.09	89	.05
WBL	2	3400	85	.03	93	.03
WBT	3	5100	816	.16*	988	.19*
WBR	d	1700	163	.10	79	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .35 .43

314 . Laguna Canyon Rd. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	101	.03	95	.03*
NBT	2	3400	272	.08*	218	.06
NBR	d	1700	48	.03	83	.05
SBL	2	3400	26	.01*	51	.02
SBT	2	3400	184	.05	263	.08*
SBR	d	1700	92	.05	201	.12
EBL	2	3400	149	.04*	93	.03*
EBT	2	3400	586	.17	557	.16
EBR	1	1700	124	.07	64	.04
WBL	2	3400	71	.02	63	.02
WBT	2	3400	908	.27*	834	.25*
WBR	d	1700	59	.03	29	.02
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .46

315 . Laguna Canyon Rd. at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	143	.08*	250	.15*
NBT	2	3400	280	.08	221	.07
NBR	d	1700	108	.06	148	.09
SBL	1	1700	55	.03	70	.04
SBT	2	3400	197	.06*	294	.09*
SBR	d	1700	29	.02	86	.05
EBL	2	3400	128	.04*	37	.01*
EBT	2	3400	787	.23	754	.22
EBR	1	1700	234	.14	129	.08
WBL	2	3400	109	.03	139	.04
WBT	2	3400	1037	.31*	978	.29*
WBR	1	1700	112	.07	112	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .59

316 . SR-133 SB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	72	.04*
SBT	0	0	0		0	
SBR	2	3400	201	.06	137	.04
EBL	0	0	0		0	
EBT	4	6800	1903	.28	1662	.24
EBR	d	1700	218	.13	132	.08
WBL	2	3400	198	.06	208	.06
WBT	3	5100	1820	.36*	2498	.49*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .58

317 . SR-133 NB Ramps at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	64	.04*	192	.11*
NBT	0	0	0		0	
NBR	1	1700	127	.07	428	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	2003	.59*	1682	.49
EBR	f		130		200	
WBL	0	0	0		0	
WBT	3	5100	1996	.45	2588	.56*
WBR	0	0	300		260	
Right Turn Adjustment			NBR	.03*	NBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .81

318 . Banting at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	25	.01*	29	.01
NBT	1	1700	10	.01	166	.10*
NBR	1	1700	15	.01	145	.09
SBL	2	3400	875	.26	165	.05*
SBT	2	3400	634	.37*	165	.10
SBR	0	0	771	.45	280	.16
EBL	1	1700	53	.03*	241	.14*
EBT	2	3400	594	.17	930	.27
EBR	d	1700	43	.03	40	.02
WBL	1	1700	25	.01	15	.01
WBT	2	3400	718	.21*	662	.19*
WBR	f		97		784	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .53

319 . Banting at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	5	.00	52	.03
NBT	1	1700	4	.00	96	.06*
NBR	1	1700	12	.01	154	.09
SBL	2	3400	80	.02	158	.05*
SBT	1	1700	128	.08*	15	.01
SBR	1	1700	340	.20	78	.05
EBL	2	3400	15	.00	35	.01
EBT	2	3400	759	.22	1228	.36*
EBR	d	1700	46	.03	8	.00
WBL	1	1700	105	.06	7	.00
WBT	2	3400	1155	.34*	1060	.31
WBR	d	1700	141	.08	49	.03
Right Turn Adjustment			SBR	.12*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .55

321 . Laguna Canyon Rd. at Old Laguna Cyn. Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	622	.18	146	.04*
NBT	3	5100	3755	.74*	2999	.59
NBR	1	1700	15	.01	67	.04
SBL	2	3400	13	.00	40	.01
SBT	3	5100	2285	.45	3152	.62*
SBR	1	1700	390	.23	294	.17
EBL	3	5100	229	.04*	274	.05*
EBT	1	1700	12	.01	73	.04
EBR	f		88		544	
WBL	1	1700	60	.04	33	.02
WBT	2	3400	110	.03*	31	.01*
WBR	d	1700	50	.03	26	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .77

322 . Laguna Canyon Rd. at SR-73 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	989	.29*	833	.25
NBR	1	1700	113	.07	57	.03
SBL	1	1700	77	.05*	93	.05
SBT	3	5100	1457	.29	2488	.49*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		103	.06*	12	.01*
WBT	0	5100	0		0	
WBR	1.5		2141	.63	1007	.30
Right Turn Adjustment			WBR	.53*	WBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .98 .66

323 . Laguna Canyon Rd. at SR-73 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1079	.32*	756	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	840	.25	1033	.30*
SBR	f		760		1510	
EBL	0.5		61	.04*	134	
EBT	0	3400	0		0	.09*
EBR	1.5		40		157	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .44

324 . Portola Pkwy. at SR-241 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	29	.02	13	.01
NBT	2	3400	1235	.36*	980	.29*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	903	.27	878	.26
SBR	1	1700	92	.05	20	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		559		205	
WBT	0	3400	1	.17*	2	.06*
WBR	0.5		31		4	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .40

325 . Portola Pkwy. at SR-241 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1.5	5100	1027	.30	774	.23
NBR	1.5		162	.10	340	.20
SBL	1	1700	8	.00	70	.04
SBT	2	3400	1205	.35*	1034	.30*
SBR	0	0	0		0	
EBL	0.5		43	.03*	146	.09*
EBT	0	3400	1		0	
EBR	1.5		5		6	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .44

327 . Barranca Pkwy. at Technology

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	613	.18*	118	.03*
NBT	2	3400	838	.25	734	.22
NBR	1	1700	376	.22	249	.15
SBL	2	3400	119	.04	370	.11
SBT	2	3400	671	.20*	1028	.30*
SBR	1	1700	380	.22	91	.05
EBL	1	1700	85	.05*	281	.17
EBT	1.5	5100	266	.08	431	{.18}*
EBR	1.5		120		517	
WBL	2	3400	39	.01	444	.13*
WBT	2	3400	437	.13*	221	.07
WBR	d	1700	166	.10	215	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .69

328 . Barranca Pkwy. at I-5 HOV Ramp

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	7	.00	46	.03*
NBT	2	3400	1578	.46*	1046	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	823	.16	1644	.32*
SBR	d	1700	23	.01	214	.13
EBL	1	1700	222	.13*	94	.06*
EBT	0	0	0		0	
EBR	1	1700	47	.03	16	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .46

329 . Barranca Pkwy. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	201	.06	19	.01*
NBT	2	3400	970	.29*	550	.16
NBR	1	1700	189	.11	293	.17
SBL	2	3400	98	.03*	339	.10
SBT	2	3400	455	.13	1037	.31*
SBR	1	1700	246	.14	312	.18
EBL	2	3400	235	.07*	302	.09
EBT	3	5100	685	.13	1188	.23*
EBR	1	1700	21	.01	234	.14
WBL	2	3400	326	.10	319	.09*
WBT	3	5100	1115	.22*	1049	.21
WBR	1	1700	448	.26	198	.12
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .69

330 . Barranca Pkwy. at Pacifica

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	248	.15*	25	.01*
NBT	2	3400	939	.28	614	.18
NBR	1	1700	254	.15	541	.32
SBL	1	1700	11	.01	192	.11
SBT	2	3400	567	.17*	1336	.39*
SBR	d	1700	116	.07	22	.01
EBL	2	3400	15	.00	119	.04
EBT	2	3400	15	.01	117	.07*
EBR	0	0	51	.03	394	.23
WBL	2	3400	372	.11	350	.10*
WBT	1	1700	286	.17*	43	.03
WBR	1	1700	456	.27	98	.06
Right Turn Adjustment			WBR	.07*	EBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .77

333 . Pacifica at Gateway Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	154	.05	667	.20*
NBT	2	3400	289	.09*	222	.07
NBR	d	1700	47	.03	60	.04
SBL	2	3400	105	.03*	39	.01
SBT	2	3400	116	.03	364	.11*
SBR	d	1700	99	.06	566	.33
EBL	1	1700	730	.43*	195	.11*
EBT	2	3400	447	.13	101	.03
EBR	1	1700	332	.20	204	.12
WBL	1	1700	62	.04	24	.01
WBT	1	1700	257	.15*	311	.18*
WBR	1	1700	131	.08	156	.09
Right Turn Adjustment					SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .79

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	41	.02	74	.04
NBT	2	3400	42	.01*	128	.04*
NBR	f		220		333	
SBL	1	1700	237	.14*	97	.06*
SBT	2	3400	94	.03	52	.02
SBR	d	1700	45	.03	22	.01
EBL	2	3400	19	.01	38	.01
EBT	2	3400	999	.29*	850	.25*
EBR	f		44		50	
WBL	2	3400	195	.06*	268	.08*
WBT	3	5100	847	.17	954	.19
WBR	f		98		184	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .48

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	271	.16*	147	.09
NBT	3	5100	263	.05	590	.12*
NBR	f		170		492	
SBL	1	1700	70	.04	264	.16*
SBT	3	5100	483	.09*	434	.09
SBR	f		259		162	
EBL	2	3400	74	.02	131	.04
EBT	0	0	0		0	
EBR	f		207		229	
WBL	2	3400	579	.17*	179	.05*
WBT	0	0	0		0	
WBR	f		342		142	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .38

338 . Alton Pkwy. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	251	.07*	754	.22*
NBT	3	5100	488	.10	1254	.25
NBR	f		123		222	
SBL	2	3400	282	.08	229	.07
SBT	3	5100	1424	.28*	720	.14*
SBR	f		597		801	
EBL	3	5100	664	.13	633	.12*
EBT	3	5100	1485	.29*	999	.20
EBR	d	1700	832	.49	347	.20
WBL	2	3400	333	.10*	174	.05
WBT	3	5100	1202	.24	1815	.36*
WBR	1	1700	258	.15	322	.19
Right Turn Adjustment			EBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .94 .89

339 . Alton Pkwy. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	114	.07*	112	.07
NBT	3	5100	1098	.22	1924	.38*
NBR	f		100		269	
SBL	1	1700	98	.06	52	.03*
SBT	3	5100	1933	.39*	1023	.21
SBR	0	0	45		65	
EBL	1	1700	21	.01	41	.02
EBT	1	1700	112	.15*	69	.13*
EBR	0	0	137		156	
WBL	1	1700	240	.14*	131	.08*
WBT	1	1700	82	.05	93	.05
WBR	1	1700	201	.12	135	.08
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .67

340 . Alton Pkwy. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	150	.09*	18	.01
NBT	3	5100	1136	.22	1890	.37*
NBR	f		211		313	
SBL	2	3400	109	.03	76	.02*
SBT	3	5100	1999	.41*	1610	.32
SBR	0	0	73		8	
EBL	1	1700	12	.01	43	.03
EBT	1	1700	11	.01*	22	.01*
EBR	f		27		127	
WBL	2	3400	371	.11*	293	.09*
WBT	1	1700	39	.02	13	.01
WBR	1	1700	101	.06	128	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .54

341 . Alton Pkwy. at Barranca Pkwy./Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	5	.00	20	.01
NBT	3	5100	969	.19	1047	.21*
NBR	f		156		376	
SBL	2	3400	111	.03	144	.04*
SBT	3	5100	1185	.23*	1125	.22
SBR	f		965		659	
EBL	2	3400	495	.15*	967	.28*
EBT	2	3400	195	.06	480	.14
EBR	d	1700	10	.01	6	.00
WBL	2	3400	211	.06	199	.06
WBT	2	3400	376	.14*	401	.16*
WBR	0	0	93		156	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .74

343 . Alton Pkwy. at Ada

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	399	.12*	129	.04*
NBT	3	5100	1626	.32	1382	.27
NBR	d	1700	3	.00	12	.01
SBL	1	1700	5	.00	19	.01
SBT	3	5100	1644	.32*	1929	.38*
SBR	d	1700	61	.04	25	.01
EBL	1	1700	14	.01*	33	.02*
EBT	1	1700	2	.00	9	.01
EBR	1	1700	76	.04	553	.33
WBL	1	1700	15	.01	29	.02
WBT	1	1700	5	.01*	6	.01*
WBR	0	0	7		15	
Right Turn Adjustment					EBR	.29*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.51		.79

344 . Alton Pkwy. at Technology Dr. W.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	834	.25*	634	.19*
NBT	3	5100	1785	.35	1033	.20
NBR	1	1700	724	.43	157	.09
SBL	1	1700	81	.05	39	.02
SBT	4	6800	1445	.21*	2082	.31*
SBR	1	1700	224	.13	285	.17
EBL	1.5		183		452	.13*
EBT	1.5	5100	115	.06*	94	.06
EBR	2	3400	238	.07	1204	.35
WBL	2.5		66	.02	890	.17*
WBT	1.5	6800	72	.02*	142	.08
WBR	d	1700	13	.01	27	.02
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for EBR						
TOTAL CAPACITY UTILIZATION				.59		.88

345 . Alton Pkwy. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2542	.50*	1600	.31
NBR	f		80		620	
SBL	0	0	0		0	
SBT	3	5100	1397	.27	2240	.44*
SBR	f		341		1260	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		587	.17*	170	.05*
WBT	0	5100	0		0	
WBR	0.5		574	.34	150	.09
Right Turn Adjustment			WBR	.17*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.89		.54

346 . Alton Pkwy. at Enterprise

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1465	.29*	1577	.31*
NBR	1	1700	60	.04	326	.19
SBL	1	1700	301	.18*	724	.43*
SBT	3	5100	1729	.34	1867	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	144	.04*	113	.03*
WBT	0	0	0		0	
WBR	2	3400	1271	.37	783	.23
Right Turn Adjustment			WBR	.15*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION				.71		.82

348 . Alton Pkwy. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	60	.02*	43	.01
NBT	4	6800	623	.09	700	.10*
NBR	f		187		298	
SBL	2	3400	240	.07	943	.28*
SBT	3	5100	808	.16*	815	.16
SBR	1	1700	342	.20	152	.09
EBL	2	3400	216	.06*	417	.12*
EBT	3	5100	573	.11	1129	.22
EBR	1	1700	11	.01	34	.02
WBL	2	3400	381	.11	231	.07
WBT	2.5	6800	1158	{.28}*	1144	.22*
WBR	1.5		831		363	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .77

350 . Alton Pkwy. at Pacifica

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04*	392	.12*
NBT	3	5100	522	.10	896	.18
NBR	d	1700	160	.09	260	.15
SBL	2	3400	132	.04	118	.03
SBT	2	3400	935	.28*	771	.23*
SBR	1	1700	107	.06	193	.11
EBL	2	3400	80	.02	117	.03
EBT	2	3400	218	.06*	294	.09*
EBR	d	1700	174	.10	210	.12
WBL	1	1700	281	.17*	162	.10*
WBT	2	3400	284	.08	348	.10
WBR	d	1700	128	.08	90	.05
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .59

351 . Fortune Dr./I-5 SB Ramps at Enterprise

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	29	.01*	212	.06*
NBT	2	3400	160	.07	210	.10
NBR	0	0	72		118	
SBL	2	3400	273	.08	336	.10
SBT	1	1700	713	.42*	504	.30*
SBR	f		1303		260	
EBL	1	1700	129	.08*	640	.38*
EBT	2	3400	135	.04	256	.08
EBR	1	1700	97	.06	135	.08
WBL	1	1700	50	.03	111	.07
WBT	2	3400	68	.02*	298	.09*
WBR	1	1700	31	.02	190	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .88

357 . Enterprise Dr. at Fortune Dr./I-405 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	92	.05*	170	.10
NBT	1	1700	27	.02	167	.10*
NBR	f		203		723	
SBL	1	1700	4	.00	163	.10*
SBT	2	3400	11	.01*	139	.06
SBR	0	0	14	.01	67	
EBL	1	1700	20	.01	89	.05
EBT	1	1700	71	.04*	397	.23*
EBR	1	1700	61	.04	184	.11
WBL	1.5		813	{.35}*	100	.06*
WBT	0.5	3400	378	.35	210	.12
WBR	f		58		201	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .54

358 . ICD at Enterprise Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	3003	.59*	1897	.37*
NBR	f		431		1041	
SBL	1	1700	19	.01*	89	.05*
SBT	3	5100	1026	.20	2133	.42
SBR	f		0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	24	.01*	227	.07*
WBT	0	0	0		0	
WBR	f		387		563	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .54

359 . ICD at I-405 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2376	.35*	2044	.30
NBR	f		60		90	
SBL	0	0	0		0	
SBT	3	5100	791	.16	1875	.37*
SBR	f		270		391	
EBL	3	5100	1004	.20*	730	.14*
EBT	0	0	0		0	
EBR	f		1039		769	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .56

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		116	.03	283	.08
NBT	1	6800	94	.06*	150	{.09}*
NBR	1.5		204		447	.13
SBL	1	1700	236	.14*	268	.16*
SBT	2	3400	283	.08	242	.07
SBR	d	1700	329	.19	300	.18
EBL	1	1700	382	.22*	469	.28*
EBT	3	5100	680	.13	905	.18
EBR	d	1700	211	.12	136	.08
WBL	2	3400	616	.18	482	.14
WBT	3	5100	794	.16*	1127	.22*
WBR	d	1700	54	.03	101	.06
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .63 .80

362 . Bake Pkwy. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	534	.16	233	.07
NBT	3	5100	1743	.38*	1292	.38*
NBR	0	0	175		690	.41
SBL	2	3400	33	.01*	152	.04*
SBT	3	5100	1039	.20	1204	.24
SBR	1	1700	473	.28	1070	.63
EBL	2	3400	800	.24*	723	.21
EBT	2.5	6800	373	{.07}	1039	{.20}*
EBR	1.5		287	{.03}	457	{.13}
WBL	2	3400	664	.20	441	.13*
WBT	4	6800	963	.14*	689	.10
WBR	d	1700	47	.03	78	.05
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .91

363 . Bake Pkwy. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	286	.17*	57	.03
NBT	3	5100	2235	.44	1992	.39*
NBR	d	1700	46	.03	501	.29
SBL	1	1700	68	.04	79	.05*
SBT	3	5100	1641	.32*	1938	.38
SBR	d	1700	274	.16	73	.04
EBL	2	3400	85	.03	187	.06
EBT	2	3400	46	.01*	332	.10*
EBR	1	1700	40	.02	210	.12
WBL	1	1700	379	.22*	125	.07*
WBT	2	3400	389	.13	90	.05
WBR	0	0	61		124	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .66

364 . Bake Pkwy. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	505	.15	88	.03
NBT	3	5100	2442	.48*	2372	.47*
NBR	d	1700	117	.07	507	.30
SBL	1	1700	74	.04*	35	.02*
SBT	4	6800	2170	.34	2351	.35
SBR	0	0	118		36	
EBL	2	3400	10	.00	77	.02
EBT	2	3400	29	.01*	248	.07*
EBR	1	1700	52	.03	216	.13
WBL	1	1700	392	.23*	124	.07*
WBT	3	5100	559	.12	176	.05
WBR	0	0	62		91	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .68

365 . Bake Pkwy. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	167	.05	31	.01
NBT	4	6800	3047	.45*	2691	.40*
NBR	f		153		294	
SBL	2	3400	110	.03*	257	.08*
SBT	4	6800	2593	.38	2005	.29
SBR	f		196		68	
EBL	2	3400	31	.01*	293	.09
EBT	2	3400	197	.06	1128	.33*
EBR	f		23		25	
WBL	2	3400	394	.12	188	.06*
WBT	2	3400	677	.20*	278	.08
WBR	f		122		181	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .92

366 . Bake Pkwy. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	341	.10	107	.03
NBT	4	6800	3109	.46*	2967	.44*
NBR	f		664		374	
SBL	2	3400	259	.08*	450	.13*
SBT	4	6800	2702	.40	1749	.26
SBR	1	1700	17	.01	32	.02
EBL	1	1700	3	.00	19	.01
EBT	2	3400	57	.02*	196	.06*
EBR	f		30		395	
WBL	3	5100	478	.09*	1026	.20*
WBT	2	3400	142	.04	141	.04
WBR	d	1700	127	.07	144	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .88

367 . Bake Pkwy. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	3601	.53*	3028	.45*
NBR	f		320		1000	
SBL	0	0	0		0	
SBT	3	5100	1166	.23	1964	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	154	.09*	146	.09*
WBT	0	0	0		0	
WBR	3	5100	1229	.24	462	.09
Right Turn Adjustment			WBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .59

368 . Bake Pkwy. at I-5 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1342	.26*	2023	.40*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	986	.19	1350	.26
SBR	f		391		862	
EBL	3	5100	2524	.49*	2174	.43*
EBT	0	0	0		0	
EBR	1	1700	507	.30	261	.15
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .88

371 . Bake Pkwy. at Research Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	85	.05	26	.02*
NBT	3	5100	1026	.20*	743	.15
NBR	d	1700	49	.03	7	.00
SBL	2	3400	430	.13*	247	.07
SBT	3	5100	649	.13	1150	.23*
SBR	1	1700	641	.38	219	.13
EBL	2	3400	114	.03*	518	.15*
EBT	2	3400	152	.04	206	.06
EBR	d	1700	13	.01	19	.01
WBL	1	1700	29	.02	11	.01
WBT	1	1700	176	.10*	295	.17*
WBR	1	1700	184	.11	759	.45
Right Turn Adjustment			SBR	.08*	WBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .82

372 . Bake Pkwy. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	109	.03	197	.06
NBT	3	5100	498	.10*	222	.04*
NBR	d	1700	87	.05	22	.01
SBL	2	3400	339	.10*	619	.18*
SBT	3	5100	111	.02	468	.09
SBR	1	1700	247	.15	150	.09
EBL	2	3400	213	.06*	182	.05
EBT	3	5100	911	.18	1299	.25*
EBR	f		87		144	
WBL	2	3400	6	.00	31	.01*
WBT	4	6800	873	.13*	919	.14
WBR	d	1700	562	.33	406	.24
Right Turn Adjustment			WBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .53

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	149	.04	307	.09*
NBT	2	3400	1094	.32*	1270	.37
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	911	.27	970	.29*
SBR	1	1700	86	.05	283	.17
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.37		.43

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	99	.06	251	.15*
NBT	2	3400	311	.09*	319	.09
NBR	d	1700	325	.19	378	.22
SBL	1	1700	151	.09*	111	.07
SBT	2	3400	251	.07	317	.09*
SBR	d	1700	18	.01	22	.01
EBL	2	3400	27	.01*	19	.01
EBT	3	5100	874	.17	1556	.31*
EBR	d	1700	171	.10	172	.10
WBL	2	3400	428	.13	311	.09*
WBT	3	5100	1537	.30*	1326	.26
WBR	d	1700	132	.08	77	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.54		.69

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1035	.30*	1443	.42*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	934	.27	953	.28
SBR	0	0	0		0	
EBL	2	3400	293	.09*	102	.03*
EBT	0	0	0		0	
EBR	1	1700	448	.26	241	.14
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.15*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.59		.50

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	234	.07*	356	.10*
NBT	3	5100	807	.16	906	.18
NBR	1	1700	138	.08	497	.29
SBL	2	3400	251	.07	374	.11
SBT	3	5100	1187	.29*	941	.22*
SBR	0	0	272		206	
EBL	2	3400	195	.06*	333	.10
EBT	3	5100	662	.13	1269	.25*
EBR	1	1700	453	.27	173	.10
WBL	2	3400	484	.14	291	.09*
WBT	3	5100	1276	.25*	848	.17
WBR	1	1700	480	.28	391	.23
Right Turn Adjustment			EBR	.05*	NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.77		.72

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	87	.05*	111	.07
NBT	3	5100	913	.18	1548	.30*
NBR	d	1700	47	.03	60	.04
SBL	1	1700	39	.02	33	.02*
SBT	3	5100	1730	.34*	1167	.23
SBR	d	1700	72	.04	41	.02
EBL	1	1700	21	.01	129	.08
EBT	2	3400	94	.06*	306	.11*
EBR	0	0	96	.06	74	
WBL	1	1700	164	.10*	69	.04*
WBT	2	3400	351	.11	168	.06
WBR	0	0	26		44	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .52

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	103	.06*	130	.08
NBT	3	5100	821	.16	1661	.33*
NBR	1	1700	172	.10	269	.16
SBL	2	3400	201	.06	135	.04*
SBT	3	5100	1670	.33*	1311	.26
SBR	1	1700	183	.11	112	.07
EBL	1	1700	68	.04	137	.08
EBT	2	3400	297	.09*	758	.22*
EBR	1	1700	135	.08	102	.06
WBL	1	1700	335	.20*	238	.14*
WBT	2	3400	703	.21	359	.11
WBR	1	1700	241	.14	75	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .78

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	81	.02*	69	.02
NBT	4	6800	836	.13	1628	.27*
NBR	0	0	60		196	
SBL	2	3400	134	.04	217	.06*
SBT	3	5100	1790	.35*	1291	.25
SBR	1	1700	248	.15	98	.06
EBL	2	3400	108	.03*	351	.10
EBT	2	3400	243	.07	1127	.33*
EBR	1	1700	49	.03	113	.07
WBL	2	3400	376	.11	296	.09*
WBT	2	3400	961	.28*	423	.12
WBR	1	1700	143	.08	181	.11
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .73 .80

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	656	.19*	608	.18*
NBT	3	5100	952	.19	1571	.31
NBR	1	1700	146	.09	391	.23
SBL	2	3400	142	.04	173	.05
SBT	4	6800	2171	.31*	1422	.23*
SBR	0	0	112		123	
EBL	2	3400	104	.03*	315	.09
EBT	2	3400	254	.07	648	.19*
EBR	2	3400	231	.07	547	.16
WBL	3	5100	580	.11	618	.12*
WBT	2	3400	491	.18*	379	.17
WBR	0	0	120		213	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .77

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1423	.28*	2219	.44*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1358	.27	1346	.26
SBR	f		1540		1470	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	382	.11*	154	.05*
WBT	0	0	0		0	
WBR	2	3400	527	.16	431	.13
Right Turn Adjustment			WBR	.05*	WBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.49		.62

383 . Lake Forest Dr. at Avenida Carlota/I-5 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	826	.13*	1389	.23*
NBR	0	0	62		171	
SBL	2	3400	336	.10*	267	.08*
SBT	3	5100	981	.19	565	.11
SBR	f		406		645	
EBL	3	5100	688	.13	1274	.25
EBT	0.5	3400	405	{.30}*	600	.35*
EBR	1.5		667		450	.26
WBL	2	3400	158	.05*	226	.07*
WBT	0	0	0		0	
WBR	2	3400	231	.07	412	.12
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .63 .78

385 . Lake Forest Dr. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	42	.01	112	.03
NBT	3	5100	252	.05*	572	.11*
NBR	1	1700	238	.14	334	.20
SBL	2	3400	374	.11*	481	.14*
SBT	3	5100	460	.09	273	.05
SBR	f		30		89	
EBL	2	3400	29	.01	78	.02
EBT	3	5100	605	.12*	1430	.28*
EBR	d	1700	85	.05	111	.07
WBL	2	3400	571	.17*	472	.14*
WBT	3	5100	1186	.23	798	.16
WBR	1	1700	277	.16	471	.28
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.50		.72

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	111	.07*	201	.12
NBT	2	3400	335	.10	622	.18*
NBR	d	1700	156	.09	278	.16
SBL	1	1700	97	.06	218	.13*
SBT	2	3400	393	.12*	388	.11
SBR	d	1700	102	.06	64	.04
EBL	1	1700	47	.03*	126	.07
EBT	2	3400	307	.09	1209	.36*
EBR	1	1700	88	.05	114	.07
WBL	1	1700	240	.14	139	.08*
WBT	2	3400	1227	.36*	596	.18
WBR	1	1700	168	.10	134	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.63		.80

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		187		162	.10
NBT	1.5	5100	226	.08*	501	.15*
NBR	d	1700	106	.06	147	.09
SBL	1.5		164	.10	177	
SBT	1.5	5100	342	.10*	257	.09*
SBR	d	1700	294	.17	196	.12
EBL	1	1700	96	.06*	326	.19*
EBT	2	3400	404	.15	886	.30
EBR	0	0	90		147	
WBL	1	1700	83	.05	106	.06
WBT	2	3400	637	.21*	702	.28*
WBR	0	0	81		233	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .52 .76

388 . Ridge Route Dr. at Avenida Carlota

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	55	.03*	64	.04
NBT	2	3400	246	.07	479	.14*
NBR	1	1700	166	.10	426	.25
SBL	2	3400	113	.03	166	.05*
SBT	2	3400	339	.11*	262	.08
SBR	0	0	34		26	
EBL	1	1700	20	.01	115	.07
EBT	2	3400	120	.05*	907	.31*
EBR	0	0	42		159	
WBL	1	1700	398	.23*	230	.14*
WBT	2	3400	371	.16	210	.11
WBR	0	0	184		166	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .69

389 . Ridge Route at Moulton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	91	.05	160	.09
NBT	2	3400	221	.07*	249	.07*
NBR	1	1700	69	.04	172	.10
SBL	2	3400	197	.06*	360	.11*
SBT	2	3400	233	.07	202	.06
SBR	1	1700	119	.07	108	.06
EBL	2	3400	33	.01*	119	.04
EBT	4	6800	824	.14	2328	.35*
EBR	0	0	107		56	
WBL	2	3400	120	.04	122	.04*
WBT	4	6800	2530	.37*	1292	.19
WBR	1	1700	216	.13	172	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .62

390 . Paseo de Valencia at Avenida Carlota

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	442	.13*	168	.05
NBT	1	1700	77	.05	184	.11*
NBR	1	1700	35	.02	187	.11
SBL	2.5		1491		1847	
SBT	1.5	6800	1316	.43*	1156	.46*
SBR	0		144		96	
EBL	2	3400	210	.06*	435	.13*
EBT	2	3400	126	.04	584	.17
EBR	1	1700	87	.05	581	.34
WBL	1	1700	9	.01	30	.02
WBT	2	3400	401	.12*	270	.08*
WBR	1	1700	462	.27	501	.29
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .79 .90

391 . Santa Maria Av. at Moulton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		265	.08*	214	.06*
NBT	0	5100	0		0	
NBR	1.5		283	{.03}	237	{.03}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	847	.19	2483	.52*
EBR	0	0	121		190	
WBL	1	1700	239	.14	240	.14*
WBT	4	6800	2505	.37*	1296	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .77

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04*	236	.07
NBT	4	6800	1034	.15	1673	.28*
NBR	0	0	76		239	
SBL	2	3400	252	.07	307	.09*
SBT	4	6800	1760	.25*	1116	.20
SBR	0	0	485	.29	224	
EBL	2	3400	226	.07*	405	.12
EBT	2	3400	242	.07	984	.29*
EBR	1	1700	120	.07	181	.11
WBL	2	3400	250	.07	163	.05*
WBT	2	3400	865	.25*	430	.13
WBR	1	1700	330	.19	242	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .76

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	471	.14*	538	.16*
NBT	4	6800	1256	.18	1568	.23
NBR	d	1700	118	.07	183	.11
SBL	2	3400	96	.03	222	.07
SBT	4	6800	1429	.21*	1062	.18*
SBR	0	0	125		136	
EBL	2	3400	110	.03	366	.11
EBT	2	3400	176	.05*	689	.20*
EBR	f		272		345	
WBL	2	3400	389	.11*	331	.10*
WBT	2	3400	434	.13	349	.10
WBR	1	1700	65	.04	130	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .69

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	89	.05	119	.07
NBT	2.5	6800	1548	{.35}*	1806	{.35}*
NBR	1.5		1309		1060	{.34}
SBL	0	0	0		0	
SBT	5	8500	1935	.24	1801	.22
SBR	0	0	108		89	
EBL	1	1700	0	.00	0	.00
EBT	1	1700	0	.00*	0	.00*
EBR	1	1700	0	.00	0	.00
WBL	0	0	622	{.37}*	649	{.38}*
WBT	3	5100	76	.14	59	.14
WBR	0	0	576	.34	604	.36
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .77 .78

396 . El Toro Rd. at Avenida Carlota

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	1272	.19*	1628	.24*
NBR	d	1700	47	.03	48	.03
SBL	2	3400	169	.05*	262	.08*
SBT	3	5100	766	.15	1078	.21
SBR	1	1700	590	.35	588	.35
EBL	2	3400	883	.26*	962	.28
EBT	2	3400	523	.23	1060	.44*
EBR	0	0	257		424	
WBL	0.5		46		68	
WBT	1.5	3400	180	.07*	122	.06*
WBR	2	3400	415	.12	541	.16
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

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

TOTAL CAPACITY UTILIZATION .62 .89

397 . El Toro Rd. at Paseo de Valencia

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	186	.05	163	.05
NBT	3	5100	685	.13*	952	.19*
NBR	1	1700	418	.25	408	.24
SBL	2	3400	241	.07*	344	.10*
SBT	3	5100	585	.12	876	.18
SBR	0	0	14		37	
EBL	1	1700	15	.01	71	.04
EBT	2	3400	1065	.31*	1268	.37*
EBR	1	1700	331	.19	329	.19
WBL	2	3400	387	.11*	475	.14*
WBT	2	3400	331	.10	290	.09
WBR	1	1700	182	.11	337	.20
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR NBR EBR

TOTAL CAPACITY UTILIZATION .68 .85

398 . El Toro Rd. at Moulton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	376	.11	247	.07
NBT	3	5100	841	.16*	857	.17*
NBR	1	1700	155	.09	264	.16
SBL	2	3400	402	.12*	525	.15*
SBT	3	5100	640	.13	851	.17
SBR	1	1700	211	.12	333	.20
EBL	2	3400	190	.06*	267	.08
EBT	3	5100	694	.14	2315	.45*
EBR	1	1700	160	.09	369	.22
WBL	2	3400	380	.11	311	.09*
WBT	3	5100	2243	.44*	890	.17
WBR	1	1700	309	.18	317	.19
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .83 .91

399 . El Toro Rd. at Aliso Creek Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	551	.11*	878	.17*
NBR	f		553		874	
SBL	1	1700	107	.06*	316	.19*
SBT	3	5100	806	.16	738	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1174	.35*	972	.29*
WBT	0	5100	0		0	
WBR	1.5		189	.11	152	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .70

400 . El Toro Rd. at SR-73 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1059	.31	1860	.55*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1.5	5100	780	.46*	797	.33
SBR	1.5		1680	.49	893	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	90	.03	105	.03
WBT	2	3400	310	.09*	139	.04*
WBR	1	1700	61	.04	65	.04
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .64

401 . El Toro Rd. at SR-73 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	541	.16	898	.26*
NBR	1	1700	112	.07	140	.08
SBL	1	1700	46	.03	106	.06*
SBT	2	3400	838	.25*	1027	.30
SBR	0	0	0		0	
EBL	1.5		589	.17*	998	.29*
EBT	1.5	5100	62	.04	265	.16
EBR	0		2		6	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .66

402 . I-5 NB Ramps at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		327	.10*	442	.13*
NBT	0	5100	0		0	
NBR	1.5		16		62	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	776	.23*	1348	.40*
EBR	f		689		441	
WBL	1	1700	394	.23*	149	.09*
WBT	2	3400	1037	.31	878	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .67

403 . SR-241 NB Ramps at Jeffrey Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1		15	
SBT	0	5100	0		0	
SBR	1.5		21		46	
EBL	1	1700	353	.21*	303	.18*
EBT	2	3400	79	.02	195	.06
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	279	.08*	94	.03*
WBR	1	1700	37	.02	47	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .26

404 . SR-241 SB Ramps at Jeffrey Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		53	.03*	44	.03*
SBT	0	5100	37		13	
SBR	1.5		439	.13	337	.10
EBL	0	0	0		0	
EBT	2	3400	400	.12*	461	.14*
EBR	1	1700	31	.02	16	.01
WBL	1	1700	3	.00	1	.00
WBT	2	3400	306	.09	147	.04
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .28 .22

405 . Laguna Canyon Rd. at Quail Hill Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	69	.04	29	.02
NBT	2	3400	577	.17*	186	.05*
NBR	d	1700	369	.22	96	.06
SBL	1	1700	134	.08*	170	.10*
SBT	2	3400	102	.03	416	.12
SBR	d	1700	25	.01	54	.03
EBL	1	1700	44	.03	20	.01
EBT	2	3400	257	.08*	95	.03*
EBR	d	1700	21	.01	25	.01
WBL	1	1700	37	.02*	228	.13*
WBT	2	3400	85	.03	257	.08
WBR	d	1700	79	.05	184	.11
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .36

406 . Laguna Canyon Rd. at Lake Forest Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2198	.32*	1461	.21*
NBR	1	1700	127	.07	100	.06
SBL	3	5100	963	.19*	1154	.23*
SBT	3	5100	1163	.23	1719	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	117	.03*	147	.04*
WBT	0	0	0		0	
WBR	f		1682		1439	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .53

407 . Laguna Canyon Rd at Bake Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2220	.44*	1480	.29
NBR	d	1700	0	.00	0	.00
SBL	1	1700	0	.00	0	.00
SBT	3	5100	1280	.25	1860	.36*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		0		0	
WBT	0	5100	0		0	
WBR	1.5		0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .41

408 . Laguna Canyon Rd. at Santa Maria Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	2220	.65*	1480	.44
NBR	1	1700	0	.00	0	.00
SBL	1	1700	0	.00	0	.00
SBT	2	3400	1280	.38	1860	.55*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		0		0	
WBT	0	5100	0		0	
WBR	1.5		0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .60

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	53	.03	64	.04
NBT	2	3400	951	.28*	1485	.44*
NBR	d	1700	1114	.66	444	.26
SBL	1	1700	494	.29*	386	.23*
SBT	2	3400	1294	.38	960	.28
SBR	d	1700	177	.10	275	.16
EBL	1	1700	370	.22*	307	.18*
EBT	2	3400	305	.12	270	.09
EBR	0	0	87		35	
WBL	2	3400	432	.13	1145	.34
WBT	1	1700	263	.25*	401	.45*
WBR	0	0	161		368	
Right Turn Adjustment			NBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.21 1.35

410 . Bake Pkwy. at Lake Forest Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1	.00	1	.00
NBT	3	5100	1	.00*	1	.00*
NBR	d	1700	1	.00	1	.00
SBL	2	3400	210	.06*	253	.07*
SBT	3	5100	0	.00	0	.00
SBR	d	1700	310	.18	179	.11
EBL	2	3400	185	.05*	124	.04*
EBT	3	5100	1034	.20	1161	.23
EBR	d	1700	0	.00	0	.00
WBL	2	3400	0	.00	0	.00
WBT	3	5100	1385	.27*	1426	.28*
WBR	d	1700	177	.10	207	.12
Right Turn Adjustment			SBR	.08*	SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .45

411 . Bake Pkwy. at Ridge Route Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1	.00	1	.00
NBR	d	1700	1	.00	1	.00
SBL	1	1700	1	.00	1	.00
SBT	3	5100	1	.00*	1	.00*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	1	.00	1	.00
WBT	0	0	0		0	
WBR	1	1700	1	.00	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .05 .05

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	224	.13*	320	.19*
NBT	0	0	0		0	
NBR	1	1700	126	.07	235	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	686	.13	1995	.39*
EBR	d	1700	343	.20	284	.17
WBL	1	1700	179	.11	176	.10*
WBT	3	5100	1902	.37*	1110	.22
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .73

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	65	.04*	55	.03
NBT	2	3400	266	.11	460	.15*
NBR	0	0	98		47	
SBL	1	1700	54	.03	30	.02*
SBT	2	3400	463	.17*	267	.08
SBR	0	0	104		15	
EBL	1	1700	59	.03	88	.05
EBT	2	3400	178	.07*	433	.15*
EBR	0	0	72		83	
WBL	1	1700	145	.09*	50	.03*
WBT	2	3400	402	.13	100	.05
WBR	0	0	54		61	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .42 .40

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	176	.10*	109	.06
NBT	2	3400	318	.09	569	.17*
NBR	d	1700	91	.05	221	.13
SBL	1	1700	101	.06	84	.05*
SBT	2	3400	343	.10*	315	.09
SBR	d	1700	100	.06	42	.02
EBL	1	1700	94	.06	63	.04
EBT	2	3400	469	.20*	1106	.36*
EBR	0	0	194		103	
WBL	1	1700	143	.08*	222	.13*
WBT	2	3400	634	.21	449	.16
WBR	0	0	79		78	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .76

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	0	.00*	0	.00*
NBR	0	0	0		0	
SBL	2	3400	305	.09*	472	.14*
SBT	2	3400	47	.01	20	.01
SBR	f		716		689	
EBL	2	3400	621	.18*	1051	.31*
EBT	3	5100	567	.11	1547	.30
EBR	1	1700	60	.04	75	.04
WBL	2	3400	139	.04	69	.02
WBT	3	5100	1580	.31*	833	.16*
WBR	1	1700	222	.13	248	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .63 .66

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	635	.19*	319	.09*
NBT	3	5100	1247	.24	887	.17
NBR	f		64		74	
SBL	2	3400	226	.07	906	.27
SBT	2	3400	587	.17*	1289	.38*
SBR	f		203		131	
EBL	1	1700	151	.09*	126	.07*
EBT	0	0	0		0	
EBR	f		209		379	
WBL	2	3400	167	.05	102	.03
WBT	0	0	0		0	
WBR	f		1271		267	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.50		.59

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	492	.29*	358	.21*
NBT	3	5100	145	.03	451	.09
NBR	f		262		601	
SBL	1	1700	56	.03	201	.12
SBT	3	5100	434	.09*	379	.07*
SBR	1	1700	296	.17	426	.25
EBL	2	3400	23	.01	280	.08
EBT	3	5100	834	.16*	1938	.38*
EBR	1	1700	282	.17	672	.40
WBL	2	3400	678	.20*	450	.13*
WBT	4	6800	2377	.35	1177	.17
WBR	d	1700	28	.02	49	.03
Right Turn Adjustment			SBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.86		.84

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	470	.14*	548	.16*
NBT	4	6800	1032	.15	1144	.17
NBR	1	1700	187	.11	276	.16
SBL	2	3400	200	.06	179	.05
SBT	4	6800	1822	.27*	1124	.19*
SBR	0	0	340		186	
EBL	2	3400	185	.05*	379	.11
EBT	3	5100	353	.10	985	.25*
EBR	0	0	242	.14	294	
WBL	2	3400	361	.11	262	.08*
WBT	3	5100	1088	.21*	596	.12
WBR	1	1700	180	.11	147	.09
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.72		.73

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	134	.08*
NBT	4	6800	1410	.21	2075	.31
NBR	0	0	4		21	
SBL	1	1700	2	.00	7	.00
SBT	4	6800	1768	.30*	1763	.27*
SBR	0	0	270		50	
EBL	1.5		50		272	
EBT	0.5	3400	9	.02*	26	.09*
EBR	1	1700	132	.08	186	.11
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.53		.49

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	83	.05*	107	.06
NBT	4	6800	1148	.20	1824	.30*
NBR	0	0	237		225	
SBL	2	3400	283	.08	204	.06*
SBT	4	6800	1955	.29*	1431	.26
SBR	0	0	290		347	
EBL	1	1700	182	.11*	314	.18*
EBT	2	3400	300	.09	571	.17
EBR	1	1700	120	.07	146	.09
WBL	2	3400	335	.10	183	.05
WBT	2	3400	706	.21*	445	.13*
WBR	1	1700	270	.16	341	.20
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .74

421 . Los Alisos Bl. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	239	.14*	204	.12*
NBT	3	5100	365	.07	721	.14
NBR	d	1700	106	.06	346	.20
SBL	1	1700	112	.07	130	.08
SBT	3	5100	1250	.25*	682	.13*
SBR	d	1700	278	.16	96	.06
EBL	1	1700	145	.09*	338	.20
EBT	2	3400	449	.13	904	.27*
EBR	d	1700	205	.12	90	.05
WBL	1	1700	245	.14	227	.13*
WBT	2	3400	839	.25*	580	.17
WBR	d	1700	47	.03	61	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .70

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	238	.14*	200	.12
NBT	3	5100	608	.12	1180	.23*
NBR	1	1700	273	.16	334	.20
SBL	1	1700	280	.16	246	.14*
SBT	3	5100	1218	.24*	701	.14
SBR	1	1700	290	.17	136	.08
EBL	2	3400	130	.04*	285	.08
EBT	2	3400	574	.17	831	.24*
EBR	d	1700	176	.10	267	.16
WBL	2	3400	272	.08	212	.06*
WBT	2	3400	963	.28*	445	.13
WBR	1	1700	135	.08	235	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .72

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	262	.08	142	.04*
NBT	2	3400	975	.29*	546	.16
NBR	1	1700	154	.09	221	.13
SBL	2	3400	159	.05*	353	.10
SBT	2	3400	564	.22	869	.33*
SBR	0	0	177		248	
EBL	2	3400	316	.09*	268	.08
EBT	3	5100	835	.16	1400	.27*
EBR	1	1700	189	.11	271	.16
WBL	2	3400	323	.10	221	.07*
WBT	3	5100	1119	.22*	821	.16
WBR	d	1700	237	.14	197	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .76

424 . Los Alisos Bl. at Rockfield Bl./Fordview S

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	259	.08*	319	.09
NBT	2	3400	1185	.35	1590	.47*
NBR	0	0	2		9	
SBL	1	1700	15	.01	27	.02*
SBT	2	3400	1004	.30*	958	.28
SBR	1	1700	471	.28	333	.20
EBL	1.5		245		475	
EBT	0.5	3400	11	.08*	35	.15*
EBR	1	1700	186	.11	405	.24
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .51 .69

425 . Los Alisos Bl. at Avenida Carlota

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	444	.13*	249	.07*
NBT	3	5100	1298	.26	1200	.24
NBR	0	0	3		6	
SBL	1	1700	7	.00	15	.01
SBT	3	5100	996	.20*	1241	.24*
SBR	d	1700	346	.20	241	.14
EBL	1.5		502		810	
EBT	0.5	3400	3	.15*	9	.24*
EBR	1	1700	214	.13	479	.28
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .53 .60

426 . Los Alisos Bl. at Paseo de Valencia

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	786	.15*	1408	.28*
SBT	0	0	0		0	
SBR	1	1700	230	.14	173	.10
EBL	2	3400	171	.05*	282	.08
EBT	2	3400	654	.19	1762	.52*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1110	.33*	717	.21
WBR	2	3400	1429	.42	988	.29
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .58 .85

427 . Moulton Pkwy. at Glenwood Dr./Indian Creek

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	294	.09	253	.07*
NBT	3	5100	2449	.48*	1331	.26
NBR	d	1700	15	.01	35	.02
SBL	1	1700	16	.01*	42	.02
SBT	3	5100	986	.19	2226	.44*
SBR	1	1700	326	.19	432	.25
EBL	1.5		521		289	
EBT	0.5	3400	6	.16*	11	.09*
EBR	1	1700	234	.14	300	.18
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00*
WBR	d	1700	0	.00	0	.00
Right Turn Adjustment					EBR	.04*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .70 .69

428 . Laguna Hills Dr. at Paseo de Valencia

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		1105		746	
NBT	0.5	3400	7	.33*	27	.23*
NBR	1	1700	399	.23	447	.26
SBL	1	1700	101	.06	47	.03
SBT	1	1700	16	.06*	17	.03*
SBR	0	0	83		35	
EBL	1	1700	28	.02*	76	.04
EBT	3	5100	710	.14	2226	.44*
EBR	1	1700	771	.45	979	.58
WBL	2	3400	343	.10	314	.09*
WBT	3	5100	1333	.27*	959	.20
WBR	0	0	35		67	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .74 .84

429 . Moulton Pkwy. at Laguna Hills Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	362	.11	217	.06*
NBT	4	6800	1748	.26*	904	.13
NBR	1	1700	163	.10	150	.09
SBL	2	3400	338	.10*	212	.06
SBT	3	5100	588	.12	1619	.32*
SBR	1	1700	403	.24	677	.40
EBL	2	3400	576	.17*	374	.11*
EBT	3	5100	821	.16	828	.16
EBR	f		93		199	
WBL	1	1700	69	.04	202	.12
WBT	2	3400	809	.24*	896	.26*
WBR	1	1700	140	.08	222	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .80

430 . Trabuco Rd. at Alicia Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	282	.08	199	.06
NBT	2	3400	648	.19*	408	.12*
NBR	d	1700	79	.05	43	.03
SBL	2	3400	200	.06*	634	.19*
SBT	2	3400	327	.10	723	.21
SBR	d	1700	134	.08	114	.07
EBL	1	1700	206	.12*	249	.15*
EBT	3	5100	1061	.21	1383	.27
EBR	d	1700	68	.04	169	.10
WBL	1	1700	75	.04	109	.06
WBT	3	5100	1494	.29*	1157	.23*
WBR	d	1700	367	.22	213	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .74

431 . Jeronimo Rd. at Alicia Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	581	.17*	292	.09*
NBT	2	3400	805	.24	393	.12
NBR	1	1700	158	.09	124	.07
SBL	2	3400	95	.03	215	.06
SBT	2	3400	425	.13*	724	.21*
SBR	1	1700	263	.15	492	.29
EBL	2	3400	434	.13*	346	.10
EBT	3	5100	1167	.23	1851	.36*
EBR	1	1700	226	.13	522	.31
WBL	2	3400	150	.04	184	.05*
WBT	3	5100	1526	.30*	1316	.26
WBR	1	1700	231	.14	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .76

432 . Alicia Pkwy. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	293	.09*	432	.13
NBT	3	5100	1575	.31	2221	.44*
NBR	1	1700	41	.02	201	.12
SBL	2	3400	144	.04	253	.07*
SBT	4	6800	1887	.30*	1780	.29
SBR	0	0	149		171	
EBL	2	3400	119	.04*	164	.05
EBT	2	3400	346	.10	786	.23*
EBR	1	1700	433	.25	442	.26
WBL	2	3400	134	.04	129	.04*
WBT	2	3400	690	.20*	487	.14
WBR	1	1700	360	.21	265	.16
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .68 .83

433 . I-5 NB Ramps at Alicia Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		147	{.06}*	402	{.21}*
NBT	0	5100	0	.06	0	.21
NBR	1.5		165		689	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1635	.32*	2181	.43*
EBR	f		1350		840	
WBL	0	0	0		0	
WBT	3	5100	1603	.31	1588	.31
WBR	f		1230		890	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .69

434 . I-5 SB Ramps at Alicia Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1219		1054	
SBT	0	6800	0	{.28}*	0	{.30}*
SBR	1.5		878		1146	
EBL	0	0	0		0	
EBT	3	5100	1736	.34*	2059	.40*
EBR	f		151		203	
WBL	0	0	0		0	
WBT	3	5100	1002	.20	1254	.25
WBR	f		824		753	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .75

435 . Alicia Pkwy. at Paseo de Valencia

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	629	.19*	436	.13
NBT	3	5100	1578	.32	1433	.30*
NBR	0	0	72		101	
SBL	1	1700	64	.04	248	.15*
SBT	3	5100	1189	.23*	1465	.29
SBR	1	1700	369	.22	496	.29
EBL	2	3400	318	.09*	640	.19
EBT	2	3400	275	.08	874	.26*
EBR	2	3400	418	.12	1135	.33
WBL	2	3400	97	.03	96	.03*
WBT	3	5100	655	.13*	400	.08
WBR	1	1700	98	.06	103	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .79

436 . Moulton Pkwy. at Alicia Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	66	.02	99	.03*
NBT	4	6800	1741	.26*	627	.09
NBR	f		596		334	
SBL	2	3400	142	.04*	250	.07
SBT	3	5100	509	.10	910	.18*
SBR	1	1700	221	.13	615	.36
EBL	2	3400	482	.14	290	.09
EBT	3	5100	1532	.30*	1206	.24*
EBR	1	1700	89	.05	73	.04
WBL	2	3400	302	.09*	537	.16*
WBT	3	5100	1163	.23	1526	.30
WBR	1	1700	228	.13	134	.08
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .74 .76

437 . Scientific Wy. at ICD

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	3	.00	120	.04*
NBT	2	3400	6	.00	64	.02
NBR	1	1700	2	.00	18	.01
SBL	2	3400	9	.00	20	.01
SBT	2	3400	32	.01*	19	.01*
SBR	1	1700	11	.01	42	.02
EBL	1	1700	60	.04*	65	.04
EBT	3	5100	599	.12	1582	.31*
EBR	1	1700	90	.05	8	.00
WBL	1	1700	19	.01	3	.00
WBT	3	5100	1166	.23*	898	.18
WBR	1	1700	95	.06	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .41

441 . Loop Rd. at Jamboree Rd. SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	20	.01	134	.04*
NBR	1	1700	20	.01	75	.04
SBL	1	1700	20	.01	25	.01*
SBT	2	3400	213	.06*	145	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		557	.16*	275	.08*
WBT	0	5100	0		0	
WBR	1.5		50		86	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .18

444 . Sand Canyon Av. at Burt Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	34	.02*	59	.03
NBT	3	5100	1253	.26	3525	.71*
NBR	0	0	81		87	
SBL	1	1700	86	.05	96	.06*
SBT	3	5100	3969	.78*	1808	.35
SBR	1	1700	148	.09	65	.04
EBL	1	1700	49	.03*	120	.07*
EBT	1	1700	4	.00	7	.00
EBR	d	1700	47	.03	72	.04
WBL	1	1700	69	.04	49	.03
WBT	1	1700	9	.01*	5	.00*
WBR	1	1700	72	.04	95	.06
Right Turn Adjustment			EBR	.01*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 .90

452 . Jamboree Rd. at Santiago Canyon Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1321	.39*	2154	.63*
NBT	1	1700	39	.02	19	.01
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	11	.00*	28	.01*
SBR	d	1700	9	.01	22	.01
EBL	1	1700	11	.01*	21	.01*
EBT	0	0	0		0	
EBR	2	3400	1959	.58	1236	.36
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.28*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .70

459 . Jeffrey Rd. at Santiago Canyon Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	0	0	0		0	
NBR	d	1700	0	.00	0	.00
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	513	.15	760	.22*
EBR	d	1700	0	.00	0	.00
WBL	1	1700	0	.00	0	.00
WBT	2	3400	875	.26*	640	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .31 .27

463 . Jamboree Rd. at Chapman Ave.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	95	.03	154	.05
NBT	2	3400	408	.12*	951	.28*
NBR	2	3400	276	.08	474	.14
SBL	2	3400	882	.26*	670	.20*
SBT	3	5100	785	.15	353	.07
SBR	1	1700	304	.18	219	.13
EBL	2	3400	174	.05*	282	.08*
EBT	3	5100	1085	.21	1300	.25
EBR	1	1700	105	.06	70	.04
WBL	2	3400	472	.14	228	.07
WBT	3	5100	1672	.33*	1300	.25*
WBR	2	3400	780	.23	888	.26
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .86

464 . SR-241/SR-261 SB Ramps at Chapman Ave.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	128	.08	198	.12*
SBT	1	1700	261	.15*	76	.04
SBR	2	3400	387	.11	237	.07
EBL	0	0	0		0	
EBT	3	5100	2072	.41	2152	.42
EBR	1	1700	460	.27	80	.05
WBL	2	3400	189	.06	84	.02
WBT	3	5100	2443	.48*	2413	.47*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .64

465 . SR-241/SR-261 NB Ramps at Chapman Ave.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	47	.01*	344	.10*
NBT	2	3400	49	.01	170	.05
NBR	d	1700	45	.03	179	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	213	.13*	204	.12*
EBT	3	5100	1825	.36	1981	.39
EBR	2	3400	0	.00	0	.00
WBL	0	0	0		0	
WBT	3	5100	2213	.43*	1996	.39*
WBR	d	1700	258	.15	116	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .66

466 . SR-241 NB Ramp at Santiago Canyon Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1039	.31*	1183	.35*
NBT	0	0	0		0	
NBR	1	1700	5	.00	14	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	660	.13	1230	.24*
EBR	1.5		0		0	
WBL	1	1700	0	.00	0	.00
WBT	3	5100	1451	.28*	857	.17
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .64

468 . Jamboree Rd. at Canyon View Ave.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	259	.15*	359	.21
NBT	3	5100	538	.11	1706	.33*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1409	.28*	512	.10
SBR	d	1700	51	.03	131	.08
EBL	2	3400	62	.02*	74	.02*
EBT	0	0	0		0	
EBR	1	1700	481	.28	378	.22
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.15*	EBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .43

469 . Jamboree Rd. at Handy Creek Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	845	.17	2122	.42*
NBR	d	1700	45	.03	63	.04
SBL	1	1700	45	.03	17	.01*
SBT	3	5100	2264	.44*	956	.19
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	80	.05*	64	.04*
WBT	0	0	0		0	
WBR	1	1700	30	.02	38	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .52

470 . SR-261 SB Ramps at Handy Creek Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	44		23	
SBT	1	1700	394	.26*	87	.06*
SBR	1	1700	110	.06	100	.06
EBL	0	0	0		0	
EBT	1	1700	46	.03*	57	.03*
EBR	1	1700	46	.03	23	.01
WBL	0	0	0		0	
WBT	1	1700	1	.00	1	.00
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .34 .14

471 . SR-261 NB Ramps at Handy Creek Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	1	.00	1	.00
NBT	1	1700	60	.04*	320	.19*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	90	.05*	80	.05*
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .14 .29

481 . Laguna Canyon Rd. at Technology Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	1	.00	2	.00
NBT	2	3400	219	.06*	367	.11*
NBR	d	1700	151	.09	142	.08
SBL	2	3400	898	.26*	542	.16*
SBT	2	3400	394	.12	333	.10
SBR	d	1700	7	.00	4	.00
EBL	1	1700	3	.00	9	.01
EBT	1	1700	16	.01*	29	.02*
EBR	0	0	1		2	
WBL	1	1700	107	.06*	167	.10*
WBT	1	1700	12	.01	24	.01
WBR	2	3400	361	.11	709	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .44

482 . Road A at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	6	.00	19	.01*
NBT	1	1700	0	.00	0	.01
NBR	0	0	4		21	
SBL	0	0	0		0	
SBT	1	1700	0	.00*	0	.00*
SBR	0	0	0		0	
EBL	1	1700	0	.00	0	.00
EBT	2	3400	696	.20	914	.27*
EBR	d	1700	30	.02	20	.01
WBL	1	1700	40	.02	20	.01*
WBT	2	3400	1214	.36*	816	.24
WBR	d	1700	0	.00	0	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .41 .34

483 . Road C at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	47	{.03}*	31	{.02}*
NBT	0	0	0		0	
NBR	1	1700	53	.03	39	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	797	.23	825	.24*
EBR	d	1700	49	.03	46	.03
WBL	1	1700	71	.04	64	.04*
WBT	2	3400	1023	.30*	914	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .35

484 . Sand Canyon Av. at Roosevelt

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	98	.03*	267	.08
NBT	4	6800	762	.11	2299	.34*
NBR	d	1700	176	.10	273	.16
SBL	2	3400	186	.05	103	.03*
SBT	4	6800	2792	.41*	1025	.15
SBR	d	1700	94	.06	101	.06
EBL	2	3400	92	.03	106	.03
EBT	1	1700	198	.12*	105	.06*
EBR	d	1700	312	.18	120	.07
WBL	2	3400	116	.03*	157	.05*
WBT	1	1700	38	.02	144	.08
WBR	d	1700	36	.02	140	.08
Right Turn Adjustment			EBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .53

485 . Sand Canyon Av. at Nightmist

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	71	.02*	248	.07
NBT	4	6800	923	.14	2938	.43*
NBR	d	1700	174	.10	145	.09
SBL	1	1700	126	.07	31	.02*
SBT	4	6800	3425	.50*	1449	.21
SBR	d	1700	47	.03	62	.04
EBL	1	1700	64	.04	53	.03
EBT	1	1700	110	.06*	24	.01*
EBR	1	1700	298	.18	116	.07
WBL	2	3400	156	.05*	338	.10*
WBT	1	1700	22	.01	130	.08
WBR	d	1700	32	.02	153	.09
Right Turn Adjustment			EBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .61

486 . SR-133 SB Ramps at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	276	.16*	151	.09*
SBT	0	0	0		0	
SBR	2	3400	414	.12	139	.04
EBL	0	0	0		0	
EBT	2	3400	734	.22	1219	.36*
EBR	1	1700	355	.21	313	.18
WBL	2	3400	405	.12	357	.11*
WBT	2	3400	1256	.37*	1271	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .61

487 . SR-133 NB Ramps at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	252	.07*	454	.13*
NBT	0	0	0		0	
NBR	2	3400	597	.18	506	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	998	.29	1114	.33*
EBR	f		34		257	
WBL	1	1700	116	.07	303	.18*
WBT	2	3400	1413	.42*	1176	.35
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .69

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	249	.07*	344	.10
NBT	3	5100	727	.14	1728	.34*
NBR	1	1700	147	.09	216	.13
SBL	2	3400	94	.03	56	.02*
SBT	3	5100	1942	.38*	1004	.20
SBR	1	1700	140	.08	83	.05
EBL	1	1700	75	.04*	125	.07*
EBT	1	1700	139	.08	139	.08
EBR	1	1700	347	.20	301	.18
WBL	2	3400	181	.05	184	.05
WBT	1	1700	121	.09*	142	.13*
WBR	0	0	38		77	
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .61

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	779	.23	1837	.54*
NBR	d	1700	296	.17	591	.35
SBL	1	1700	191	.11	309	.18*
SBT	2	3400	1724	.51*	922	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	587	.17*	338	.10*
WBT	0	0	0		0	
WBR	2	3400	263	.08	303	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .87

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	202	.12*	235	.14
NBT	2	3400	611	.18	1053	.31*
NBR	d	1700	145	.09	332	.20
SBL	1	1700	203	.12	346	.20*
SBT	2	3400	770	.23*	842	.25
SBR	d	1700	287	.17	222	.13
EBL	1	1700	130	.08*	288	.17
EBT	1	1700	273	.16	842	.50*
EBR	1	1700	116	.07	230	.14
WBL	1	1700	297	.17	178	.10*
WBT	2	3400	983	.29*	434	.13
WBR	1	1700	330	.19	219	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 1.16

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1581	.47*	611	.18*
NBT	4	6800	1845	.27	1162	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	866	.13*	1682	.25*
SBR	d	1700	179	.11	128	.08
EBL	1.5		105	.03*	197	.12*
EBT	0	5100	0		0	
EBR	1.5		434		1361	.40
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.68		.74

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1026	.20	1979	.39*
NBR	d	1700	346	.20	221	.13
SBL	1	1700	364	.21	129	.08*
SBT	3	5100	2124	.42*	1370	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		186	.05*	380	
WBT	0	5100	0		0	{.12}*
WBR	1.5		94	{.00}	321	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.52		.64

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	424	.25*	146	.09
NBT	2	3400	850	.25	1887	.56*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1697	.50*	1011	.30
SBR	1	1700	436	.26	237	.14
EBL	2	3400	250	.07*	520	.15*
EBT	0	0	0		0	
EBR	1	1700	103	.06	290	.17
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .87 .76

556 . Ridge Valley at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	194	.11*
NBT	1	1700	18	.01	80	.05
NBR	d	1700	99	.06	393	.23
SBL	1	1700	145	.09	28	.02
SBT	2	3400	64	.02*	57	.02*
SBR	d	1700	20	.01	16	.01
EBL	1	1700	19	.01	6	.00
EBT	2	3400	896	.26*	1179	.35*
EBR	d	1700	173	.10	181	.11
WBL	1	1700	394	.23*	161	.09*
WBT	2	3400	1290	.38	1020	.30
WBR	d	1700	23	.01	95	.06
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .67

558 . O St. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	230	.07
NBT	2	3400	50	.01*	278	.08*
NBR	d	1700	61	.04	81	.05
SBL	1	1700	291	.17*	119	.07*
SBT	2	3400	390	.11	139	.04
SBR	f		601		332	
EBL	2	3400	164	.05*	530	.16*
EBT	3	5100	1777	.35	1444	.28
EBR	1	1700	280	.16	173	.10
WBL	2	3400	120	.04	99	.03
WBT	3	5100	1739	.34*	2258	.44*
WBR	1	1700	86	.05	295	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .80

559 . O St. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05*	443	.13*
NBT	2	3400	47	.02	373	.12
NBR	0	0	5		35	
SBL	1	1700	26	.02	42	.02
SBT	2	3400	364	.11*	268	.08*
SBR	1	1700	860	.51	573	.34
EBL	2	3400	485	.14*	683	.20*
EBT	2	3400	420	.12	563	.17
EBR	1	1700	683	.40	378	.22
WBL	1	1700	26	.02	25	.01
WBT	2	3400	543	.17*	474	.15*
WBR	0	0	19		44	
Right Turn Adjustment			Multi	.32*	SBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .84 .67

560 . O St. at Marine Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	320	.09*	371	.11*
SBT	0	0	0		0	
SBR	1	1700	154	.09	309	.18
EBL	1	1700	91	.05*	328	.19*
EBT	2	3400	914	.27	913	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1061	.31*	985	.29*
WBR	1	1700	220	.13	424	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .64

562 . D St. at Marine Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	22	.01*	199	.12*
SBT	0	0	0		0	
SBR	1	1700	49	.03	332	.20
EBL	1	1700	131	.08*	328	.19*
EBT	2	3400	968	.28	975	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1311	.41*	1012	.36*
WBR	0	0	79		204	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .72

563 . B St. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	119	.07*	137	.08*
NBT	0	0	0		0	
NBR	1	1700	73	.04	55	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2527	.50*	1605	.31
EBR	1	1700	112	.07	127	.07
WBL	1	1700	48	.03*	93	.05
WBT	3	5100	1781	.35	2903	.57*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .70

564 . D St. at Marine Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	45	.03	20	.01
NBT	1	1700	44	.06*	20	.04*
NBR	0	0	62		50	
SBL	1	1700	26	.02*	180	.11*
SBT	1	1700	5	.01	40	.07
SBR	0	0	19		72	
EBL	1	1700	67	.04*	50	.03
EBT	2	3400	864	.26	1185	.36*
EBR	0	0	20		31	
WBL	1	1700	34	.02	59	.03*
WBT	2	3400	1392	.45*	1082	.35
WBR	0	0	140		120	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .59

566 . Marine Wy. at Barranca Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	129	.08*	105	.06
NBT	2	3400	368	.11	481	.14*
NBR	1	1700	95	.06	115	.07
SBL	2	3400	271	.08	295	.09*
SBT	2	3400	513	.15*	376	.11
SBR	1	1700	369	.22	272	.16
EBL	2	3400	203	.06*	448	.13*
EBT	2	3400	465	.14	980	.29
EBR	1	1700	95	.06	135	.08
WBL	2	3400	152	.04	109	.03
WBT	2	3400	962	.28*	713	.21*
WBR	1	1700	299	.18	361	.21
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .62

567 . Marine Wy. at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	594	.17*	478	.14*
NBT	2	3400	476	.14	421	.12
NBR	1	1700	223	.13	211	.12
SBL	1	1700	111	.07	111	.07
SBT	2	3400	333	.10*	466	.14*
SBR	1	1700	297	.17	253	.15
EBL	2	3400	248	.07*	263	.08*
EBT	3	5100	1005	.20	1109	.22
EBR	f		347		516	
WBL	2	3400	150	.04	208	.06
WBT	3	5100	1229	.24*	1048	.21*
WBR	1	1700	107	.06	106	.06
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .62

568 . Marine Wy. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	0	.00	0	.00
NBT	2	3400	1432	.42*	1070	.31
NBR	1	1700	0	.00	0	.00
SBL	1	1700	0	.00	0	.00
SBT	2	3400	768	.23	1250	.37*
SBR	1	1700	0	.00	0	.00
EBL	1	1700	1	.00	1	.00
EBT	1	1700	0	.00	0	.00
EBR	0	0	1		1	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	0	.00*	0	.00*
WBR	1	1700	1	.00	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .42

569 . Bake Pkwy. at Marine Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	955	.28*	535	.16*
NBT	4	6800	2745	.40	2588	.38
NBR	1	1700	30	.02	0	.00
SBL	1	1700	21	.01	0	.00
SBT	5	8500	2286	.34*	2406	.33*
SBR	0	0	733	.43	378	
EBL	2	3400	261	.08*	567	.17*
EBT	1	1700	19	.01	40	.02
EBR	2	3400	280	.08	745	.22
WBL	2	3400	4	.00	19	.01
WBT	2	3400	12	.00*	27	.01*
WBR	0	0	4		14	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .72

571 . Portola Springs at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	294	.09*	285	.08*
NBT	1	1700	5	.04	30	.07
NBR	0	0	66		91	
SBL	1	1700	65	.04	33	.02
SBT	1	1700	68	.04*	53	.03*
SBR	d	1700	291	.17	106	.06
EBL	1	1700	15	.01*	32	.02
EBT	2	3400	1009	.30	1315	.39*
EBR	1	1700	114	.07	230	.14
WBL	1	1700	38	.02	57	.03*
WBT	2	3400	1355	.40*	1029	.30
WBR	d	1700	0	.00	8	.00
Right Turn Adjustment			SBR	.12*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .58

572 . Modjeska Rd. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	58	.03	68	.04
NBT	1	1700	59	.03*	87	.05*
NBR	1	1700	123	.07	106	.06
SBL	2	3400	398	.12*	246	.07*
SBT	1	1700	80	.05	95	.06
SBR	d	1700	184	.11	162	.10
EBL	1	1700	99	.06	139	.08*
EBT	3	5100	2003	.39*	1508	.30
EBR	1	1700	53	.03	68	.04
WBL	1	1700	78	.05*	137	.08
WBT	3	5100	1721	.34	2411	.47*
WBR	1	1700	182	.11	363	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .72

637 . Sterling at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	22	.01*	83	.05*
NBT	1	1700	15	.01	19	.03
NBR	0	0	3		34	
SBL	1	1700	6	.00	58	.03
SBT	1	1700	10	.03*	19	.10*
SBR	0	0	44		143	
EBL	1	1700	147	.09*	60	.04
EBT	2	3400	257	.09	918	.28*
EBR	0	0	54		34	
WBL	1	1700	16	.01	7	.00
WBT	2	3400	570	.18*	444	.13
WBR	0	0	43		11	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .48

640 . Thomas at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	172	.10*
NBT	1	1700	32	.02*	8	.00
NBR	d	1700	9	.01	82	.05
SBL	1	1700	13	.01*	28	.02
SBT	1	1700	6	.00	19	.01*
SBR	d	1700	2	.00	33	.02
EBL	1	1700	10	.01*	1	.00
EBT	2	3400	177	.05	909	.27*
EBR	d	1700	52	.03	74	.04
WBL	1	1700	72	.04	1	.00
WBT	2	3400	588	.17*	253	.07
WBR	d	1700	18	.01	1	.00
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .26 .43

627 . LY St. at Irvine B.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	43	.03*	74	.04*
NBT	0	0	0		0	
NBR	1	1700	47	.03	77	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2083	.41*	1603	.31
EBR	1	1700	60	.04	49	.03
WBL	1	1700	60	.04*	81	.05
WBT	3	5100	1887	.37	2566	.50*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .59

790 . Z St. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	52	.03	50	.03*
NBT	1	1700	7	.00*	14	.01
NBR	1	1700	71	.04	36	.02
SBL	1	1700	174	.10*	57	.03
SBT	1	1700	32	.02	17	.01*
SBR	1	1700	125	.07	77	.05
EBL	1	1700	36	.02	73	.04*
EBT	3	5100	2455	.48*	1741	.34
EBR	1	1700	61	.04	63	.04
WBL	1	1700	47	.03*	80	.05
WBT	3	5100	1824	.36	2849	.56*
WBR	1	1700	27	.02	93	.05
Right Turn Adjustment			NBR	.02*	SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .70

800 . LQ St. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	63	.04	81	.05*
NBT	1	1700	14	.01*	45	.03
NBR	1	1700	205	.12	138	.08
SBL	1	1700	153	.09*	63	.04
SBT	1	1700	32	.05	21	.03*
SBR	0	0	46		38	
EBL	1	1700	21	.01	64	.04*
EBT	3	5100	2587	.51*	1619	.32
EBR	1	1700	52	.03	56	.03
WBL	2	3400	136	.04*	184	.05
WBT	3	5100	1664	.33	2771	.54*
WBR	1	1700	55	.03	170	.10
Right Turn Adjustment			NBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .71

799 . "B" Street at Marine Way

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	63	.04	43	.03
NBT	1	1700	22	.02*	46	.03*
NBR	0	0	15		11	
SBL	1	1700	129	.08*	69	.04*
SBT	1	1700	48	.03	34	.02
SBR	1	1700	538	.32	263	.15
EBL	1	1700	125	.07*	418	.25*
EBT	2	3400	776	.24	910	.28
EBR	0	0	31		54	
WBL	1	1700	11	.01	12	.01
WBT	2	3400	999	.29*	974	.29*
WBR	1	1700	43	.03	117	.07
Right Turn Adjustment			SBR	.21*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .66

820 . Fairbanks at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	3	.00	83	.05
NBT	1	1700	117	.11*	54	.26*
NBR	0	0	72		386	
SBL	1	1700	60	.04*	126	.07*
SBT	1	1700	39	.04	143	.23
SBR	0	0	22		242	
EBL	1	1700	226	.13	56	.03*
EBT	3	5100	1618	.34*	1358	.27
EBR	0	0	101		17	
WBL	1	1700	290	.17*	60	.04
WBT	3	5100	1695	.37	1985	.40*
WBR	0	0	186		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .81

821 . Alton Pkwy. at Fairbanks

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	93	.05*	125	.07
NBT	3	5100	746	.16	1861	.40*
NBR	0	0	92		164	
SBL	1	1700	154	.09	137	.08*
SBT	3	5100	1988	.41*	888	.20
SBR	0	0	117		113	
EBL	1	1700	65	.04	128	.08*
EBT	1	1700	75	.12*	99	.10
EBR	0	0	121		75	
WBL	1	1700	51	.03*	47	.03
WBT	1	1700	30	.03	52	.08*
WBR	0	0	29		81	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .69

822 . "F" Street at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	73	.04*
NBT	0	0	0		0	
NBR	1	1700	140	.08	77	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	2885	.57*	1793	.35
EBR	1	1700	43	.03	69	.04
WBL	1	1700	47	.03*	131	.08
WBT	3	5100	2524	.49	3217	.63*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .72

831 . "G" Street at Marine Way

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	27	.02	19	.01
NBT	1	1700	32	.04*	57	.05*
NBR	0	0	30		24	
SBL	1	1700	311	.18*	156	.09*
SBT	1	1700	57	.03	39	.02
SBR	1	1700	271	.16	126	.07
EBL	1	1700	94	.06*	209	.12*
EBT	2	3400	812	.24	761	.23
EBR	0	0	14		24	
WBL	1	1700	20	.01	27	.02
WBT	2	3400	746	.22*	935	.28*
WBR	1	1700	104	.06	314	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .59

832 . Fairbanks at Astor St.

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	103	.06*	215	.13*
NBT	1	1700	13	.01	40	.02
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	25	.14*	23	.18*
SBR	0	0	207		275	
EBL	0	0	247		260	
EBT	1	1700	0	.29*	0	.22*
EBR	0	0	245		117	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .58

16 . Newport Av. at Irvine Blvd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	115	.07*	155	.09
NBT	3	5100	448	.09	907	.18*
NBR	1	1700	353	.21	689	.41
SBL	1	1700	147	.09	147	.09*
SBT	3	5100	1083	.21*	502	.10
SBR	d	1700	170	.10	113	.07
EBL	2	3400	92	.03*	238	.07
EBT	3	5100	1280	.25	1874	.37*
EBR	d	1700	87	.05	97	.06
WBL	2	3400	770	.23	510	.15*
WBT	3	5100	2455	.48*	2092	.41
WBR	d	1700	40	.02	85	.05
Right Turn Adjustment					NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .96

34 . Red Hill Av. at Irvine Blvd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	205	.06*	532	.16*
NBT	1	1700	104	.06	199	.12
NBR	1	1700	12	.01	39	.02
SBL	2	3400	150	.04	119	.04
SBT	2	3400	302	.09*	152	.04*
SBR	d	1700	76	.04	68	.04
EBL	1	1700	75	.04*	136	.08*
EBT	3	5100	1538	.37	2234	.50
EBR	0	0	330		302	
WBL	1	1700	238	.14	126	.07
WBT	3	5100	2899	.58*	2805	.57*
WBR	0	0	51		95	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .90

54 . Browning Av. at Irvine Blvd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	113	.07*	135	.08*
NBT	1	1700	94	.06	81	.05
NBR	1	1700	32	.02	45	.03
SBL	0	0	52		37	
SBT	1	1700	92	.08*	36	.04*
SBR	d	1700	115	.07	67	.04
EBL	1	1700	91	.05*	77	.05*
EBT	3	5100	1542	.32	2378	.48
EBR	0	0	112		61	
WBL	1	1700	96	.06	42	.02
WBT	3	5100	3082	.61*	2678	.53*
WBR	0	0	45		42	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .75

91 . Tustin Ranch Rd. at Irvine Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	233	.07*	467	.14
NBT	3	5100	362	.07	862	.17*
NBR	1	1700	215	.13	331	.19
SBL	1	1700	292	.17	200	.12*
SBT	3	5100	1164	.23*	497	.10
SBR	f		844		373	
EBL	2	3400	215	.06*	577	.17*
EBT	3	5100	1143	.22	1619	.32
EBR	1	1700	432	.25	223	.13
WBL	2	3400	354	.10	140	.04
WBT	3	5100	2173	.43*	1991	.39*
WBR	1	1700	183	.11	420	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .90

132 . Jamboree Rd. NB at Walnut Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	307	.09	572	.17
NBT	2	3400	424	.12*	617	.18*
NBR	d	1700	349	.21	571	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	34	.01*	203	.06*
EBT	3	5100	824	.16	909	.18
EBR	0	0	0		0	
WBL	0	0	4		0	
WBT	3	5100	927	.18*	928	.18*
WBR	1	1700	494	.29	591	.35
Right Turn Adjustment			Multi	.18*	Multi	.28*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.54		.75

133 . Jamboree Rd. at Edinger Av.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	89	.03	187	.06
NBT	0	0	0		0	
NBR	1	1700	131	.08	404	.24
SBL	2	3400	421	.12*	541	.16*
SBT	0	0	0		0	
SBR	f		889		349	
EBL	2	3400	254	.07*	660	.19*
EBT	3	5100	817	.16	966	.21
EBR	0	0	10		85	
WBL	2	3400	220	.06	195	.06
WBT	3	5100	1292	.25*	1014	.20*
WBR	1	1700	576	.34	410	.24
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.49		.70

477 . El Camino Real N. at Bryan Ave.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		167	.05*	107	.06*
NBT	0	5100	0		0	
NBR	1.5		144	{.00}	468	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	626	.18*	912	.27
EBR	d	1700	257	.15	51	.03
WBL	2	3400	493	.15*	179	.05
WBT	2	3400	953	.28	1173	.35*
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.48

335 . Alton Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	57	.03	166	.10*
NBT	2	3400	70	.02*	67	.02
NBR	f		264		526	
SBL	1	1700	175	.10*	71	.04
SBT	2	3400	63	.02	80	.02*
SBR	d	1700	11	.01	13	.01
EBL	2	3400	11	.00	12	.00
EBT	2	3400	862	.25*	713	.21*
EBR	f		100		115	
WBL	2	3400	325	.10*	308	.09*
WBT	3	5100	833	.16	871	.17
WBR	f		80		140	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .52 .47

336 . Alton Pkwy. at SR-241 Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	117	.07*	275	.16*
NBT	3	5100	506	.10	760	.15
NBR	f		324		1150	
SBL	1	1700	132	.08	70	.04
SBT	3	5100	761	.15*	747	.15*
SBR	f		0		94	
EBL	2	3400	167	.05	56	.02
EBT	0	0	0		0	
EBR	f		348		115	
WBL	2	3400	1142	.34*	543	.16*
WBT	0	0	0		0	
WBR	f		121		140	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .52

361 . Bake Pkwy. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		99		333	
NBT	1	6800	159	.05*	320	{.16}*
NBR	1.5		107		867	
SBL	1	1700	141	.08*	220	.13*
SBT	2	3400	245	.07	300	.09
SBR	d	1700	296	.17	452	.27
EBL	1	1700	432	.25*	492	.29*
EBT	3	5100	494	.10	993	.19
EBR	d	1700	125	.07	106	.06
WBL	2	3400	988	.29	546	.16
WBT	3	5100	845	.17*	1176	.23*
WBR	d	1700	111	.07	99	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .60 .86

373 . Lake Forest Dr. at SR-241 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	93	.03	378	.11*
NBT	2	3400	955	.28*	1073	.32
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	694	.20	906	.27*
SBR	1	1700	6	.00	216	.13
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .43

374 . Lake Forest Dr. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	62	.04	87	.05
NBT	2	3400	162	.05*	173	.05*
NBR	d	1700	242	.14	440	.26
SBL	1	1700	189	.11*	352	.21*
SBT	2	3400	100	.03	172	.05
SBR	d	1700	21	.01	31	.02
EBL	2	3400	21	.01*	21	.01
EBT	3	5100	712	.14	1698	.33*
EBR	d	1700	68	.04	50	.03
WBL	2	3400	526	.15	447	.13*
WBT	3	5100	2110	.41*	1327	.26
WBR	d	1700	311	.18	148	.09
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .88

375 . Lake Forest Dr. at SR-241 SB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	845	.25*	1363	.40*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	695	.20	906	.27
SBR	0	0	0		0	
EBL	2	3400	229	.07*	97	.03*
EBT	0	0	0		0	
EBR	1	1700	419	.25	209	.12
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.14*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .48

376 . Lake Forest Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	299	.09*	261	.08*
NBT	3	5100	871	.17	1066	.21
NBR	1	1700	48	.03	711	.42
SBL	2	3400	343	.10	369	.11
SBT	3	5100	1134	.28*	1101	.25*
SBR	0	0	290		180	
EBL	2	3400	193	.06	321	.09
EBT	3	5100	785	.15*	1326	.26*
EBR	1	1700	427	.25	191	.11
WBL	2	3400	712	.21*	244	.07*
WBT	3	5100	1222	.24	819	.16
WBR	1	1700	398	.23	494	.29
Right Turn Adjustment			EBR	.03*	NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .86

377 . Lake Forest Dr. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	71	.04*	75	.04
NBT	3	5100	868	.17	1609	.32*
NBR	d	1700	35	.02	55	.03
SBL	1	1700	54	.03	50	.03*
SBT	3	5100	1753	.34*	1153	.23
SBR	d	1700	24	.01	79	.05
EBL	1	1700	22	.01	45	.03
EBT	2	3400	130	.06*	373	.14*
EBR	0	0	90		105	
WBL	1	1700	234	.14*	49	.03*
WBT	2	3400	337	.11	136	.06
WBR	0	0	32		52	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .57

378 . Lake Forest Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	74	.04*	67	.04
NBT	3	5100	783	.15	1798	.35*
NBR	1	1700	157	.09	306	.18
SBL	2	3400	215	.06	113	.03*
SBT	3	5100	1446	.28*	1101	.22
SBR	1	1700	356	.21	191	.11
EBL	1	1700	81	.05	165	.10
EBT	2	3400	337	.10*	789	.23*
EBR	1	1700	121	.07	59	.03
WBL	1	1700	424	.25*	249	.15*
WBT	2	3400	683	.20	312	.09
WBR	1	1700	269	.16	89	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .81

379 . Lake Forest Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	44	.01*	122	.04
NBT	4	6800	715	.12	1562	.31*
NBR	0	0	123		577	.34
SBL	2	3400	69	.02	167	.05*
SBT	3	5100	1884	.37*	1140	.22
SBR	1	1700	193	.11	118	.07
EBL	2	3400	71	.02*	531	.16
EBT	2	3400	348	.10	1158	.34*
EBR	1	1700	82	.05	168	.10
WBL	2	3400	497	.15	307	.09*
WBT	2	3400	858	.25*	320	.09
WBR	1	1700	111	.07	128	.08
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .70 .84

380 . Lake Forest Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16*	643	.19
NBT	3	5100	1166	.23	1997	.39*
NBR	1	1700	172	.10	325	.19
SBL	2	3400	170	.05	188	.06*
SBT	4	6800	2207	.34*	1274	.20
SBR	0	0	131		105	
EBL	2	3400	57	.02*	257	.08
EBT	2	3400	210	.06	834	.25*
EBR	2	3400	231	.07	268	.08
WBL	3	5100	483	.09	566	.11*
WBT	2	3400	789	.27*	315	.16
WBR	0	0	141		243	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .86

381 . Lake Forest Dr. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1429	.28*	2276	.45*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1334	.26	1305	.26
SBR	f		1682		1502	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	370	.11*	142	.04*
WBT	0	0	0		0	
WBR	2	3400	521	.15	427	.13
Right Turn Adjustment			WBR	.04*	WBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .63

386 . Ridge Route Dr. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	82	.05*	152	.09*
NBT	2	3400	353	.10	485	.14
NBR	d	1700	120	.07	328	.19
SBL	1	1700	9	.01	82	.05
SBT	2	3400	354	.10*	339	.10*
SBR	d	1700	120	.07	84	.05
EBL	1	1700	80	.05*	167	.10
EBT	2	3400	490	.14	1540	.45*
EBR	1	1700	60	.04	87	.05
WBL	1	1700	149	.09	222	.13*
WBT	2	3400	1189	.35*	634	.19
WBR	1	1700	67	.04	54	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .60 .82

387 . Ridge Route Dr. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		413		361	
NBT	1.5	5100	210	.12*	719	.21*
NBR	d	1700	288	.17	444	.26
SBL	1.5		50	.03	47	.03
SBT	1.5	5100	518	.15*	432	.13*
SBR	d	1700	110	.06	50	.03
EBL	1	1700	52	.03	114	.07
EBT	2	3400	244	.11*	1430	.49*
EBR	0	0	135		253	
WBL	1	1700	490	.29*	346	.20*
WBT	2	3400	644	.20	491	.16
WBR	0	0	33		41	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .72 1.08

392 . El Toro Rd. at Muirlands Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	95	.03*	173	.05
NBT	4	6800	1696	.26	1808	.32*
NBR	0	0	69		370	
SBL	2	3400	175	.05	257	.08*
SBT	4	6800	2016	.34*	1342	.21
SBR	0	0	299		78	
EBL	2	3400	129	.04*	272	.08
EBT	2	3400	342	.10	1067	.31*
EBR	1	1700	150	.09	310	.18
WBL	2	3400	316	.09	244	.07*
WBT	2	3400	899	.26*	618	.18
WBR	1	1700	218	.13	332	.20
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .83

393 . El Toro Rd. at Rockfield Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	204	.06*	327	.10*
NBT	4	6800	1015	.15	1397	.21
NBR	d	1700	59	.03	197	.12
SBL	2	3400	177	.05	284	.08
SBT	4	6800	1758	.30*	1546	.24*
SBR	0	0	286		117	
EBL	2	3400	295	.09*	739	.22*
EBT	2	3400	104	.03	848	.25
EBR	f		138		196	
WBL	2	3400	394	.12	267	.08
WBT	2	3400	314	.09*	371	.11*
WBR	1	1700	202	.12	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .72

394 . El Toro Rd. at I-5 NB Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	61	.04*	160	.09*
NBT	2.5	6800	1003	.29	1233	{.29}
NBR	1.5		1453		1185	
SBL	0	0	0		0	
SBT	5	8500	2319	.28*	1975	.24*
SBR	0	0	80		90	
EBL	1	1700	40	.02	110	.06
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	150	.09	220	.13
WBL	0	0	605	{.36}*	572	{.34}*
WBT	3	5100	81	.14	60	.13
WBR	0	0	612	.36	569	.33
Right Turn Adjustment			EBR	.04*	Multi	.04*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .78 .77

409 . Bake Pkwy. at Commercentre Dr.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	69	.04*	9	.01
NBT	2	3400	1029	.30	1461	.43*
NBR	d	1700	701	.41	216	.13
SBL	1	1700	40	.02	46	.03*
SBT	2	3400	1381	.41*	947	.28
SBR	d	1700	90	.05	45	.03
EBL	1	1700	91	.05	211	.12
EBT	2	3400	182	.06*	122	.05*
EBR	0	0	31		58	
WBL	2	3400	269	.08*	620	.18*
WBT	1	1700	106	.07	115	.09
WBR	0	0	17		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .74

412 . Ridge Route Dr. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	275	.16*	307	.18*
NBT	0	0	0		0	
NBR	1	1700	78	.05	367	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	855	.17	1999	.39*
EBR	d	1700	203	.12	225	.13
WBL	1	1700	285	.17	114	.07*
WBT	3	5100	1790	.35*	1145	.22
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .69

413 . Ridge Route Dr. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	46	.03
NBT	2	3400	265	.11	457	.15*
NBR	0	0	110		52	
SBL	1	1700	59	.03	61	.04*
SBT	2	3400	401	.15*	205	.07
SBR	0	0	101		21	
EBL	1	1700	51	.03*	83	.05
EBT	2	3400	159	.06	492	.16*
EBR	0	0	33		45	
WBL	1	1700	179	.11	59	.03*
WBT	2	3400	458	.16*	130	.06
WBR	0	0	71		79	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .43

414 . Ridge Route Dr. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	202	.12*	74	.04
NBT	2	3400	348	.10	432	.13*
NBR	d	1700	66	.04	246	.14
SBL	1	1700	20	.01	55	.03*
SBT	2	3400	308	.09*	214	.06
SBR	d	1700	47	.03	81	.05
EBL	1	1700	132	.08	82	.05
EBT	2	3400	711	.25*	1218	.38*
EBR	0	0	128		88	
WBL	1	1700	83	.05*	159	.09*
WBT	2	3400	451	.15	431	.15
WBR	0	0	48		75	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .68

415 . Glenn Ranch Rd. at Portola Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	90	.05
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	70	.04
SBL	2	3400	389	.11*	354	.10*
SBT	2	3400	50	.01	20	.01
SBR	f		944		797	
EBL	2	3400	534	.16*	1149	.34*
EBT	3	5100	608	.12	1940	.38
EBR	1	1700	30	.02	70	.04
WBL	2	3400	110	.03	50	.01
WBT	3	5100	1689	.33*	877	.17*
WBR	1	1700	74	.04	259	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .66 .67

416 . Portola Pkwy .East at SR-241 Ramps

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	503	.15*	222	.07
NBT	3	5100	983	.19	914	.18*
NBR	f		80		218	
SBL	2	3400	240	.07	1200	.35*
SBT	2	3400	580	.17*	1136	.33
SBR	f		265		85	
EBL	1	1700	124	.07	98	.06*
EBT	0	0	0		0	
EBR	f		230		384	
WBL	2	3400	350	.10*	168	.05
WBT	0	0	0		0	
WBR	f		1778		384	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .64

417 . El Toro Rd. at Portola Pkwy./S. Margarita Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	452	.27*	468	.28*
NBT	3	5100	148	.03	652	.13
NBR	f		298		499	
SBL	1	1700	62	.04	339	.20
SBT	3	5100	795	.16*	605	.12*
SBR	1	1700	408	.24	754	.44
EBL	2	3400	72	.02*	585	.17
EBT	3	5100	626	.12	1669	.33*
EBR	1	1700	448	.26	825	.49
WBL	2	3400	549	.16	414	.12*
WBT	4	6800	2012	.30*	1122	.17
WBR	d	1700	22	.01	53	.03
Right Turn Adjustment			SBR	.06*	SBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 1.01

418 . El Toro Rd. at Trabuco Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	454	.13*	528	.16*
NBT	4	6800	1196	.18	1690	.25
NBR	1	1700	139	.08	693	.41
SBL	2	3400	258	.08	261	.08
SBT	4	6800	1863	.32*	1069	.18*
SBR	0	0	336		141	
EBL	2	3400	142	.04*	620	.18
EBT	3	5100	345	.10	1238	.31*
EBR	0	0	379	.22	330	
WBL	2	3400	345	.10	231	.07*
WBT	3	5100	1174	.23*	540	.11
WBR	1	1700	237	.14	147	.09
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .77 .85

419 . El Toro Rd. at Toledo Wy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	163	.10*	128	.08
NBT	4	6800	1780	.26	2541	.38*
NBR	0	0	10		20	
SBL	1	1700	0	.00	10	.01*
SBT	4	6800	2229	.38*	1567	.25
SBR	0	0	361		108	
EBL	1.5		58		308	
EBT	0.5	3400	10	.02*	60	.11*
EBR	1	1700	118	.07	195	.11
WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .58 .57

420 . El Toro Rd. at Jeronimo Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	142	.08	92	.05
NBT	4	6800	1634	.28*	2010	.34*
NBR	0	0	257		280	
SBL	2	3400	426	.13*	191	.06*
SBT	4	6800	1799	.29	1183	.23
SBR	0	0	158		398	.23
EBL	1	1700	150	.09*	309	.18*
EBT	2	3400	288	.08	586	.17
EBR	1	1700	136	.08	176	.10
WBL	2	3400	564	.17	290	.09
WBT	2	3400	763	.22*	532	.16*
WBR	1	1700	128	.08	350	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .79

422 . Los Alisos Bl. at Jeromino Rd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	195	.11*	146	.09
NBT	3	5100	730	.14	1554	.30*
NBR	1	1700	277	.16	366	.22
SBL	1	1700	266	.16	259	.15*
SBT	3	5100	1424	.28*	1058	.21
SBR	1	1700	466	.27	124	.07
EBL	2	3400	165	.05*	396	.12
EBT	2	3400	609	.18	1076	.32*
EBR	d	1700	245	.14	274	.16
WBL	2	3400	249	.07	180	.05*
WBT	2	3400	1269	.37*	510	.15
WBR	1	1700	156	.09	271	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .86 .87

423 . Muirlands Bl. at Los Alisos Bl.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	221	.07	148	.04*
NBT	2	3400	1284	.38*	590	.17
NBR	1	1700	172	.10	241	.14
SBL	2	3400	207	.06*	455	.13
SBT	2	3400	396	.16	848	.32*
SBR	0	0	163		231	
EBL	2	3400	274	.08*	259	.08
EBT	3	5100	784	.15	1774	.35*
EBR	1	1700	94	.06	263	.15
WBL	2	3400	380	.11	321	.09*
WBT	3	5100	1234	.24*	934	.18
WBR	d	1700	276	.16	228	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .85

424 . Los Alisos Bl. at Rockfield Bl./Fordview St.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	386	.11*	392	.12
NBT	2	3400	969	.29	1750	.52*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	2	3400	973	.29*	995	.29
SBR	1	1700	595	.35	274	.16
EBL	1.5		219		585	
EBT	0.5	3400	90	.09*	50	.19*
EBR	1	1700	214	.13	465	.27
WBL	0	0	20		20	
WBT	1	1700	110	.08*	70	.05*
WBR	d	1700	40	.02	20	.01
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .62 .82

514 . Alton Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	188	.06*	269	.08
NBT	3	5100	677	.13	1920	.38*
NBR	1	1700	333	.20	333	.20
SBL	2	3400	186	.05	152	.04*
SBT	3	5100	1946	.38*	1107	.22
SBR	1	1700	99	.06	155	.09
EBL	1	1700	174	.10*	129	.08*
EBT	1	1700	72	.04	89	.05
EBR	1	1700	322	.19	233	.14
WBL	2	3400	428	.13	363	.11
WBT	1	1700	123	.13*	121	.18*
WBR	0	0	100		187	
Right Turn Adjustment			EBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .76 .73

515 . Bake Pkwy. N at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	826	.24	1702	.50*
NBR	d	1700	569	.33	643	.38
SBL	1	1700	147	.09	202	.12*
SBT	2	3400	1548	.46*	859	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	528	.16*	656	.19*
WBT	0	0	0		0	
WBR	2	3400	44	.01	277	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .86

516 . Lake Forest Dr. at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	205	.12*	289	.17
NBT	2	3400	773	.23	1217	.36*
NBR	d	1700	400	.24	634	.37
SBL	1	1700	215	.13	159	.09*
SBT	2	3400	835	.25*	954	.28
SBR	d	1700	155	.09	76	.04
EBL	1	1700	32	.02	73	.04
EBT	2	3400	337	.12*	719	.26*
EBR	0	0	83		180	
WBL	2	3400	528	.16*	420	.12*
WBT	2	3400	785	.23	563	.17
WBR	d	1700	79	.05	228	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .88

517 . Portola Pkwy. at Rancho Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1294	.38*	752	.22*
NBT	4	6800	1312	.19	1571	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	768	.11*	1520	.22*
SBR	d	1700	307	.18	100	.06
EBL	1.5		83	{.02}*	179	.11*
EBT	0	5100	0	{.02}	0	
EBR	1.5		529		1298	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.05*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .61 .70

518 . Alton Pkwy. at Commercentre

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1101	.22	2272	.45*
NBR	d	1700	401	.24	262	.15
SBL	1	1700	215	.13	158	.09*
SBT	3	5100	2481	.49*	1555	.30
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		178	.05*	427	.13*
WBT	0	5100	0		0	
WBR	1.5		89		252	{.08}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .72

555 . Bake Pkwy. at Rancho Pkwy. S

ITAM 8.4-10 P30 Pend Opt2 HS991 (LAKE FOREST IS

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	17	.01*	47	.03
NBT	2	3400	1129	.33	2172	.64*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1766	.52*	1286	.38
SBR	1	1700	262	.15	327	.19
EBL	2	3400	315	.09*	219	.06*
EBT	0	0	0		0	
EBR	1	1700	77	.05	32	.02
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .75

557 . "O" St & "C" St

ITAM 8.4-10 P30 Pend Opt2 HS991 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		58	{.03}*	34	
NBT	1.5	3400	100	.05	353	.11*
NBR	0		2		1	
SBL	0.5		72		76	{.04}*
SBT	1.5	3400	503	.22*	220	.11
SBR	0		188		86	
EBL	0.5		23	{.01}*	109	
EBT	0.5	1700	9	.05	28	.15*
EBR	0		46		114	
WBL	0.5		1		4	
WBT	0.5	1700	27	.07*	20	.07
WBR	0		91		94	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .35

603 . "O" St & "LN" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	16	.01*	52	.03
NBT	2	3400	131	.05	414	.17*
NBR	0	0	44		173	
SBL	1	1700	1	.00	3	.00
SBT	2	3400	606	.18*	324	.10
SBR	0	0	9		13	
EBL	1	1700	12	.01	9	.01
EBT	1	1700	14	.05*	12	.03*
EBR	0	0	64		34	
WBL	1	1700	148	.09*	84	.05*
WBT	1	1700	9	.01	14	.01
WBR	0	0	3		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .38 .30

605 . "O" St & "LQ" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		122	{.07}*	117	
NBT	1.5	3400	196	.13	677	.30*
NBR	0		126		217	
SBL	0.5		1		1	
SBT	1.5	3400	879	.27*	464	.14
SBR	0		28		14	
EBL	0.5		4		18	
EBT	0.5	1700	29	.06	81	.11*
EBR	0		67		92	
WBL	0.5		245		142	{.08}*
WBT	0.5	1700	91	.20*	46	.11
WBR	0		2		2	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .54

608 . "O" St & "LV" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	12	.01*	26	.02
NBT	2	3400	135	.05	587	.20*
NBR	0	0	25		79	
SBL	1	1700	2	.00	13	.01*
SBT	2	3400	714	.26*	502	.17
SBR	0	0	182		73	
EBL	1	1700	16	.01	107	.06
EBT	1	1700	6	.03*	22	.05*
EBR	0	0	39		66	
WBL	1	1700	63	.04*	90	.05*
WBT	1	1700	20	.01	9	.01
WBR	0	0	3		14	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .39 .36

626 . "LY" St & "LQ" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		1		1	
NBT	0.5	1700	11	.02	125	.09*
NBR	0		24		35	
SBL	0.5		0		0	
SBT	0.5	1700	220	.13*	75	.04
SBR	0	0	1		0	
EBL	0.5		1		2	
EBT	0.5	1700	222	.13	399	.24*
EBR	0		1		3	
WBL	0.5		24		31	{.02}*
WBT	0.5	1700	444	.28*	302	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .46 .40

631 . "LY" ST & "LQ" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	7	.00	64	.04*
NBT	1	1700	30	.02	143	.08
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	100	.06*	90	.05*
SBR	1	1700	142	.08	21	.01
EBL	1	1700	10	.01*	21	.01*
EBT	0	0	0		0	
EBR	1	1700	19	.01	89	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.01*	EBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .13 .16

782 . "A" St & "LQ" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		39		20	
SBT	0	1700	0	.05*	0	.03*
SBR	0.5		42		39	
EBL	0.5		6		9	
EBT	0.5	1700	251	.15	393	.24*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	383	.23*	283	.19
WBR	0	0	14		32	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .32

787 . "Z" St & "LQ" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		3		0	
SBT	0	1700	0		0	
SBR	0.5		1		1	
EBL	1	1700	11	.01*	19	.01
EBT	1	1700	302	.18	367	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	363	.21*	321	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .27 .27

798 . "B" St & "LQ" St

ITAM 8.4-10 P30 Pend Opt2 (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	18	.01*	37	.02*
NBT	1	1700	82	.05	129	.08
NBR	0	0	1		2	
SBL	1	1700	19	.01	1	.00
SBT	1	1700	142	.10*	141	.09*
SBR	0	0	25		17	
EBL	1	1700	5	.00	9	.01
EBT	1	1700	262	.18	333	.21*
EBR	0	0	37		25	
WBL	1	1700	1	.00	1	.00
WBT	1	1700	319	.20*	267	.17
WBR	0	0	26		19	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .37

286 . Jeffrey Rd. at Roosevelt

ITAM 8.4-10 P30 Pend Opt2 HS991 Imp(IRVINE ISEC

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	119	.04*	375	.11
NBT	3	5100	966	.19	2384	.47*
NBR	1	1700	352	.21	549	.32
SBL	2	3400	107	.03	184	.05*
SBT	3	5100	2301	.45*	1332	.26
SBR	d	1700	11	.01	19	.01
EBL	1	1700	12	.01	17	.01
EBT	1	1700	192	.11*	318	.19*
EBR	2	3400	369	.11	201	.06
WBL	2	3400	787	.23*	450	.13*
WBT	1	1700	301	.18	247	.15
WBR	d	1700	214	.13	133	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .89

291 . Jeffrey Rd. at Alton Pkwy.

ITAM 8.4-10 P30 Pend Opt2 HS991 Imp(IRVINE ISEC

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	447	.13*	585	.17
NBT	3	5100	1084	.21	1527	.30*
NBR	1	1700	240	.14	289	.17
SBL	2	3400	440	.13	545	.16*
SBT	3	5100	1994	.39*	1332	.26
SBR	d	1700	205	.12	212	.12
EBL	2	3400	238	.07	331	.10
EBT	2	3400	660	.19*	968	.28*
EBR	1	1700	571	.34	379	.22
WBL	2	3400	555	.16*	462	.14*
WBT	2	3400	658	.19	815	.24
WBR	d	1700	108	.06	163	.10
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .94 .93

16 . Newport Av. at Irvine Blvd.

ITAM 8.4-10 P30 Pend Opt2 HS991 (TUSTIN ISEC)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	115	.07*	155	.09
NBT	3	5100	448	.09	907	.18*
NBR	1	1700	353	.21	689	.41
SBL	1	1700	147	.09	147	.09*
SBT	3	5100	1083	.21*	502	.10
SBR	d	1700	170	.10	113	.07
EBL	2	3400	92	.03*	238	.07
EBT	3	5100	1280	.25	1874	.37*
EBR	d	1700	87	.05	97	.06
WBL	2	3400	770	.23	510	.15*
WBT	3	5100	2455	.48*	2092	.41
WBR	d	1700	40	.02	85	.05
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .84 .92

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