Technical Appendix D

North Newport Center San Joaquin Plaza TPO Traffic Analysis
Stantec Consulting Services, Inc.
May 2012

North Newport Center
San Joaquin Plaza TPO
Traffic Analysis

May 2012

Prepared For:
City of Newport Beach

2073006780

North Newport Center San Joaquin Plaza TPO
Traffic Analysis

City of Newport Beach

May 16, 2012

Prepared for:

City of Newport Beach

3300 Newport Boulevard

Newport Beach, CA 92663

Submitted by:

Stantec Consulting Services Inc.

19 Technology Drive, Suite 200

Irvine, CA 92618

Prepared by:

Cathy Lawrence, PE

Transportation Engineer
Stantec Consulting Services Inc.

Reviewed by:

Joe Foust, PE

Principal, Transportation Planning and Traffic Engineering
Stantec Consulting Services Inc.

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1.0 Introduction

This report summarizes an analysis performed for the proposed development of 524 residential units in the San Joaquin Plaza area of North Newport Center in the City of Newport Beach. A portion of the units (430 dwelling units) is currently entitled on the proposed site, a portion (79 units) is a conversion from unbuilt hotel rooms on a site within Newport Center to dwelling units, and the remainder (15 units) is unbuilt within Newport Center area (project location shown in Figure 1). The units which are not currently entitled on the site (94 units) are being analyzed in this report based on the City's Traffic Phasing Ordinance (TPO) methodology. In addition, this report summarizes the results of an analysis of cumulative conditions in compliance with California Environmental Quality Act (CEQA) requirements.

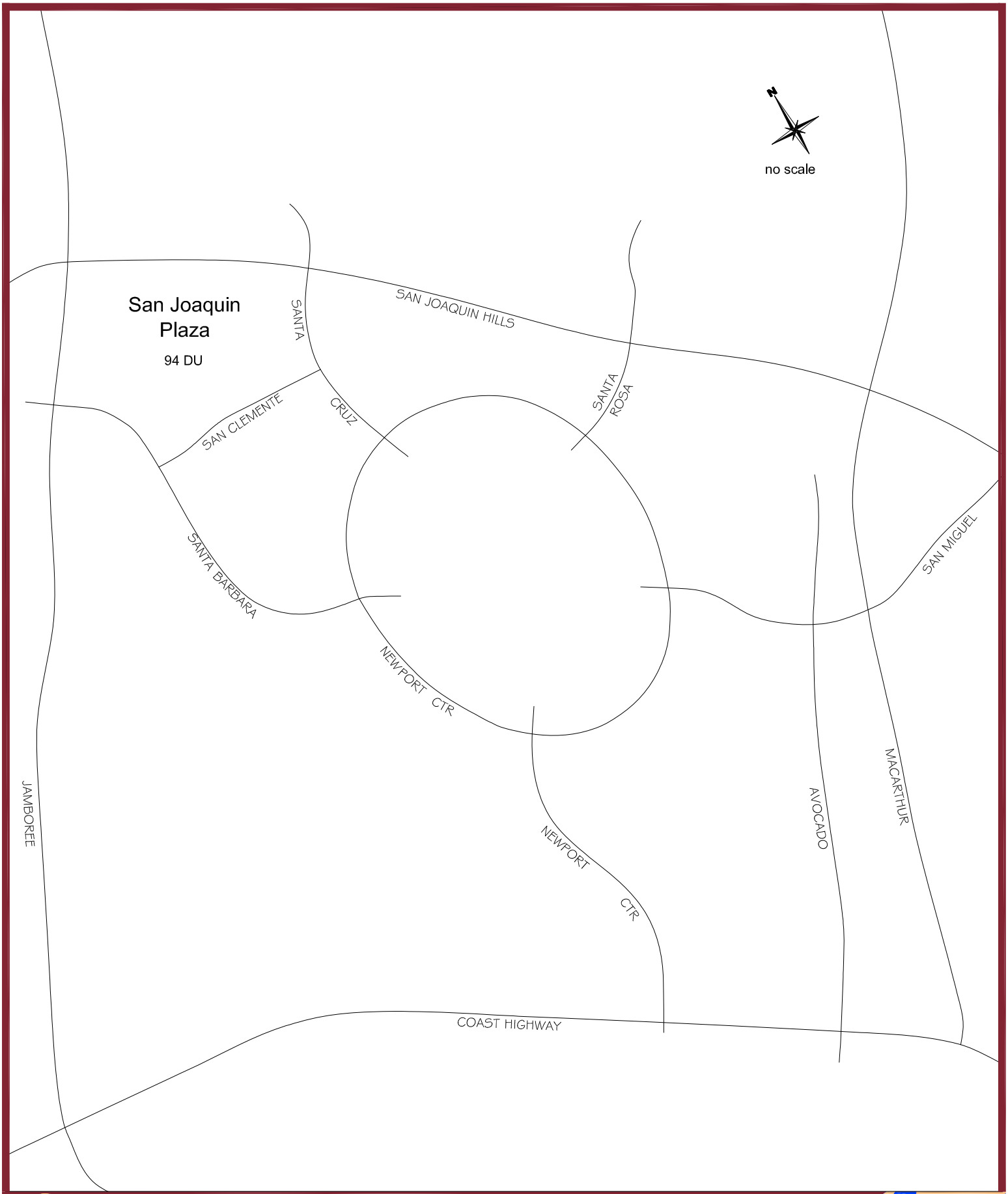
2.0 Traffic Phasing Ordinance Analysis

The City of Newport Beach identified 20 intersections for analysis to determine the impact of the proposed residential project. These intersections are illustrated in Figure 2.

Existing peak hour intersection volumes for the study locations were counted in March 2012 by Traffic Data Services, Inc., consistent with the TPO requirements. Existing intersection levels of service are based on intersection capacity utilization (ICU) values. The ICU values are a means of presenting the volume to capacity ratios, with a V/C ratio of .90 representing the upper threshold for an acceptable level of service (LOS D) in the City of Newport Beach. Existing lane configurations were assumed, and a capacity of 1,600 vph per lane with no clearance factor was utilized. The City methodology calculates the ICU value to three decimal places, and then reports the resulting ICU value rounded to two decimal places.

Existing ICU values for the study intersections assuming existing lane configurations are summarized in Table 1 (actual ICU calculation sheets are included in Appendix A). As this table shows, the study intersections are currently operating at LOS D or better during the AM and PM peak hours.

An ambient growth rate of 1.0 percent per year was added to the existing volumes along Jamboree Road, MacArthur Boulevard, and Coast Highway. The project is assumed to be complete in 2015; therefore, the study year is 2016 consistent with the TPO guidelines. Traffic generated by approved projects in the study area (including the entitled 430 DU in San Joaquin Plaza), obtained from City Staff, were added to the existing-plus-growth peak hour volumes to obtain year 2016 background peak hour volumes for the intersections prior to the addition of project-generated traffic. Table 2 summarizes the approved projects included in this analysis.



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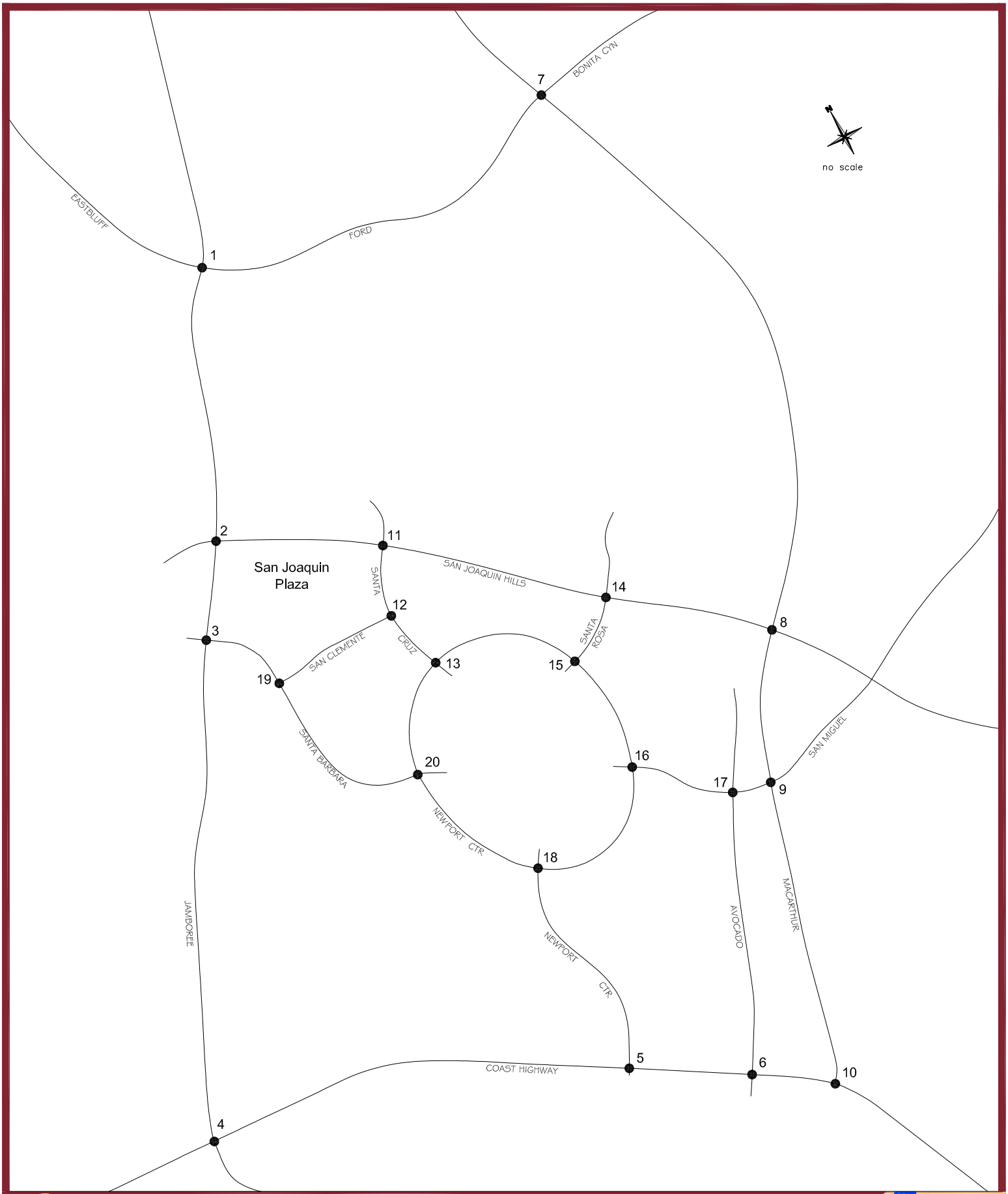
San Joaquin Plaza
Project Description

Figure 1



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TPO Analysis
Study Intersections

Figure 2

Table 1 Existing ICU Summary

Intersection	Existing	
	AM	PM
1. Jamboree & Ford/Eastbluff	.74/C	.61/B
2. Jamboree & San Joaquin Hills	.60/A	.70/B
3. Jamboree & Santa Barbara	.44/A	.57/A
4. Jamboree & Coast Hwy	.56/A	.65/B
5. Newport Center & Coast Hwy	.36/A	.44/A
6. Avocado & Coast Hwy	.44/A	.50/A
7. MacArthur & Ford/Bonita Canyon	.73/C	.82/D
8. MacArthur & San Joaquin Hills	.65/B	.80/C
9. MacArthur & San Miguel	.53/A	.44/A
10. MacArthur & Coast Hwy	.66/B	.64/B
11. Santa Cruz & San Joaquin Hills	.26/A	.36/A
12. Santa Cruz & San Clemente	.14/A	.25/A
13. Santa Cruz & Newport Center	.15/A	.31/A
14. Santa Rosa & San Joaquin Hills	.29/A	.49/A
15. Newport Center & Santa Rosa	.12/A	.34/A
16. Newport Center & San Miguel	.14/A	.32/A
17. Avocado & San Miguel	.31/A	.49/A
18. Newport Center & Newport Center	.18/A	.36/A
19. Santa Barbara & San Clemente	.27/A	.33/A
20. Newport Center & Santa Barbara	.12/A	.21/A
Level of service ranges: .00 – .60 A .61 – .70 B .71 – .80 C .81 – .90 D .91 – 1.00 E Above 1.00 F		

Table 2 Approved Projects Summary

Project	Percent Complete
Fashion Island Expansion	40
Temple Bat Yahm Expansion	65
CIOSA – Irvine Project	91
Newport Dunes	0
Hoag Hospital Phase III	0
St. Mark Presbyterian Church	77
OLQA Church Expansion	0
2300 Newport Blvd	0
Newport Executive Court	0
Hoag Health Center	75
North Newport Center	0
Santa Barbara Condo	0
Newport Beach City Hall	0
328 Old Newport Medical Office	0
Coastline Community College	0
Bayview Medical Office	0
Mariner's Pointe	0
4221 Dolphin Striker	0

Trip rates and the resulting trip generation for the proposed project are summarized in Table 3. These trips were distributed to the surrounding circulation system according to the general distribution shown in Figure 3. Figures 4 through 6 illustrate the peak hour project-generated trips at the study intersections. Existing-plus-project peak hour volumes were obtained by adding the project-generated peak hour trips to the existing peak hour volumes. The ICU values for existing-plus-project conditions are summarized in Table 4. Similarly, background-plus-project peak hour volumes were obtained by adding the project-generated peak hour trips to the 2016 background peak hour volumes presented above.

The TPO analysis consists of a one percent analysis and an ICU analysis at each study intersection. The one percent analysis compares the proposed project traffic with projected background peak hour volumes. To pass the one percent analysis, peak hour traffic from the proposed project must be less than one percent of the projected background peak hour traffic on each leg of the intersection. If the proposed project passes the one percent analysis, then the ICU analysis is not required for that intersection and no further analysis is necessary. If the proposed project does not pass the one percent analysis, then the ICU analysis must be performed for each intersection which fails to pass the one percent test.

Table 5 summarizes the results of the one percent analysis for the proposed project (the one percent analysis sheets are included in Appendix B). As this table indicates, the proposed project does not pass the one percent analysis at 12 study intersections during the AM or PM peak hour; therefore, an ICU analysis is required for these 12 intersections.

An ICU analysis was performed for the 12 intersections which did not pass the one percent test. Table 6 summarizes the existing, 2016 background, and 2016 background-plus-project ICU values during the AM and PM peak hours (actual ICU calculation sheets are included in Appendix A).

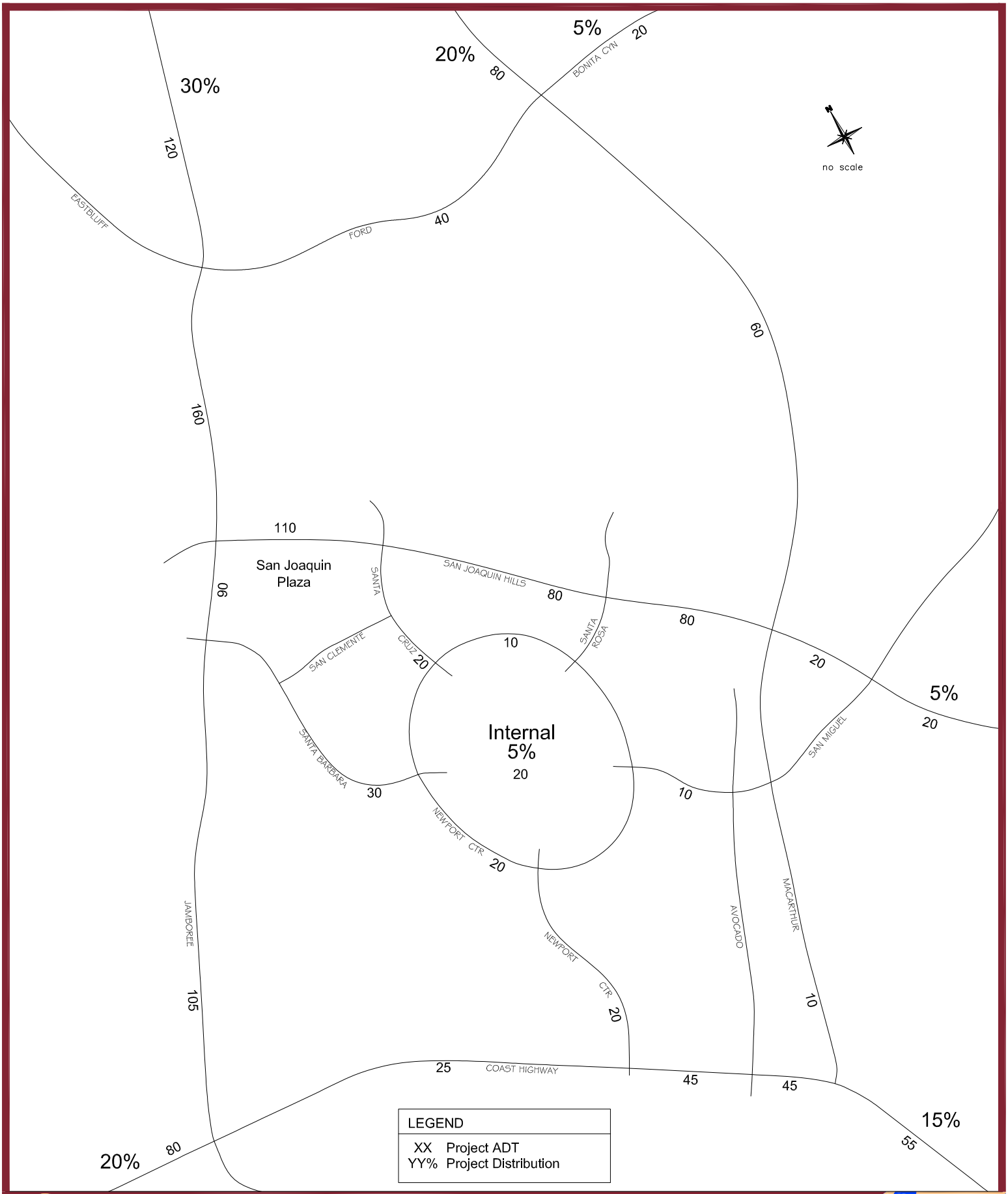
As the ICU summary table indicates, each of the intersections will operate at LOS D or better during the AM and PM peak hours. The project has no significant impact on the study intersections, and no mitigation is required.

3.0 Cumulative Conditions Analysis

City Staff provided a list of six known but not approved projects for use in a cumulative conditions analysis. These cumulative projects are summarized in Table 7. Trip generation and distribution for each cumulative project was also provided by City Staff. The peak hour cumulative intersection volumes were added to the 2016 background peak hour volumes presented earlier, and the project peak hour trips were added to the resulting 2016 background-plus-cumulative

Table 3 Trip Generation Summary

Land Use	Amount		AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Trip Rates									
Residential (ITE 232)		DU	.06	.28	.34	.24	.14	.38	4.18
Trip Generation									
Residential	94	DU	6	26	32	23	13	36	393
Source: *Trip Generation 8th Edition*, Institute of Transportation Engineers									



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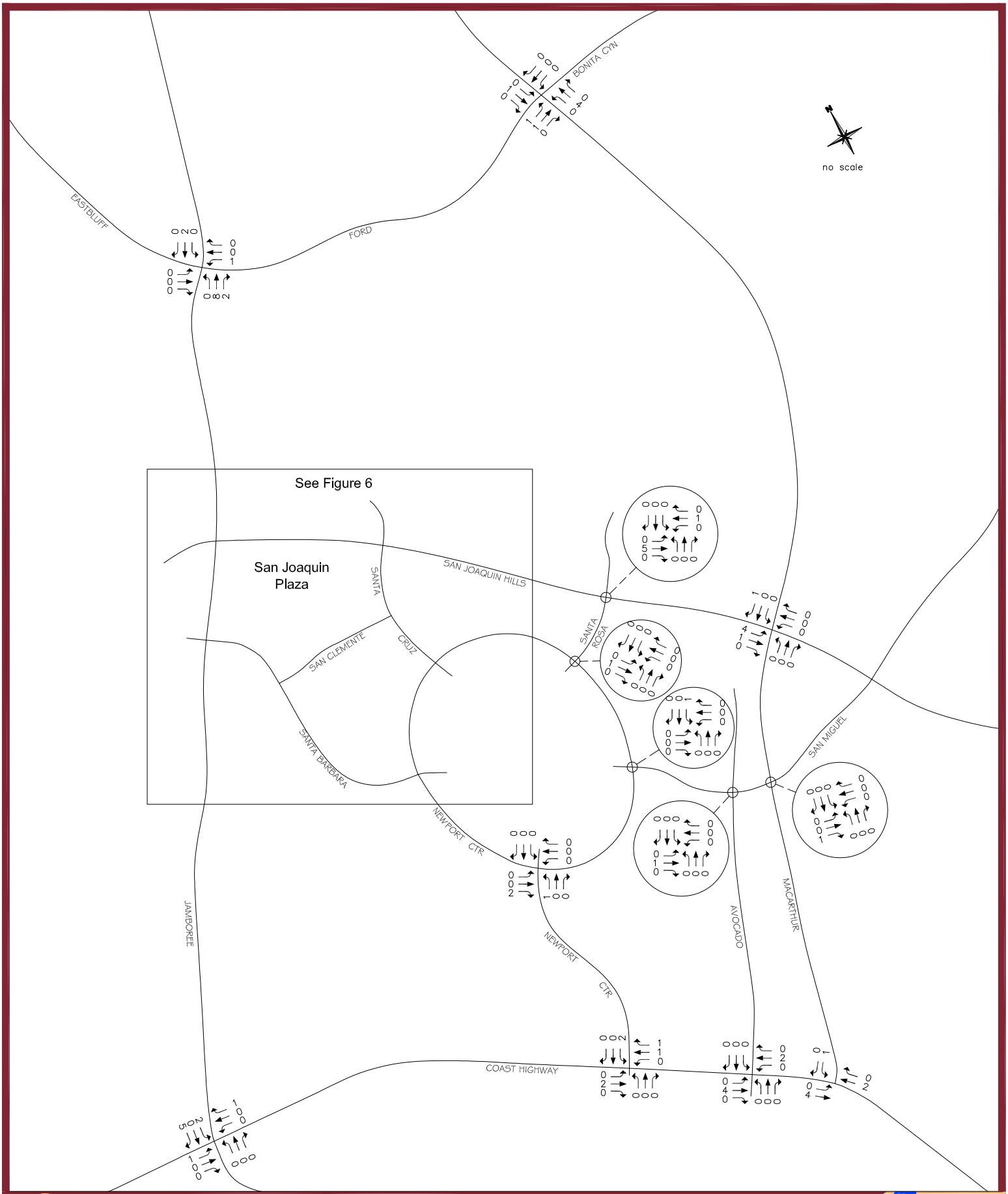
General Project Trip Distribution and Project ADT

Figure 3



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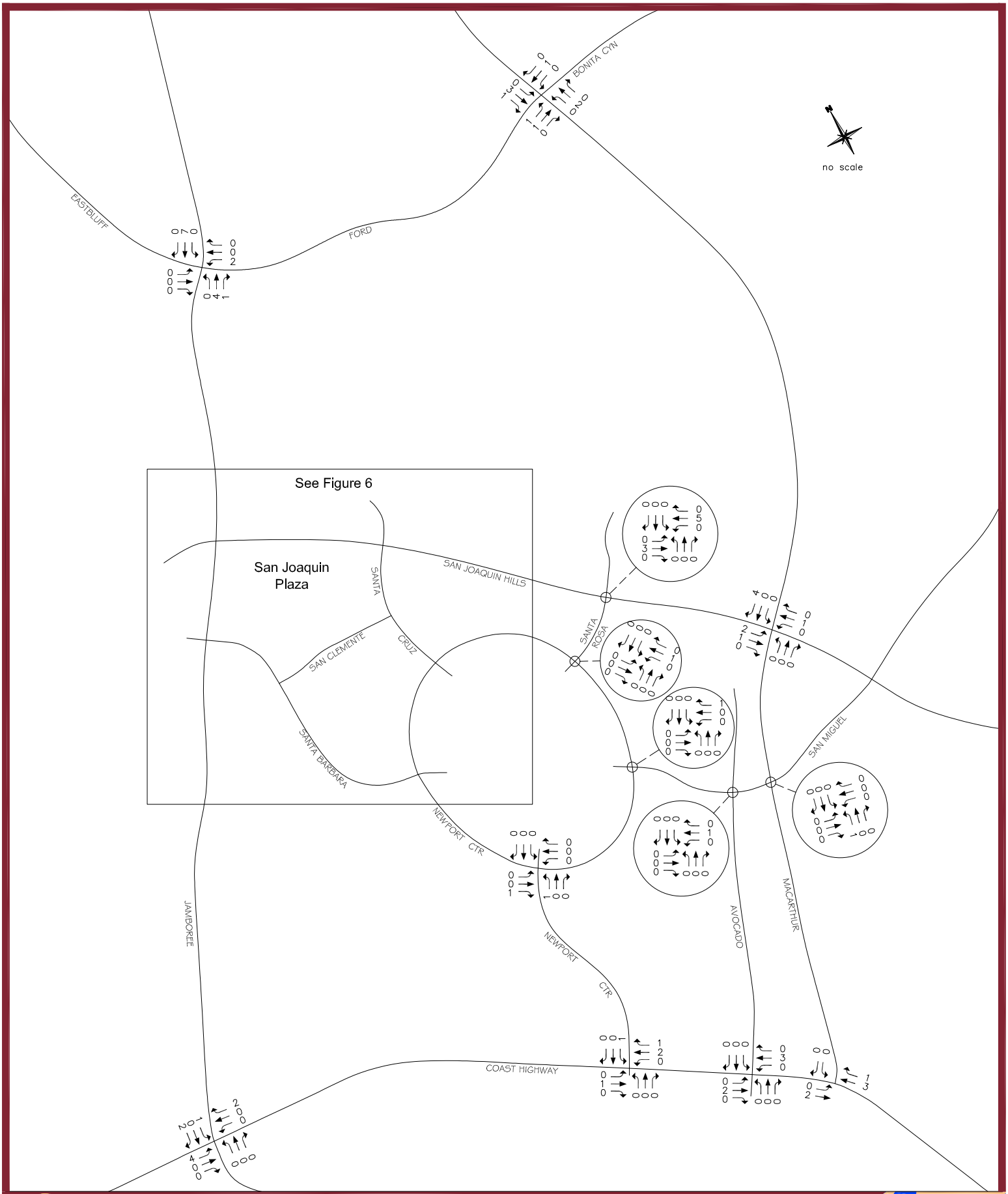
AM Peak Hour
Project-Generated Trips

Figure 4



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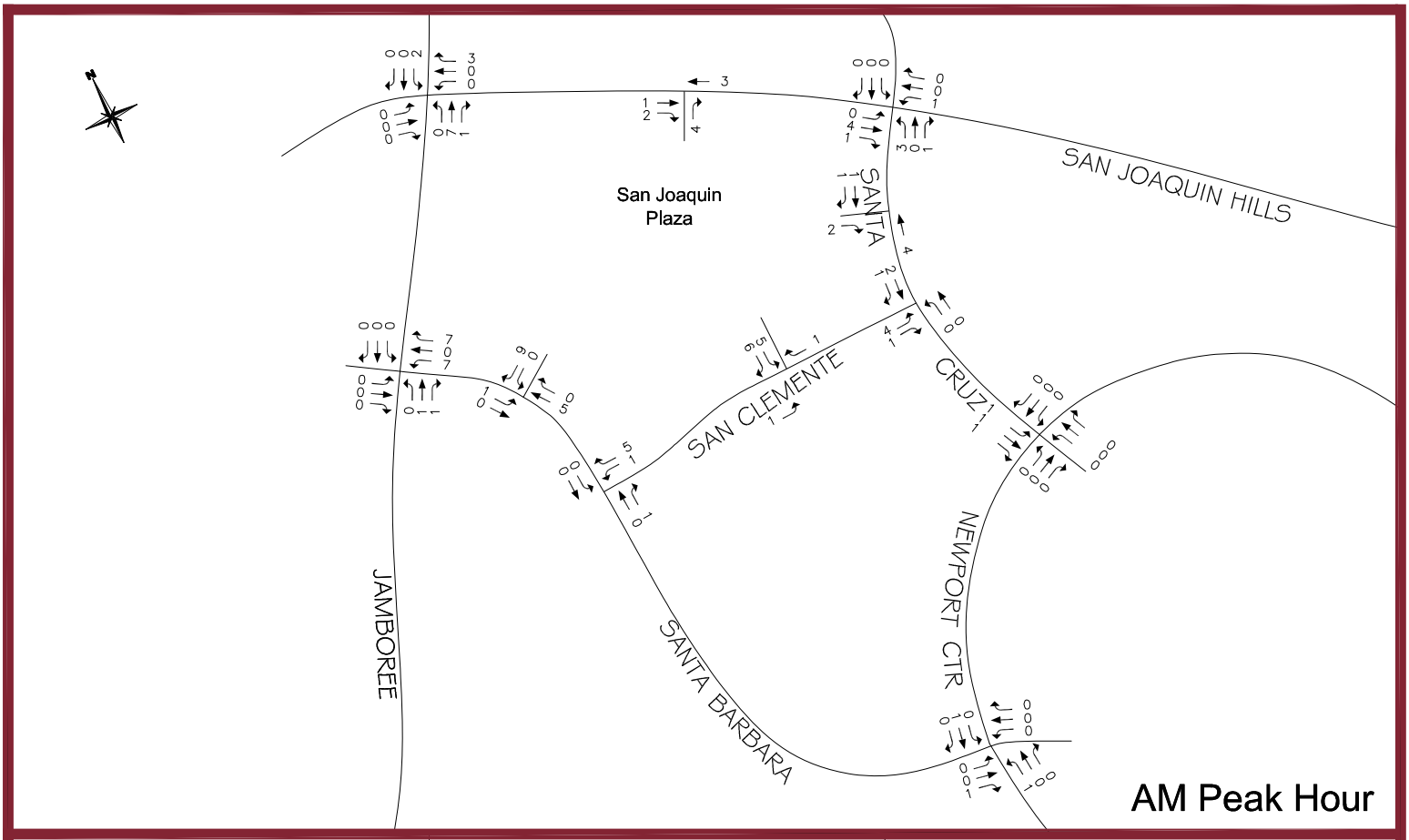
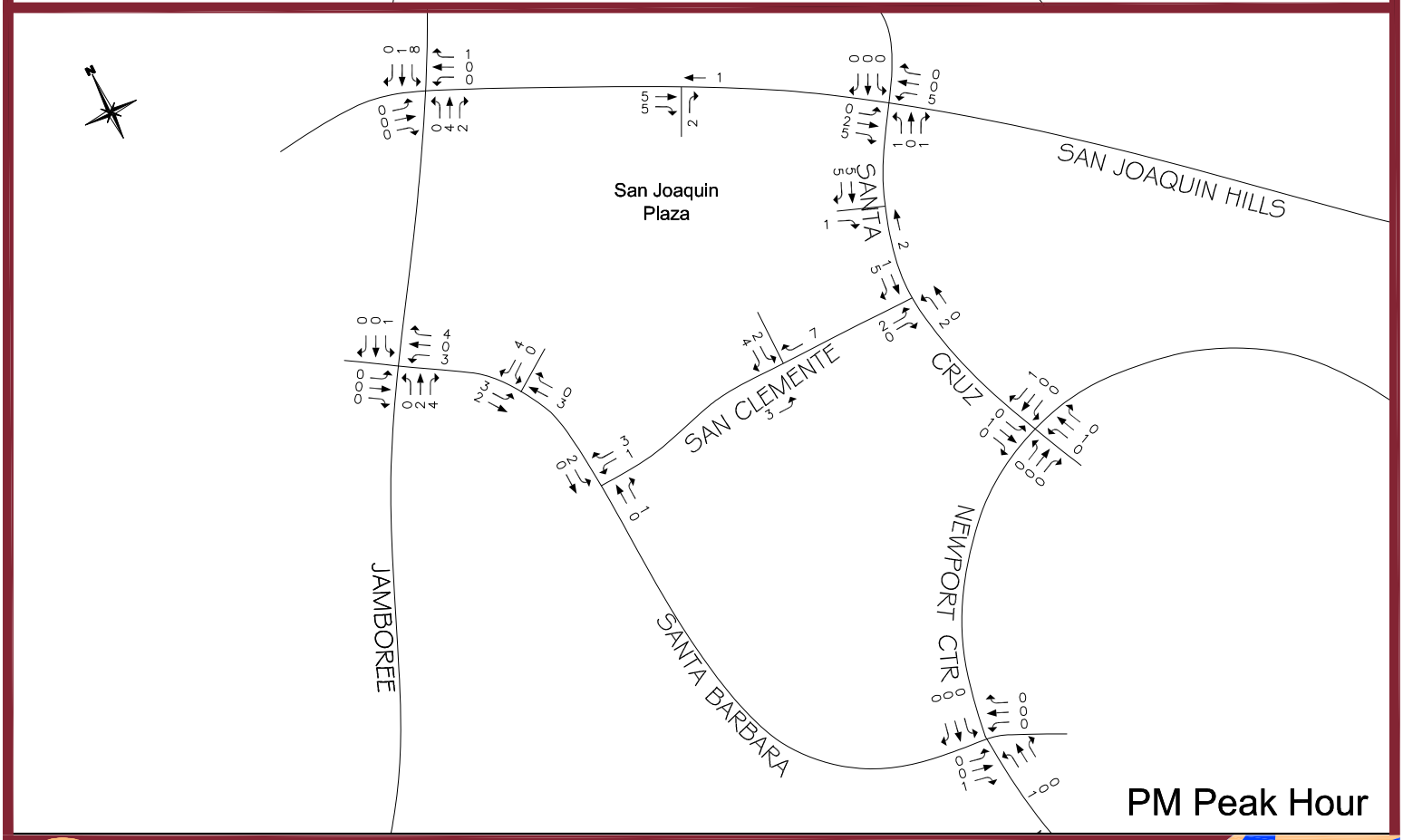
PM Peak Hour
Project-Generated Trips

Figure 5





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Peak Hour Project-Generated Trips

Figure 6

Table 4 Existing-Plus-Project ICU Summary

Intersection	Existing		Existing + Project		Project Increase	
	AM	PM	AM	PM	AM	PM
1. Jamboree & Ford/Eastbluff	.74/C	.61/B	.74/C	.61/B	.00	.00
2. Jamboree & San Joaquin Hills	.60/A	.70/B	.60/A	.70/B	.00	.00
3. Jamboree & Santa Barbara	.44/A	.57/A	.44/A	.57/A	.00	.00
4. Jamboree & Coast Hwy	.56/A	.65/B	.56/A	.65/B	.00	.00
5. Newport Center & Coast Hwy	.36/A	.44/A	.37/A	.45/A	.01	.01
6. Avocado & Coast Hwy	.44/A	.50/A	.44/A	.50/A	.00	.00
7. MacArthur & Ford/Bonita Canyon	.73/C	.82/D	.73/C	.82/D	.00	.00
8. MacArthur & San Joaquin Hills	.65/B	.80/C	.65/B	.80/C	.00	.00
9. MacArthur & San Miguel	.53/A	.44/A	.53/A	.44/A	.00	.00
10. MacArthur & Coast Hwy	.66/B	.64/B	.66/B	.64/B	.00	.00
11. Santa Cruz & San Joaquin Hills	.26/A	.36/A	.27/A	.37/A	.01	.01
12. Santa Cruz & San Clemente	.14/A	.25/A	.14/A	.26/A	.00	.01
13. Santa Cruz & Newport Center	.15/A	.31/A	.15/A	.31/A	.00	.00
14. Santa Rosa & San Joaquin Hills	.29/A	.49/A	.29/A	.50/A	.00	.01
15. Newport Center & Santa Rosa	.12/A	.34/A	.12/A	.34/A	.00	.00
16. Newport Center & San Miguel	.14/A	.32/A	.14/A	.32/A	.00	.00
17. Avocado & San Miguel	.31/A	.49/A	.31/A	.49/A	.00	.00
18. Newport Center & Newport Center	.18/A	.36/A	.18/A	.36/A	.00	.00
19. Santa Barbara & San Clemente	.27/A	.33/A	.27/A	.33/A	.00	.00
20. Newport Center & Santa Barbara	.12/A	.21/A	.12/A	.21/A	.00	.00

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

Table 5 One Percent Traffic Analysis Summary

Intersection	AM Peak Hour				PM Peak Hour				Less Than 1% Of Projected 2016 Peak Hour Volumes?
	NB	SB	EB	WB	NB	SB	EB	WB	
1. Jamboree & Ford/Eastbluff									
2016 Projected Peak Hour Volume	1,892	2,207	865	697	2,766	1,891	614	386	
Project Peak Hour Trips	10	2	0	1	5	7	0	2	Yes
2. Jamboree & San Joaquin Hills									
2016 Projected Peak Hour Volume	1,406	2,549	395	199	1,644	2,250	143	912	
Project Peak Hour Trips	8	2	0	3	6	9	0	1	No
3. Jamboree & Santa Barbara									
2016 Projected Peak Hour Volume	1,528	1,819	60	181	1,481	1,687	81	726	
Project Peak Hour Trips	2	0	0	14	6	1	0	7	No
4. Jamboree & Coast Hwy									
2016 Projected Peak Hour Volume	465	1,243	2,596	1,194	432	1,599	2,623	2,284	
Project Peak Hour Trips	0	7	1	1	0	3	4	2	Yes
5. Newport Ctr & Coast Hwy									
2016 Projected Peak Hour Volume	0	113	2,188	1,292	0	849	1,704	1,690	
Project Peak Hour Trips	0	2	2	2	0	1	1	3	No
6. Avocado & Coast Hwy									
2016 Projected Peak Hour Volume	361	191	1,374	1,455	295	603	1,456	1,548	
Project Peak Hour Trips	0	0	4	2	0	0	2	3	Yes
7. MacArthur & Ford/Bonita Cyn									
2016 Projected Peak Hour Volume	2,133	3,156	415	2,080	2,773	3,744	425	1,165	
Project Peak Hour Trips	4	1	2	0	2	5	2	1	Yes
8. MacArthur & San Joaquin Hills									
2016 Projected Peak Hour Volume	1,493	3,203	509	1,071	1,613	2,811	1,172	728	
Project Peak Hour Trips	0	1	5	0	0	4	3	1	No
9. MacArthur & San Miguel									
2016 Projected Peak Hour Volume	1,554	1,536	330	470	1,125	1,513	1,225	455	
Project Peak Hour Trips	0	0	1	0	1	0	0	0	Yes
10. MacArthur & Coast Hwy									
2016 Projected Peak Hour Volume	0	1,092	1,653	2,092	0	1,359	1,680	2,028	
Project Peak Hour Trips	0	1	4	2	0	0	2	4	Yes

Continued

Table 5 One Percent Traffic Analysis Summary (Continued)

Intersection	AM Peak Hour				PM Peak Hour				Less Than 1% Of Projected 2016 Peak Hour Volumes?
	NB	SB	EB	WB	NB	SB	EB	WB	
11. Santa Cruz & San Joaquin Hills									
2016 Projected Peak Hour Volume	118	82	932	399	781	39	783	584	
Project Peak Hour Trips	4	0	5	1	2	0	7	5	No
12. Santa Cruz & San Clemente									
2016 Projected Peak Hour Volume	144	360	95	35	577	315	336	102	
Project Peak Hour Trips	0	3	5	0	2	6	3	0	No
13. Santa Cruz & Newport Ctr									
2016 Projected Peak Hour Volume	60	269	140	178	254	255	280	317	
Project Peak Hour Trips	0	3	0	0	1	0	0	1	No
14. Santa Rosa & San Joaquin Hills									
2016 Projected Peak Hour Volume	169	132	583	1,015	797	143	789	767	
Project Peak Hour Trips	0	0	5	1	0	0	3	5	Yes
15. Newport Ctr & Santa Rosa									
2016 Projected Peak Hour Volume	204	107	84	400	509	320	270	508	
Project Peak Hour Trips	0	1	0	0	1	0	0	0	No
16. Newport Ctr & San Miguel									
2016 Projected Peak Hour Volume	255	106	39	288	423	298	347	609	
Project Peak Hour Trips	0	1	0	0	0	0	0	1	No
17. Avocado & San Miguel									
2016 Projected Peak Hour Volume	381	120	218	1,212	720	321	734	893	
Project Peak Hour Trips	0	0	1	0	0	0	0	1	Yes
18. Newport Ctr & Newport Ctr									
2016 Projected Peak Hour Volume	461	24	128	191	428	192	361	472	
Project Peak Hour Trips	1	0	2	0	1	0	1	0	No
19. Santa Barbara & San Clemente									
2016 Projected Peak Hour Volume	100	724	0	65	404	278	0	406	
Project Peak Hour Trips	1	0	0	6	1	2	0	4	No
20. Newport Ctr & Santa Barbara									
2016 Projected Peak Hour Volume	256	146	204	40	281	334	280	148	
Project Peak Hour Trips	1	1	1	0	1	0	1	0	No

Note:
2016 Projected peak hour volume consists of existing volume, regional growth, and approved projects volume.

Table 6 Year 2016 ICU Summary

Intersection	Existing + Growth + Approved		Existing + Growth + Approved + Project		Project Increase	
	AM	PM	AM	PM	AM	PM
2. Jamboree & San Joaquin Hills	.65/B	.80/C	.65/B	.80/C	.00	.00
3. Jamboree & Santa Barbara	.48/A	.61/B	.48/A	.61/B	.00	.00
5. Newport Center & Coast Hwy	.39/A	.48/A	.39/A	.49/A	.00	.01
8. MacArthur & San Joaquin Hills	.69/B	.86/D	.69/B	.87/D	.00	.01
11. Santa Cruz & San Joaquin Hills	.29/A	.38/A	.30/A	.38/A	.01	.00
12. Santa Cruz & San Clemente	.14/A	.26/A	.14/A	.26/A	.00	.00
13. Santa Cruz & Newport Center	.15/A	.31/A	.15/A	.31/A	.00	.00
15. Newport Center & Santa Rosa	.15/A	.40/A	.15/A	.40/A	.00	.00
16. Newport Center & San Miguel	.15/A	.34/A	.15/A	.34/A	.00	.00
18. Newport Center & Newport Center	.18/A	.38/A	.18/A	.38/A	.00	.00
19. Santa Barbara & San Clemente	.28/A	.33/A	.28/A	.33/A	.00	.00
20. Newport Center & Santa Barbara	.13/A	.22/A	.13/A	.22/A	.00	.00
Level of service ranges: .00 – .60 A .61 – .70 B .71 – .80 C .81 – .90 D .91 – 1.00 E Above 1.00 F						

Table 7 Cumulative Projects Summary

Project	Land Use	Amount
Mariner's Medical Arts	Medical Office	12.25 TSF
Banning Ranch	Single Family Detached Condominium/Townhouse Retail Hotel	423 DU 952 DU 75.00 TSF 75 Rm
Sunset Ridge Park	Park	13.67 Acre
Marina Park	Marina/Park	10.45 Acre
Koll-Conexant	Apartment	974 DU
Newport Coast TAZ 1 – 4	Single Family Detached Condominium/Townhouse Multi-Family Attached	954 DU 389 DU 175 DU

peak hour volumes. The previous one percent analysis without cumulative volumes represents the worst-case one percent analysis since the addition of cumulative traffic to the background volumes increases the chances of a project passing the one percent analysis. If an intersection passes the one percent analysis prior to the addition of cumulative traffic, then the intersection will pass the one percent analysis with the addition of cumulative traffic and no further analysis is required at that location.

The results of the cumulative ICU analysis are summarized in Table 8 (actual ICU calculation sheets are included in Appendix A). As the cumulative ICU table indicates, the proposed project will have no significant impact on the study intersections, each of which will operate at LOS D or better during the AM and PM peak hours, and no mitigation is required.

4.0 General Plan Analysis

The TPO analysis evaluates a project's potential short-term impacts. The project's consistency with the General Plan was also evaluated. San Joaquin Plaza has 430 DU currently entitled on the project site. Newport Center has 79 hotel rooms and 15 DU that are currently unbuilt but are identified in the General Plan. The proposed project consists of converting the 79 hotel rooms to 79 dwelling units, and developing 94 DU (79 DU + 15 DU) not currently entitled in San Joaquin Plaza. The peak hour and daily trips generated by 79 DU are less than the trips generated by 79 hotel rooms; therefore, the impact of residential units in Newport Center is less than the impact of an equivalent amount of hotel rooms. The proposed project will have less impact than the uses identified in the General Plan; hence the project is consistent with the General Plan.

5.0 Conclusion

The proposed 94 DU will generate 32 AM peak hour trips, 36 PM peak hour trips, and 393 daily trips. The marginal impact of project traffic on the street system was determined at 20 intersections in the vicinity. Of the 20 intersections, 12 did not pass the City's one percent analysis; however, the project had no marginal impact on the ICU values at these 12 intersections, which will continue to operate at LOS D or better during the AM and PM peak hours under 2016 conditions. Consequently, the proposed project has no significant impact on the study intersections, and no additional intersection improvements are required.

The impact of traffic from known but not approved projects was included in a cumulative conditions analysis. Under cumulative conditions, the project had no marginal impact during the

Table 8 Cumulative ICU Summary

Intersection	Existing + Growth + Approved + Cumulative		Existing + Growth + Approved + Cumulative + Project		Project Increase	
	AM	PM	AM	PM	AM	PM
1. Jamboree & Ford/Eastbluff	.82/D	.70/B	.82/D	.70/B	.00	.00
2. Jamboree & San Joaquin Hills	.68/B	.83/D	.68/B	.83/D	.00	.00
3. Jamboree & Santa Barbara	.50/A	.63/B	.51/A	.63/B	.01	.00
4. Jamboree & Coast Hwy	.66/B	.83/D	.67/B	.83/D	.01	.00
5. Newport Center & Coast Hwy	.42/A	.53/A	.42/A	.53/A	.00	.00
6. Avocado & Coast Hwy	.56/A	.59/A	.56/A	.59/A	.00	.00
7. MacArthur & Ford/Bonita Canyon	.78/C	.89/D	.78/C	.89/D	.00	.00
8. MacArthur & San Joaquin Hills	.71/C	.89/D	.71/C	.89/D	.00	.00
9. MacArthur & San Miguel	.60/A	.50/A	.60/A	.50/A	.00	.00
10. MacArthur & Coast Hwy	.78/C	.75/C	.78/C	.75/C	.00	.00
11. Santa Cruz & San Joaquin Hills	.29/A	.38/A	.30/A	.39/A	.01	.01
12. Santa Cruz & San Clemente	.15/A	.26/A	.15/A	.26/A	.00	.00
13. Santa Cruz & Newport Center	.16/A	.32/A	.16/A	.32/A	.00	.00
14. Santa Rosa & San Joaquin Hills	.35/A	.54/A	.35/A	.54/A	.00	.00
15. Newport Center & Santa Rosa	.16/A	.40/A	.16/A	.40/A	.00	.00
16. Newport Center & San Miguel	.16/A	.35/A	.16/A	.35/A	.00	.00
17. Avocado & San Miguel	.34/A	.55/A	.34/A	.55/A	.00	.00
18. Newport Center & Newport Center	.19/A	.38/A	.19/A	.39/A	.00	.01
19. Santa Barbara & San Clemente	.28/A	.33/A	.28/A	.33/A	.00	.00
20. Newport Center & Santa Barbara	.13/A	.23/A	.13/A	.23/A	.00	.00

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

AM or PM peak hour on the ICU values at all of the study intersections. Therefore the proposed project has no significant impact on the study intersections under cumulative conditions, and no intersection mitigation measures are required.

The proposed project will generate less peak hour and daily traffic than the land uses identified in the General Plan; therefore the project is consistent with the General Plan.

APPENDIX A
ICU Worksheets

1. Jamboree & Ford/Eastbluff

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	419	.131*	328	.103
NBT	3	4800	1196	.269	1817	.444*
NBR	0	0	93		314	
SBL	1	1600	73	.046	31	.019*
SBT	3	4800	1730	.360*	1570	.327
SBR	1	1600	143	.089	75	.047
EBL	1.5		182		103	.064
EBT	1.5	4800	284	.097*	234	.073*
EBR	f		390		272	
WBL	1.5		160	.100	164	
WBT	1.5	4800	485	.152*	189	.074*
WBR	1	1600	40	.025	27	.017

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .740 .610

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	419	.131*	328	.103
NBT	3	4800	1204	.271	1821	.445*
NBR	0	0	95		315	
SBL	1	1600	73	.046	31	.019*
SBT	3	4800	1732	.361*	1577	.329
SBR	1	1600	143	.089	75	.047
EBL	1.5		182		103	.064
EBT	1.5	4800	284	.097*	234	.073*
EBR	f		390		272	
WBL	1.5		161	.101	166	
WBT	1.5	4800	485	.152*	189	.074*
WBR	1	1600	40	.025	27	.017

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .741 .611

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	439	.137*	346	.108
NBT	3	4800	1354	.303	2089	.504*
NBR	0	0	100		332	
SBL	1	1600	76	.048	33	.021*
SBT	3	4800	1981	.413*	1780	.371
SBR	1	1600	150	.094	78	.049
EBL	1.5		183		103	.064
EBT	1.5	4800	289	.098*	234	.073*
EBR	f		393		277	
WBL	1.5		161	.101	170	
WBT	1.5	4800	495	.155*	189	.075*
WBR	1	1600	41	.026	27	.017

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .803 .673

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	439	.137*	346	.108
NBT	3	4800	1362	.305	2093	.505*
NBR	0	0	102		333	
SBL	1	1600	76	.048	33	.021*
SBT	3	4800	1983	.413*	1787	.372
SBR	1	1600	150	.094	78	.049
EBL	1.5		183		103	.064
EBT	1.5	4800	289	.098*	234	.073*
EBR	f		393		277	
WBL	1.5		162	.101	172	
WBT	1.5	4800	495	.155*	189	.075*
WBR	1	1600	41	.026	27	.017

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .803 .674

1. Jamboree & Ford/Eastbluff

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	448	.140*	351	.110
NBT	3	4800	1515	.336	2170	.521*
NBR	0	0	100		332	
SBL	1	1600	76	.048	33	.021*
SBT	3	4800	2020	.421*	1943	.405
SBR	1	1600	150	.094	78	.049
EBL	1.5		183		103	.064
EBT	1.5	4800	296	.100*	255	.080*
EBR	f		395		286	
WBL	1.5		161	.101	170	
WBT	1.5	4800	516	.161*	203	.078*
WBR	1	1600	41	.026	27	.017

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.822** **.700**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	448	.140*	351	.110
NBT	3	4800	1523	.339	2174	.522*
NBR	0	0	102		333	
SBL	1	1600	76	.048	33	.021*
SBT	3	4800	2022	.421*	1950	.406
SBR	1	1600	150	.094	78	.049
EBL	1.5		183		103	.064
EBT	1.5	4800	296	.100*	255	.080*
EBR	f		395		286	
WBL	1.5		162	.101	172	
WBT	1.5	4800	516	.161*	203	.078*
WBR	1	1600	41	.026	27	.017

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.822** **.701**

2. Jamboree & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016	55	.034
NBT	3	4800	1110	.231*	1289	.269*
NBR	f		140		131	
SBL	2	3200	744	.233*	514	.161*
SBT	3	4800	1450	.302	1330	.277
SBR	f		78		164	
EBL	1.5		299	.093*	89	.028*
EBT	1.5	4800	38	.024	36	.023
EBR	f		58		13	
WBL	1.5		123	.038*	178	.056*
WBT	1.5	4800	8	.005	46	.029
WBR	1	1600	17	.011	572	.358
Right Turn Adjustment					WBR	.181*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.595** **.695**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016	55	.034
NBT	3	4800	1117	.233*	1293	.269*
NBR	f		141		133	
SBL	2	3200	746	.233*	522	.163*
SBT	3	4800	1450	.302	1331	.277
SBR	f		78		164	
EBL	1.5		299	.093*	89	.028*
EBT	1.5	4800	38	.024	36	.023
EBR	f		58		13	
WBL	1.5		123	.038*	178	.056*
WBT	1.5	4800	8	.005	46	.029
WBR	1	1600	20	.013	573	.358
Right Turn Adjustment					WBR	.180*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.597** **.696**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	27	.017	58	.036
NBT	3	4800	1229	.256*	1442	.300*
NBR	f		150		144	
SBL	2	3200	819	.256*	581	.182*
SBT	3	4800	1649	.344	1499	.312
SBR	f		81		171	
EBL	1.5		299	.093*	90	.028*
EBT	1.5	4800	38	.024	40	.025
EBR	f		58		13	
WBL	1.5		133	.042*	186	.058*
WBT	1.5	4800	8	.005	46	.029
WBR	1	1600	58	.036	680	.425
Right Turn Adjustment					WBR	.230*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.647** **.798**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	27	.017	58	.036
NBT	3	4800	1236	.258*	1446	.301*
NBR	f		151		146	
SBL	2	3200	821	.257*	589	.184*
SBT	3	4800	1649	.344	1500	.313
SBR	f		81		171	
EBL	1.5		299	.093*	90	.028*
EBT	1.5	4800	38	.024	40	.025
EBR	f		58		13	
WBL	1.5		133	.042*	186	.058*
WBT	1.5	4800	8	.005	46	.029
WBR	1	1600	61	.038	681	.426
Right Turn Adjustment					WBR	.230*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.650** **.801**

2. Jamboree & San Joaquin Hills

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	27	.017	58	.036
NBT	3	4800	1365	.284*	1544	.322*
NBR	f		150		144	
SBL	2	3200	836	.261*	581	.182*
SBT	3	4800	1707	.356	1639	.341
SBR	f		81		171	
EBL	1.5		299	.093*	90	.028*
EBT	1.5	4800	38	.024	40	.025
EBR	f		58		13	
WBL	1.5		133	.042*	186	.058*
WBT	1.5	4800	8	.005	46	.029
WBR	1	1600	58	.036	696	.435
Right Turn Adjustment					WBR	.240*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.680** **.830**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	27	.017	58	.036
NBT	3	4800	1372	.286*	1548	.323*
NBR	f		151		146	
SBL	2	3200	838	.262*	589	.184*
SBT	3	4800	1707	.356	1640	.342
SBR	f		81		171	
EBL	1.5		299	.093*	90	.028*
EBT	1.5	4800	38	.024	40	.025
EBR	f		58		13	
WBL	1.5		133	.042*	186	.058*
WBT	1.5	4800	8	.005	46	.029
WBR	1	1600	61	.038	697	.436
Right Turn Adjustment					WBR	.240*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.683** **.833**

3. Jamboree & Santa Barbara

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	17	.011
NBT	3	4800	1115	.232*	1176	.245*
NBR	1	1600	289	.181	128	.080
SBL	2	3200	543	.170*	157	.049*
SBT	3	4800	1067	.222	1297	.270
SBR	1	1600	29	.018	74	.046
EBL	1	1600	33	.021*	45	.028*
EBT	1	1600	5	.003	17	.011
EBR	1	1600	16	.010	16	.010
WBL	1.5		39		243	
WBT	0.5	3200	6	.014*	5	.078*
WBR	1	1600	99	.062	458	.286
Right Turn Adjustment					WBR	.171*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.437** **.571**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	17	.011
NBT	3	4800	1116	.233*	1178	.245*
NBR	1	1600	290	.181	132	.083
SBL	2	3200	543	.170*	158	.049*
SBT	3	4800	1067	.222	1297	.270
SBR	1	1600	29	.018	74	.046
EBL	1	1600	33	.021*	45	.028*
EBT	1	1600	5	.003	17	.011
EBR	1	1600	16	.010	16	.010
WBL	1.5		46		246	
WBT	0.5	3200	6	.016*	5	.078*
WBR	1	1600	106	.066	462	.289
Right Turn Adjustment					WBR	.174*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.440** **.574**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	18	.011
NBT	3	4800	1214	.253*	1319	.275*
NBR	1	1600	304	.190	144	.090
SBL	2	3200	570	.178*	178	.056*
SBT	3	4800	1218	.254	1426	.297
SBR	1	1600	31	.019	83	.052
EBL	1	1600	39	.024*	47	.029*
EBT	1	1600	5	.003	18	.011
EBR	1	1600	16	.010	16	.010
WBL	1.5		60		253	
WBT	0.5	3200	6	.021*	6	.081*
WBR	1	1600	115	.072	467	.292
Right Turn Adjustment					WBR	.169*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.476** **.610**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	18	.011
NBT	3	4800	1215	.253*	1321	.275*
NBR	1	1600	305	.191	148	.093
SBL	2	3200	570	.178*	179	.056*
SBT	3	4800	1218	.254	1426	.297
SBR	1	1600	31	.019	83	.052
EBL	1	1600	39	.024*	47	.029*
EBT	1	1600	5	.003	18	.011
EBR	1	1600	16	.010	16	.010
WBL	1.5		67		256	
WBT	0.5	3200	6	.023*	6	.082*
WBR	1	1600	122	.076	471	.294
Right Turn Adjustment					WBR	.170*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.478** **.612**

3. Jamboree & Santa Barbara

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	18	.011
NBT	3	4800	1350	.281*	1421	.296*
NBR	1	1600	304	.190	144	.090
SBL	2	3200	570	.178*	178	.056*
SBT	3	4800	1276	.266	1566	.326
SBR	1	1600	31	.019	83	.052
EBL	1	1600	39	.024*	47	.029*
EBT	1	1600	5	.003	18	.011
EBR	1	1600	16	.010	16	.010
WBL	1.5		60		253	
WBT	0.5	3200	6	.021*	6	.081*
WBR	1	1600	115	.072	467	.292
Right Turn Adjustment					WBR	.169*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.504** **.631**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	18	.011
NBT	3	4800	1351	.281*	1423	.296*
NBR	1	1600	305	.191	148	.093
SBL	2	3200	570	.178*	179	.056*
SBT	3	4800	1276	.266	1566	.326
SBR	1	1600	31	.019	83	.052
EBL	1	1600	39	.024*	47	.029*
EBT	1	1600	5	.003	18	.011
EBR	1	1600	16	.010	16	.010
WBL	1.5		67		256	
WBT	0.5	3200	6	.023*	6	.082*
WBR	1	1600	122	.076	471	.294
Right Turn Adjustment					WBR	.170*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.506** **.633**

4. Jamboree & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	17	.011	41	.026
NBT	2	3200	340	.134*	290	.115*
NBR	0	0	88		79	
SBL	1	1600	192	.120*	179	.112*
SBT	2	3200	291	.091	417	.130
SBR	f		594		856	
EBL	3	4800	788	.164*	723	.151*
EBT	4	6400	1557	.246	1589	.258
EBR	0	0	19		60	
WBL	2	3200	76	.024	132	.041
WBT	4	6400	921	.144*	1729	.270*
WBR	f		102		205	

TOTAL CAPACITY UTILIZATION .562 .648

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	17	.011	41	.026
NBT	2	3200	340	.134*	290	.115*
NBR	0	0	88		79	
SBL	1	1600	194	.121*	180	.113*
SBT	2	3200	291	.091	417	.130
SBR	f		599		858	
EBL	3	4800	789	.164*	727	.151*
EBT	4	6400	1557	.246	1589	.258
EBR	0	0	19		60	
WBL	2	3200	76	.024	132	.041
WBT	4	6400	921	.144*	1729	.270*
WBR	f		103		207	

TOTAL CAPACITY UTILIZATION .563 .649

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	18	.011	44	.028
NBT	2	3200	355	.140*	303	.122*
NBR	0	0	93		86	
SBL	1	1600	206	.129*	194	.121*
SBT	2	3200	304	.095	437	.137
SBR	f		734		968	
EBL	3	4800	872	.182*	846	.176*
EBT	4	6400	1703	.269	1715	.278
EBR	0	0	21		62	
WBL	2	3200	80	.025	142	.044
WBT	4	6400	1007	.157*	1918	.300*
WBR	f		107		223	

TOTAL CAPACITY UTILIZATION .608 .719

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	18	.011	44	.028
NBT	2	3200	355	.140*	303	.122*
NBR	0	0	93		86	
SBL	1	1600	208	.130*	195	.122*
SBT	2	3200	304	.095	437	.137
SBR	f		739		970	
EBL	3	4800	873	.182*	850	.177*
EBT	4	6400	1703	.269	1715	.278
EBR	0	0	21		62	
WBL	2	3200	80	.025	142	.044
WBT	4	6400	1007	.157*	1918	.300*
WBR	f		108		225	

TOTAL CAPACITY UTILIZATION .609 .721

4. Jamboree & Coast Hwy

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	18	.011	44	.028
NBT	2	3200	355	.140*	303	.122*
NBR	0	0	93		86	
SBL	1	1600	243	.152*	323	.202*
SBT	2	3200	304	.095	437	.137
SBR	f		755		979	
EBL	3	4800	878	.183*	871	.181*
EBT	4	6400	1784	.282	1933	.312
EBR	0	0	21		62	
WBL	2	3200	80	.025	142	.044
WBT	4	6400	1210	.189*	2072	.324*
WBR	f		237		300	

TOTAL CAPACITY UTILIZATION **.664** **.829**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	18	.011	44	.028
NBT	2	3200	355	.140*	303	.122*
NBR	0	0	93		86	
SBL	1	1600	245	.153*	324	.203*
SBT	2	3200	304	.095	437	.137
SBR	f		760		981	
EBL	3	4800	879	.183*	875	.182*
EBT	4	6400	1784	.282	1933	.312
EBR	0	0	21		62	
WBL	2	3200	80	.025	142	.044
WBT	4	6400	1210	.189*	2072	.324*
WBR	f		238		302	

TOTAL CAPACITY UTILIZATION **.665** **.831**

5. Newport Center & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	19	.006*	164	.051*
SBT	0	0	0		0	
SBR	f		69		635	
EBL	2	3200	315	.098	314	.098*
EBT	3	4800	1718	.358*	1268	.264
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1051	.219	1416	.295*
WBR	f		170		128	

TOTAL CAPACITY UTILIZATION **.364** **.444**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	21	.007*	165	.052*
SBT	0	0	0		0	
SBR	f		69		635	
EBL	2	3200	315	.098	314	.098*
EBT	3	4800	1720	.358*	1269	.264
EBR	0	0	0		0	
WBL	0	0	1	{.001}*	0	
WBT	3	4800	1052	.219	1418	.295*
WBR	f		170		129	

TOTAL CAPACITY UTILIZATION **.366** **.445**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	24	.008*	170	.053*
SBT	0	0	0		0	
SBR	f		89		679	
EBL	2	3200	343	.107	348	.109*
EBT	3	4800	1846	.385*	1357	.283
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1113	.232	1547	.322*
WBR	f		179		143	

TOTAL CAPACITY UTILIZATION **.393** **.484**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	26	.008*	171	.053*
SBT	0	0	0		0	
SBR	f		89		679	
EBL	2	3200	343	.107	348	.109*
EBT	3	4800	1848	.385*	1358	.283
EBR	0	0	0		0	
WBL	0	0	1	{.001}*	0	
WBT	3	4800	1114	.232	1549	.323*
WBR	f		179		144	

TOTAL CAPACITY UTILIZATION **.394** **.485**

5. Newport Center & Coast Hwy

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	24	.008*	170	.053*
SBT	0	0	0		0	
SBR	f		94		696	
EBL	2	3200	356	.111*	359	.112*
EBT	3	4800	1951	.406	1693	.353
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1441	.300*	1761	.367*
WBR	f		179		143	

TOTAL CAPACITY UTILIZATION **.419** **.532**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	26	.008*	171	.053*
SBT	0	0	0		0	
SBR	f		94		696	
EBL	2	3200	356	.111*	359	.112*
EBT	3	4800	1953	.407	1694	.353
EBR	0	0	0		0	
WBL	0	0	1		0	
WBT	3	4800	1442	.301*	1763	.367*
WBR	f		179		144	

TOTAL CAPACITY UTILIZATION **.420** **.532**

6. Avocado & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061	112	.070*
NBT	1	1600	128	.080*	73	.046
NBR	1	1600	135	.084	110	.069
SBL	1.5		57	.036	253	
SBT	0.5	3200	69	.043*	109	.113*
SBR	f		50		139	
EBL	1	1600	140	.088*	89	.056*
EBT	3	4800	1071	.223	1199	.250
EBR	d	1600	49	.031	71	.044
WBL	1	1600	93	.058	100	.063
WBT	3	4800	1101	.229*	1260	.263*
WBR	1	1600	165	.103	104	.065

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .440 .502

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061	112	.070*
NBT	1	1600	128	.080*	73	.046
NBR	1	1600	135	.084	110	.069
SBL	1.5		57	.036	253	
SBT	0.5	3200	69	.043*	109	.113*
SBR	f		50		139	
EBL	1	1600	140	.088*	89	.056*
EBT	3	4800	1075	.224	1201	.250
EBR	d	1600	49	.031	71	.044
WBL	1	1600	93	.058	100	.063
WBT	3	4800	1103	.230*	1263	.263*
WBR	1	1600	165	.103	104	.065

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .441 .502

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061	112	.070*
NBT	1	1600	128	.080*	73	.046
NBR	1	1600	135	.084	110	.069
SBL	1.5		62	.039	286	
SBT	0.5	3200	69	.043*	109	.123*
SBR	f		60		208	
EBL	1	1600	200	.125*	123	.077*
EBT	3	4800	1124	.234	1259	.262
EBR	d	1600	51	.032	75	.047
WBL	1	1600	97	.061	104	.065
WBT	3	4800	1157	.241*	1322	.275*
WBR	1	1600	202	.126	121	.076

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .489 .545

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061	112	.070*
NBT	1	1600	128	.080*	73	.046
NBR	1	1600	135	.084	110	.069
SBL	1.5		62	.039	286	
SBT	0.5	3200	69	.043*	109	.123*
SBR	f		60		208	
EBL	1	1600	200	.125*	123	.077*
EBT	3	4800	1128	.235	1261	.263
EBR	d	1600	51	.032	75	.047
WBL	1	1600	97	.061	104	.065
WBT	3	4800	1159	.241*	1325	.276*
WBR	1	1600	202	.126	121	.076

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .489 .546

6. Avocado & Coast Hwy

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061	112	.070*
NBT	1	1600	128	.080*	73	.046
NBR	1	1600	135	.084	110	.069
SBL	1.5		62	.039	286	
SBT	0.5	3200	69	.043*	109	.123*
SBR	f		60		208	
EBL	1	1600	200	.125*	123	.077*
EBT	3	4800	1229	.256	1595	.332
EBR	d	1600	51	.032	75	.047
WBL	1	1600	97	.061	104	.065
WBT	3	4800	1485	.309*	1536	.320*
WBR	1	1600	202	.126	121	.076

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.557** **.590**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061	112	.070*
NBT	1	1600	128	.080*	73	.046
NBR	1	1600	135	.084	110	.069
SBL	1.5		62	.039	286	
SBT	0.5	3200	69	.043*	109	.123*
SBR	f		60		208	
EBL	1	1600	200	.125*	123	.077*
EBT	3	4800	1233	.257	1597	.333
EBR	d	1600	51	.032	75	.047
WBL	1	1600	97	.061	104	.065
WBT	3	4800	1487	.310*	1539	.321*
WBR	1	1600	202	.126	121	.076

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.558** **.591**

7. MacArthur & Ford/Bonita Cyn

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	131	.041	88	.028
NBT	4	6400	1750	.273*	1870	.292*
NBR	f		119		529	
SBL	2	3200	574	.179*	1116	.349*
SBT	4	6400	2300	.359	2360	.369
SBR	f		18		46	
EBL	2	3200	45	.014	30	.009
EBT	2	3200	287	.090*	343	.107*
EBR	1	1600	78	.049	46	.029
WBL	2	3200	585	.183*	224	.070*
WBT	2	3200	563	.176	276	.086
WBR	f		918		649	

TOTAL CAPACITY UTILIZATION .725 .818

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	131	.041	88	.028
NBT	4	6400	1754	.274*	1872	.293*
NBR	f		119		529	
SBL	2	3200	574	.179*	1116	.349*
SBT	4	6400	2301	.360	2364	.369
SBR	f		18		47	
EBL	2	3200	46	.014	31	.010
EBT	2	3200	288	.090*	344	.108*
EBR	1	1600	78	.049	46	.029
WBL	2	3200	585	.183*	224	.070*
WBT	2	3200	563	.176	277	.087
WBR	f		918		649	

TOTAL CAPACITY UTILIZATION .726 .820

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	137	.043	94	.029
NBT	4	6400	1864	.291*	2110	.330*
NBR	f		132		570	
SBL	2	3200	597	.187*	1162	.363*
SBT	4	6400	2540	.397	2534	.396
SBR	f		19		48	
EBL	2	3200	45	.014	30	.009
EBT	2	3200	291	.091*	347	.108*
EBR	1	1600	79	.049	48	.030
WBL	2	3200	596	.186*	236	.074*
WBT	2	3200	565	.177	280	.088
WBR	f		919		649	

TOTAL CAPACITY UTILIZATION .755 .875

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	137	.043	94	.029
NBT	4	6400	1868	.292*	2112	.330*
NBR	f		132		570	
SBL	2	3200	597	.187*	1162	.363*
SBT	4	6400	2541	.397	2538	.397
SBR	f		19		49	
EBL	2	3200	46	.014	31	.010
EBT	2	3200	292	.091*	348	.109*
EBR	1	1600	79	.049	48	.030
WBL	2	3200	596	.186*	236	.074*
WBT	2	3200	565	.177	281	.088
WBR	f		919		649	

TOTAL CAPACITY UTILIZATION .756 .876

7. MacArthur & Ford/Bonita Cyn

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	137	.043	94	.029
NBT	4	6400	1976	.309*	2162	.338*
NBR	f		132		570	
SBL	2	3200	597	.187*	1162	.363*
SBT	4	6400	2565	.401	2649	.414
SBR	f		19		48	
EBL	2	3200	45	.014	30	.009
EBT	2	3200	298	.093*	368	.115*
EBR	1	1600	79	.049	48	.030
WBL	2	3200	596	.186*	236	.074*
WBT	2	3200	586	.183	294	.092
WBR	f		919		649	

TOTAL CAPACITY UTILIZATION .775 .890

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	137	.043	94	.029
NBT	4	6400	1980	.309*	2164	.338*
NBR	f		132		570	
SBL	2	3200	597	.187*	1162	.363*
SBT	4	6400	2566	.401	2653	.415
SBR	f		19		49	
EBL	2	3200	46	.014	31	.010
EBT	2	3200	299	.093*	369	.115*
EBR	1	1600	79	.049	48	.030
WBL	2	3200	596	.186*	236	.074*
WBT	2	3200	586	.183	295	.092
WBR	f		919		649	

TOTAL CAPACITY UTILIZATION .775 .890

8. MacArthur & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	121	.038	35	.011
NBT	3	4800	1280	.267*	1440	.300*
NBR	1	1600	22	.014	13	.008
SBL	2	3200	792	.248*	666	.208*
SBT	3	4800	1320	.275	1600	.333
SBR	f		851		366	
EBL	2	3200	76	.024*	647	.202*
EBT	3	4800	347	.082	313	.090
EBR	0	0	46		117	
WBL	1	1600	51	.032	31	.019
WBT	2	3200	360	.113*	292	.091*
WBR	f		651		399	

TOTAL CAPACITY UTILIZATION .652 .801

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	121	.038	35	.011
NBT	3	4800	1280	.267*	1440	.300*
NBR	1	1600	22	.014	13	.008
SBL	2	3200	792	.248*	666	.208*
SBT	3	4800	1320	.275	1600	.333
SBR	f		852		370	
EBL	2	3200	80	.025*	649	.203*
EBT	3	4800	348	.082	314	.090
EBR	0	0	46		117	
WBL	1	1600	51	.032	31	.019
WBT	2	3200	360	.113*	293	.092*
WBR	f		651		399	

TOTAL CAPACITY UTILIZATION .653 .803

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	128	.040	38	.012
NBT	3	4800	1341	.279*	1555	.324*
NBR	1	1600	24	.015	20	.013
SBL	2	3200	825	.258*	694	.217*
SBT	3	4800	1426	.297	1699	.354
SBR	f		952		419	
EBL	2	3200	113	.035*	739	.231*
EBT	3	4800	350	.083	316	.090
EBR	0	0	46		117	
WBL	1	1600	57	.036	34	.021
WBT	2	3200	363	.113*	295	.092*
WBR	f		651		399	

TOTAL CAPACITY UTILIZATION .685 .864

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	128	.040	38	.012
NBT	3	4800	1341	.279*	1555	.324*
NBR	1	1600	24	.015	20	.013
SBL	2	3200	825	.258*	694	.217*
SBT	3	4800	1426	.297	1699	.354
SBR	f		953		423	
EBL	2	3200	117	.037*	741	.232*
EBT	3	4800	351	.083	317	.090
EBR	0	0	46		117	
WBL	1	1600	57	.036	34	.021
WBT	2	3200	363	.113*	296	.093*
WBR	f		651		399	

TOTAL CAPACITY UTILIZATION .687 .866

8. MacArthur & San Joaquin Hills

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	128	.040	38	.012
NBT	3	4800	1419	.296*	1623	.338*
NBR	1	1600	24	.015	20	.013
SBL	2	3200	825	.258*	694	.217*
SBT	3	4800	1468	.306	1782	.371
SBR	f		969		419	
EBL	2	3200	113	.035*	755	.236*
EBT	3	4800	353	.083	325	.092
EBR	0	0	46		117	
WBL	1	1600	57	.036	34	.021
WBT	2	3200	372	.116*	301	.094*
WBR	f		651		399	

TOTAL CAPACITY UTILIZATION **.705** **.885**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	128	.040	38	.012
NBT	3	4800	1419	.296*	1623	.338*
NBR	1	1600	24	.015	20	.013
SBL	2	3200	825	.258*	694	.217*
SBT	3	4800	1468	.306	1782	.371
SBR	f		970		423	
EBL	2	3200	117	.037*	757	.237*
EBT	3	4800	354	.083	326	.092
EBR	0	0	46		117	
WBL	1	1600	57	.036	34	.021
WBT	2	3200	372	.116*	302	.094*
WBR	f		651		399	

TOTAL CAPACITY UTILIZATION **.707** **.886**

9. MacArthur & San Miguel

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	123	.038	91	.028*
NBT	3	4800	1220	.254*	771	.161
NBR	1	1600	147	.092	212	.133
SBL	2	3200	3	.001*	11	.003
SBT	3	4800	780	.163	960	.200*
SBR	1	1600	637	.398	451	.282
EBL	3	4800	192	.040*	668	.139
EBT	2	3200	79	.037	331	.143*
EBR	0	0	38		126	
WBL	2	3200	190	.059	225	.070*
WBT	2	3200	261	.083*	173	.065
WBR	0	0	6		35	
Right Turn Adjustment			SBR	.151*		

TOTAL CAPACITY UTILIZATION **.529** **.441**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	123	.038	92	.029*
NBT	3	4800	1220	.254*	771	.161
NBR	1	1600	147	.092	212	.133
SBL	2	3200	3	.001*	11	.003
SBT	3	4800	780	.163	960	.200*
SBR	1	1600	637	.398	451	.282
EBL	3	4800	192	.040*	668	.139
EBT	2	3200	79	.037	331	.143*
EBR	0	0	39		126	
WBL	2	3200	190	.059	225	.070*
WBT	2	3200	261	.083*	173	.065
WBR	0	0	6		35	
Right Turn Adjustment			SBR	.151*		

TOTAL CAPACITY UTILIZATION **.529** **.442**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	130	.041	101	.032*
NBT	3	4800	1271	.265*	804	.168
NBR	1	1600	153	.096	220	.138
SBL	2	3200	4	.001*	12	.004
SBT	3	4800	812	.169	999	.208*
SBR	1	1600	719	.449	501	.313
EBL	3	4800	200	.042*	731	.152
EBT	2	3200	83	.041	356	.154*
EBR	0	0	47		138	
WBL	2	3200	190	.059	225	.070*
WBT	2	3200	274	.088*	195	.072
WBR	0	0	6		35	
Right Turn Adjustment			SBR	.192*		

TOTAL CAPACITY UTILIZATION **.588** **.464**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	130	.041	102	.032*
NBT	3	4800	1271	.265*	804	.168
NBR	1	1600	153	.096	220	.138
SBL	2	3200	4	.001*	12	.004
SBT	3	4800	812	.169	999	.208*
SBR	1	1600	719	.449	501	.313
EBL	3	4800	200	.042*	731	.152
EBT	2	3200	83	.041	356	.154*
EBR	0	0	48		138	
WBL	2	3200	190	.059	225	.070*
WBT	2	3200	274	.088*	195	.072
WBR	0	0	6		35	
Right Turn Adjustment			SBR	.192*		

TOTAL CAPACITY UTILIZATION **.588** **.464**

9. MacArthur & San Miguel

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	167	.052	123	.038*
NBT	3	4800	1349	.281*	872	.182
NBR	1	1600	153	.096	220	.138
SBL	2	3200	4	.001*	12	.004
SBT	3	4800	854	.178	1082	.225*
SBR	1	1600	719	.449	501	.313
EBL	3	4800	200	.042*	731	.152
EBT	2	3200	83	.044	356	.166*
EBR	0	0	59		175	
WBL	2	3200	190	.059	225	.070*
WBT	2	3200	274	.088*	195	.072
WBR	0	0	6		35	
Right Turn Adjustment			SBR	.187*		

TOTAL CAPACITY UTILIZATION **.599** **.499**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	167	.052	124	.039*
NBT	3	4800	1349	.281*	872	.182
NBR	1	1600	153	.096	220	.138
SBL	2	3200	4	.001*	12	.004
SBT	3	4800	854	.178	1082	.225*
SBR	1	1600	719	.449	501	.313
EBL	3	4800	200	.042*	731	.152
EBT	2	3200	83	.045	356	.166*
EBR	0	0	60		175	
WBL	2	3200	190	.059	225	.070*
WBT	2	3200	274	.088*	195	.072
WBR	0	0	6		35	
Right Turn Adjustment			SBR	.187*		

TOTAL CAPACITY UTILIZATION **.599** **.500**

10. MacArthur & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	793	.248*	981	.307*
SBT	0	0	0		0	
SBR	f		247		323	
EBL	2	3200	575	.180*	298	.093*
EBT	3	4800	1000	.208	1277	.266
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1110	.231*	1136	.237*
WBR	f		862		789	

TOTAL CAPACITY UTILIZATION .659 .637

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	794	.248*	981	.307*
SBT	0	0	0		0	
SBR	f		247		323	
EBL	2	3200	575	.180*	298	.093*
EBT	3	4800	1004	.209	1279	.266
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1112	.232*	1139	.237*
WBR	f		862		790	

TOTAL CAPACITY UTILIZATION .660 .637

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	834	.261*	1023	.320*
SBT	0	0	1		0	
SBR	f		257		336	
EBL	2	3200	599	.187*	311	.097*
EBT	3	4800	1054	.220	1369	.285
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1193	.249*	1202	.250*
WBR	f		898		826	

TOTAL CAPACITY UTILIZATION .697 .667

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	835	.261*	1023	.320*
SBT	0	0	1		0	
SBR	f		257		336	
EBL	2	3200	599	.187*	311	.097*
EBT	3	4800	1058	.220	1371	.286
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1195	.249*	1205	.251*
WBR	f		898		827	

TOTAL CAPACITY UTILIZATION .697 .668

10. MacArthur & Coast Hwy

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	884	.276*	1132	.354*
SBT	0	0	1		0	
SBR	f		261		347	
EBL	2	3200	605	.189*	320	.100*
EBT	3	4800	1153	.240	1696	.353
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1516	.316*	1405	.293*
WBR	f		1007		907	

TOTAL CAPACITY UTILIZATION **.781** **.747**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	885	.277*	1132	.354*
SBT	0	0	1		0	
SBR	f		261		347	
EBL	2	3200	605	.189*	320	.100*
EBT	3	4800	1157	.241	1698	.354
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1518	.316*	1408	.293*
WBR	f		1007		908	

TOTAL CAPACITY UTILIZATION **.782** **.747**

11. Santa Cruz & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	70	.022*	620	.194*
NBT	1	1600	4	.011	14	.093
NBR	0	0	13		135	
SBL	1	1600	10	.006	9	.006
SBT	2	3200	7	.004*	5	.003*
SBR	0	0	64	.040	24	.015
EBL	1	1600	49	.031	72	.045
EBT	3	4800	512	.160*	486	.138*
EBR	0	0	292	.183	178	
WBL	1	1600	115	.072*	45	.028*
WBT	3	4800	265	.057	444	.097
WBR	0	0	7		20	
Right Turn Adjustment			EBR	.006*		

TOTAL CAPACITY UTILIZATION **.264** **.363**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	73	.023*	621	.194*
NBT	1	1600	4	.011	14	.094
NBR	0	0	14		136	
SBL	1	1600	10	.006	9	.006
SBT	2	3200	7	.004*	5	.003*
SBR	0	0	64	.040	24	.015
EBL	1	1600	49	.031	72	.045
EBT	3	4800	516	.161*	488	.140*
EBR	0	0	293	.183	183	
WBL	1	1600	116	.073*	50	.031*
WBT	3	4800	265	.057	444	.097
WBR	0	0	7		20	
Right Turn Adjustment			EBR	.005*		

TOTAL CAPACITY UTILIZATION **.266** **.368**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	99	.031*	631	.197*
NBT	1	1600	4	.012	14	.094
NBR	0	0	15		136	
SBL	1	1600	10	.006	10	.006
SBT	2	3200	8	.005*	5	.003*
SBR	0	0	64	.040	24	.015
EBL	1	1600	49	.031	72	.045
EBT	3	4800	587	.183*	515	.148*
EBR	0	0	296	.185	196	
WBL	1	1600	117	.073*	47	.029*
WBT	3	4800	275	.059	517	.112
WBR	0	0	7		20	

TOTAL CAPACITY UTILIZATION **.292** **.377**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	102	.032*	632	.198*
NBT	1	1600	4	.013	14	.094
NBR	0	0	16		137	
SBL	1	1600	10	.006	10	.006
SBT	2	3200	8	.005*	5	.003*
SBR	0	0	64	.040	24	.015
EBL	1	1600	49	.031	72	.045
EBT	3	4800	591	.185*	517	.150*
EBR	0	0	297	.186	201	
WBL	1	1600	118	.074*	52	.033*
WBT	3	4800	275	.059	517	.112
WBR	0	0	7		20	

TOTAL CAPACITY UTILIZATION **.296** **.384**

11. Santa Cruz & San Joaquin Hills

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	99	.031*	647	.202*
NBT	1	1600	4	.012	14	.094
NBR	0	0	15		136	
SBL	1	1600	10	.006	10	.006
SBT	2	3200	8	.005*	5	.003*
SBR	0	0	64	.040	24	.015
EBL	1	1600	49	.031	72	.045
EBT	3	4800	587	.183*	515	.148*
EBR	0	0	313	.196	196	
WBL	1	1600	117	.073*	47	.029*
WBT	3	4800	275	.059	517	.112
WBR	0	0	7		20	

TOTAL CAPACITY UTILIZATION **.292** **.382**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	102	.032*	648	.203*
NBT	1	1600	4	.013	14	.094
NBR	0	0	16		137	
SBL	1	1600	10	.006	10	.006
SBT	2	3200	8	.005*	5	.003*
SBR	0	0	64	.040	24	.015
EBL	1	1600	49	.031	72	.045
EBT	3	4800	591	.185*	517	.150*
EBR	0	0	314	.196	201	
WBL	1	1600	118	.074*	52	.033*
WBT	3	4800	275	.059	517	.112
WBR	0	0	7		20	

TOTAL CAPACITY UTILIZATION **.296** **.389**

12. Santa Cruz & San Clemente

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016*	98	.061*
NBT	3	4800	52	.016	432	.097
NBR	0	0	35	.022	35	
SBL	1	1600	52	.033	30	.019
SBT	2	3200	140	.088*	204	.083*
SBR	0	0	161	.101	61	
EBL	0	0	19		280	
EBT	2	3200	30	.025*	11	.094*
EBR	0	0	46	.029	45	.028
WBL	1.5		10		28	
WBT	0.5	3200	9	.006*	20	.015*
WBR	1	1600	16	.010	54	.034

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .135 .253

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016*	100	.063*
NBT	3	4800	52	.016	432	.097
NBR	0	0	35	.022	35	
SBL	1	1600	52	.033	30	.019
SBT	2	3200	142	.089*	205	.085*
SBR	0	0	162	.101	66	
EBL	0	0	23		282	
EBT	2	3200	30	.026*	11	.095*
EBR	0	0	47	.029	46	.029
WBL	1.5		10		28	
WBT	0.5	3200	9	.006*	20	.015*
WBR	1	1600	16	.010	54	.034

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .137 .258

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016*	98	.061*
NBT	3	4800	83	.025	444	.100
NBR	0	0	35		35	
SBL	1	1600	52	.033	30	.019
SBT	2	3200	147	.092*	224	.089*
SBR	0	0	161	.101	61	
EBL	0	0	19		280	
EBT	2	3200	30	.025*	11	.094*
EBR	0	0	46	.029	45	.028
WBL	1.5		10		28	
WBT	0.5	3200	9	.006*	20	.015*
WBR	1	1600	16	.010	54	.034

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .139 .259

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016*	100	.063*
NBT	3	4800	83	.025	444	.100
NBR	0	0	35		35	
SBL	1	1600	52	.033	30	.019
SBT	2	3200	149	.093*	225	.091*
SBR	0	0	162	.101	66	
EBL	0	0	23		282	
EBT	2	3200	30	.026*	11	.095*
EBR	0	0	47	.029	46	.029
WBL	1.5		10		28	
WBT	0.5	3200	9	.006*	20	.015*
WBR	1	1600	16	.010	54	.034

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .141 .264

12. Santa Cruz & San Clemente

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016*	98	.061*
NBT	3	4800	83	.025	460	.103
NBR	0	0	35		35	
SBL	1	1600	52	.033	30	.019
SBT	2	3200	164	.102*	224	.089*
SBR	0	0	161		61	
EBL	0	0	19		280	
EBT	2	3200	30	.025*	11	.094*
EBR	0	0	46	.029	45	.028
WBL	1.5		10		28	
WBT	0.5	3200	9	.006*	20	.015*
WBR	1	1600	16	.010	54	.034

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.149** **.259**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	26	.016*	100	.063*
NBT	3	4800	83	.025	460	.103
NBR	0	0	35		35	
SBL	1	1600	52	.033	30	.019
SBT	2	3200	166	.103*	225	.091*
SBR	0	0	162		66	
EBL	0	0	23		282	
EBT	2	3200	30	.026*	11	.095*
EBR	0	0	47	.029	46	.029
WBL	1.5		10		28	
WBT	0.5	3200	9	.006*	20	.015*
WBR	1	1600	16	.010	54	.034

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.151** **.264**

13. Santa Cruz & Newport Center

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	19	{.012}*	50	
NBT	2	3200	19	.014	159	.078*
NBR	0	0	6		39	
SBL	1	1600	84	.053	59	.037*
SBT	1	1600	123	.077*	96	.060
SBR	1	1600	55	.034	80	.050
EBL	1	1600	46	.029*	157	.098*
EBT	2	3200	70	.022	93	.029
EBR	1	1600	16	.010	27	.017
WBL	1	1600	8	.005	29	.018
WBT	2	3200	88	.028*	92	.029*
WBR	1	1600	75	.047	193	.121
Right Turn Adjustment					WBR	.064*

TOTAL CAPACITY UTILIZATION **.146** **.306**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	19	{.012}*	50	
NBT	2	3200	19	.014	160	.078*
NBR	0	0	6		39	
SBL	1	1600	85	.053	59	.037*
SBT	1	1600	124	.078*	96	.060
SBR	1	1600	56	.035	80	.050
EBL	1	1600	46	.029*	157	.098*
EBT	2	3200	70	.022	93	.029
EBR	1	1600	16	.010	27	.017
WBL	1	1600	8	.005	29	.018
WBT	2	3200	88	.028*	92	.029*
WBR	1	1600	75	.047	194	.121
Right Turn Adjustment					WBR	.064*

TOTAL CAPACITY UTILIZATION **.147** **.306**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	19	{.012}*	50	
NBT	2	3200	35	.019	165	.079*
NBR	0	0	6		39	
SBL	1	1600	86	.054	64	.040*
SBT	1	1600	126	.079*	106	.066
SBR	1	1600	57	.036	85	.053
EBL	1	1600	54	.034*	160	.100*
EBT	2	3200	70	.022	93	.029
EBR	1	1600	16	.010	27	.017
WBL	1	1600	8	.005	29	.018
WBT	2	3200	88	.028*	92	.029*
WBR	1	1600	82	.051	196	.123
Right Turn Adjustment					WBR	.064*

TOTAL CAPACITY UTILIZATION **.153** **.312**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	19	{.012}*	50	
NBT	2	3200	35	.019	166	.080*
NBR	0	0	6		39	
SBL	1	1600	87	.054	64	.040*
SBT	1	1600	127	.079*	106	.066
SBR	1	1600	58	.036	85	.053
EBL	1	1600	54	.034*	160	.100*
EBT	2	3200	70	.022	93	.029
EBR	1	1600	16	.010	27	.017
WBL	1	1600	8	.005	29	.018
WBT	2	3200	88	.028*	92	.029*
WBR	1	1600	82	.051	197	.123
Right Turn Adjustment					WBR	.064*

TOTAL CAPACITY UTILIZATION **.153** **.313**

13. Santa Cruz & Newport Center

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	19	{.012}*	50	
NBT	2	3200	35	.019	173	.082*
NBR	0	0	6		39	
SBL	1	1600	86	.054	64	.040*
SBT	1	1600	135	.084*	106	.066
SBR	1	1600	65	.041	85	.053
EBL	1	1600	54	.034*	168	.105*
EBT	2	3200	73	.023	95	.030
EBR	1	1600	16	.010	27	.017
WBL	1	1600	8	.005	29	.018
WBT	2	3200	89	.028*	96	.030*
WBR	1	1600	82	.051	196	.123
Right Turn Adjustment					WBR	.063*

TOTAL CAPACITY UTILIZATION **.158** **.320**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	19	{.012}*	50	
NBT	2	3200	35	.019	174	.082*
NBR	0	0	6		39	
SBL	1	1600	87	.054	64	.040*
SBT	1	1600	136	.085*	106	.066
SBR	1	1600	66	.041	85	.053
EBL	1	1600	54	.034*	168	.105*
EBT	2	3200	73	.023	95	.030
EBR	1	1600	16	.010	27	.017
WBL	1	1600	8	.005	29	.018
WBT	2	3200	89	.028*	96	.030*
WBR	1	1600	82	.051	197	.123
Right Turn Adjustment					WBR	.063*

TOTAL CAPACITY UTILIZATION **.159** **.320**

14. Santa Rosa & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	32	.020	221	.138*
NBT	1	1600	16	.010*	25	.016
NBR	1	1600	75	.047	443	.277
SBL	1	1600	81	.051*	73	.046
SBT	1	1600	12	.008	11	.007*
SBR	1	1600	39	.024	59	.037
EBL	1	1600	27	.017	67	.042
EBT	3	4800	265	.083*	550	.142*
EBR	0	0	207	.129	133	
WBL	2	3200	447	.140*	374	.117*
WBT	3	4800	457	.116	280	.075
WBR	0	0	101		79	
Right Turn Adjustment			EBR	.006*	NBR	.090*

TOTAL CAPACITY UTILIZATION **.290** **.494**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	32	.020	221	.138*
NBT	1	1600	16	.010*	25	.016
NBR	1	1600	75	.047	443	.277
SBL	1	1600	81	.051*	73	.046
SBT	1	1600	12	.008	11	.007*
SBR	1	1600	39	.024	59	.037
EBL	1	1600	27	.017	67	.042
EBT	3	4800	270	.084*	553	.143*
EBR	0	0	207	.129	133	
WBL	2	3200	447	.140*	374	.117*
WBT	3	4800	458	.116	285	.076
WBR	0	0	101		79	
Right Turn Adjustment			EBR	.005*	NBR	.090*

TOTAL CAPACITY UTILIZATION **.290** **.495**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	51	.032	299	.187*
NBT	1	1600	16	.010*	25	.016
NBR	1	1600	102	.064	473	.296
SBL	1	1600	81	.051*	73	.046
SBT	1	1600	12	.008	11	.007*
SBR	1	1600	39	.024	59	.037
EBL	1	1600	28	.018	67	.042
EBT	3	4800	271	.085*	559	.150*
EBR	0	0	284	.178	163	
WBL	2	3200	452	.141*	401	.125*
WBT	3	4800	462	.117	287	.076
WBR	0	0	101		79	
Right Turn Adjustment			EBR	.053*	NBR	.054*

TOTAL CAPACITY UTILIZATION **.340** **.523**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	51	.032	299	.187*
NBT	1	1600	16	.010*	25	.016
NBR	1	1600	102	.064	473	.296
SBL	1	1600	81	.051*	73	.046
SBT	1	1600	12	.008	11	.007*
SBR	1	1600	39	.024	59	.037
EBL	1	1600	28	.018	67	.042
EBT	3	4800	276	.086*	562	.151*
EBR	0	0	284	.178	163	
WBL	2	3200	452	.141*	401	.125*
WBT	3	4800	463	.118	292	.077
WBR	0	0	101		79	
Right Turn Adjustment			EBR	.052*	NBR	.054*

TOTAL CAPACITY UTILIZATION **.340** **.524**

14. Santa Rosa & San Joaquin Hills

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	51	.032	299	.187*
NBT	1	1600	16	.010*	25	.016
NBR	1	1600	105	.066	498	.311
SBL	1	1600	81	.051*	73	.046
SBT	1	1600	12	.008	11	.007*
SBR	1	1600	39	.024	59	.037
EBL	1	1600	28	.018	67	.042
EBT	3	4800	271	.085*	559	.150*
EBR	0	0	284	.178	163	
WBL	2	3200	478	.149*	407	.127*
WBT	3	4800	462	.117	287	.076
WBR	0	0	101		79	
Right Turn Adjustment			EBR	.053*	NBR	.068*

TOTAL CAPACITY UTILIZATION **.348** **.539**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	51	.032	299	.187*
NBT	1	1600	16	.010*	25	.016
NBR	1	1600	105	.066	498	.311
SBL	1	1600	81	.051*	73	.046
SBT	1	1600	12	.008	11	.007*
SBR	1	1600	39	.024	59	.037
EBL	1	1600	28	.018	67	.042
EBT	3	4800	276	.086*	562	.151*
EBR	0	0	284	.178	163	
WBL	2	3200	478	.149*	407	.127*
WBT	3	4800	463	.118	292	.077
WBR	0	0	101		79	
Right Turn Adjustment			EBR	.052*	NBR	.068*

TOTAL CAPACITY UTILIZATION **.348** **.540**

15. Newport Center & Santa Rosa

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	38	.024	83	.052
NBT	2	3200	61	.019*	126	.039*
NBR	1	1600	94	.059	273	.171
SBL	1	1600	54	.034*	141	.088*
SBT	2	3200	37	.012	121	.038
SBR	1	1600	4	.003	31	.019
EBL	0	0	6	{.004}*	12	
EBT	2	3200	37	.019	147	.068*
EBR	0	0	18		57	
WBL	0	0	67		102	{.064}*
WBT	2	3200	140	.065*	238	.106
WBR	1	1600	111	.069	112	.070
Right Turn Adjustment			NBR	.002*	NBR	.084*

TOTAL CAPACITY UTILIZATION **.124** **.343**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	38	.024	83	.052
NBT	2	3200	61	.019*	127	.040*
NBR	1	1600	94	.059	273	.171
SBL	1	1600	54	.034*	141	.088*
SBT	2	3200	38	.012	121	.038
SBR	1	1600	4	.003	31	.019
EBL	0	0	6	{.004}*	12	
EBT	2	3200	37	.019	147	.068*
EBR	0	0	18		57	
WBL	0	0	67		102	{.064}*
WBT	2	3200	140	.065*	238	.106
WBR	1	1600	111	.069	112	.070
Right Turn Adjustment			NBR	.002*	NBR	.083*

TOTAL CAPACITY UTILIZATION **.124** **.343**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	38	.024	83	.052
NBT	2	3200	61	.019*	126	.039*
NBR	1	1600	105	.066	300	.188
SBL	1	1600	66	.041*	168	.105*
SBT	2	3200	37	.012	121	.038
SBR	1	1600	4	.003	31	.019
EBL	0	0	6	{.004}*	12	
EBT	2	3200	60	.026	201	.084*
EBR	0	0	18		57	
WBL	0	0	87		116	{.072}*
WBT	2	3200	181	.084*	266	.119
WBR	1	1600	132	.083	126	.079
Right Turn Adjustment					NBR	.095*

TOTAL CAPACITY UTILIZATION **.148** **.395**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	38	.024	83	.052
NBT	2	3200	61	.019*	127	.040*
NBR	1	1600	105	.066	300	.188
SBL	1	1600	66	.041*	168	.105*
SBT	2	3200	38	.012	121	.038
SBR	1	1600	4	.003	31	.019
EBL	0	0	6	{.004}*	12	
EBT	2	3200	60	.026	201	.084*
EBR	0	0	18		57	
WBL	0	0	87		116	{.072}*
WBT	2	3200	181	.084*	266	.119
WBR	1	1600	132	.083	126	.079
Right Turn Adjustment					NBR	.094*

TOTAL CAPACITY UTILIZATION **.148** **.395**

15. Newport Center & Santa Rosa

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	38	.024	83	.052
NBT	2	3200	67	.021*	138	.043*
NBR	1	1600	105	.066	308	.193
SBL	1	1600	66	.041*	168	.105*
SBT	2	3200	47	.015	131	.041
SBR	1	1600	4	.003	31	.019
EBL	0	0	6	{.004}*	12	
EBT	2	3200	60	.026	209	.087*
EBR	0	0	18		57	
WBL	0	0	95		116	{.072}*
WBT	2	3200	190	.089*	266	.119
WBR	1	1600	132	.083	126	.079
Right Turn Adjustment					NBR	.096*
TOTAL CAPACITY UTILIZATION				**.155**		**.403**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	38	.024	83	.052
NBT	2	3200	67	.021*	139	.043*
NBR	1	1600	105	.066	308	.193
SBL	1	1600	66	.041*	168	.105*
SBT	2	3200	48	.015	131	.041
SBR	1	1600	4	.003	31	.019
EBL	0	0	6	{.004}*	12	
EBT	2	3200	60	.026	209	.087*
EBR	0	0	18		57	
WBL	0	0	95		116	{.072}*
WBT	2	3200	190	.089*	266	.119
WBR	1	1600	132	.083	126	.079
Right Turn Adjustment					NBR	.096*
TOTAL CAPACITY UTILIZATION				**.155**		**.403**

16. Newport Center & San Miguel

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.016	77	.048*
NBT	2	3200	139	.043*	124	.039
NBR	1	1600	81	.051	213	.133
SBL	1	1600	41	.026*	78	.049
SBT	2	3200	49	.015	171	.053*
SBR	1	1600	6	.004	41	.026
EBL	0	0	0		16	
EBT	2	3200	17	.006*	204	.103*
EBR	0	0	2		109	
WBL	1	1600	99	.062*	190	.119*
WBT	2	3200	57	.036	201	.116
WBR	0	0	128	.080	170	

TOTAL CAPACITY UTILIZATION .137 .323

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.016	77	.048*
NBT	2	3200	139	.043*	124	.039
NBR	1	1600	81	.051	213	.133
SBL	1	1600	42	.026*	78	.049
SBT	2	3200	49	.015	171	.053*
SBR	1	1600	6	.004	41	.026
EBL	0	0	0		16	
EBT	2	3200	17	.006*	204	.103*
EBR	0	0	2		109	
WBL	1	1600	99	.062*	190	.119*
WBT	2	3200	57	.036	201	.116
WBR	0	0	128	.080	171	

TOTAL CAPACITY UTILIZATION .137 .323

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.016	77	.048*
NBT	2	3200	139	.043*	124	.039
NBR	1	1600	91	.057	222	.139
SBL	1	1600	51	.032*	86	.054
SBT	2	3200	49	.015	171	.053*
SBR	1	1600	6	.004	41	.026
EBL	0	0	0		16	
EBT	2	3200	37	.012*	222	.108*
EBR	0	0	2		109	
WBL	1	1600	100	.063*	202	.126*
WBT	2	3200	59	.037	225	.127
WBR	0	0	129	.081	182	

TOTAL CAPACITY UTILIZATION .150 .335

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.016	77	.048*
NBT	2	3200	139	.043*	124	.039
NBR	1	1600	91	.057	222	.139
SBL	1	1600	52	.033*	86	.054
SBT	2	3200	49	.015	171	.053*
SBR	1	1600	6	.004	41	.026
EBL	0	0	0		16	
EBT	2	3200	37	.012*	222	.108*
EBR	0	0	2		109	
WBL	1	1600	100	.063*	202	.126*
WBT	2	3200	59	.037	225	.128
WBR	0	0	129	.081	183	

TOTAL CAPACITY UTILIZATION .151 .335

16. Newport Center & San Miguel

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.016	77	.048*
NBT	2	3200	142	.044*	127	.040
NBR	1	1600	91	.057	222	.139
SBL	1	1600	51	.032*	86	.054
SBT	2	3200	50	.016	175	.055*
SBR	1	1600	14	.009	41	.026
EBL	0	0	0		24	
EBT	2	3200	49	.016*	259	.123*
EBR	0	0	2		109	
WBL	1	1600	100	.063*	202	.126*
WBT	2	3200	96	.060	247	.134
WBR	0	0	129	.081	182	

TOTAL CAPACITY UTILIZATION **.155** **.352**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	25	.016	77	.048*
NBT	2	3200	142	.044*	127	.040
NBR	1	1600	91	.057	222	.139
SBL	1	1600	52	.033*	86	.054
SBT	2	3200	50	.016	175	.055*
SBR	1	1600	14	.009	41	.026
EBL	0	0	0		24	
EBT	2	3200	49	.016*	259	.123*
EBR	0	0	2		109	
WBL	1	1600	100	.063*	202	.126*
WBT	2	3200	96	.060	247	.134
WBR	0	0	129	.081	183	

TOTAL CAPACITY UTILIZATION **.156** **.352**

17. Avocado & San Miguel

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	107	.067*	137	.086*
NBT	1	1600	73	.046	33	.021
NBR	1	1600	145	.091	440	.275
SBL	2	3200	48	.015	139	.043
SBT	1	1600	44	.038*	110	.079*
SBR	0	0	16		17	
EBL	1	1600	4	.003*	3	.002
EBT	3	4800	138	.036	605	.145*
EBR	0	0	36		91	
WBL	2	3200	512	.160	277	.087*
WBT	2	3200	471	.198*	514	.175
WBR	0	0	162		46	
Right Turn Adjustment					NBR	.088*

TOTAL CAPACITY UTILIZATION **.306** **.485**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	107	.067*	137	.086*
NBT	1	1600	73	.046	33	.021
NBR	1	1600	145	.091	440	.275
SBL	2	3200	48	.015	139	.043
SBT	1	1600	44	.038*	110	.079*
SBR	0	0	16		17	
EBL	1	1600	4	.003*	3	.002
EBT	3	4800	139	.036	605	.145*
EBR	0	0	36		91	
WBL	2	3200	512	.160	277	.087*
WBT	2	3200	471	.198*	515	.175
WBR	0	0	162		46	
Right Turn Adjustment					NBR	.088*

TOTAL CAPACITY UTILIZATION **.306** **.485**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	111	.069*	170	.106*
NBT	1	1600	116	.073	44	.028
NBR	1	1600	154	.096	506	.316
SBL	2	3200	50	.016	148	.046
SBT	1	1600	54	.044*	156	.108*
SBR	0	0	16		17	
EBL	1	1600	4	.003	3	.002
EBT	3	4800	146	.045*	626	.152*
EBR	0	0	68		105	
WBL	2	3200	567	.177*	313	.098*
WBT	2	3200	471	.202	529	.181
WBR	0	0	174		51	
Right Turn Adjustment					NBR	.074*

TOTAL CAPACITY UTILIZATION **.335** **.538**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	111	.069*	170	.106*
NBT	1	1600	116	.073	44	.028
NBR	1	1600	154	.096	506	.316
SBL	2	3200	50	.016	148	.046
SBT	1	1600	54	.044*	156	.108*
SBR	0	0	16		17	
EBL	1	1600	4	.003	3	.002
EBT	3	4800	147	.045*	626	.152*
EBR	0	0	68		105	
WBL	2	3200	567	.177*	313	.098*
WBT	2	3200	471	.202	530	.182
WBR	0	0	174		51	
Right Turn Adjustment					NBR	.074*

TOTAL CAPACITY UTILIZATION **.335** **.538**

17. Avocado & San Miguel

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	111	.069*	170	.106*
NBT	1	1600	116	.073	44	.028
NBR	1	1600	154	.096	506	.316
SBL	2	3200	50	.016	148	.046
SBT	1	1600	54	.044*	156	.108*
SBR	0	0	16		17	
EBL	1	1600	4	.003	3	.002
EBT	3	4800	158	.047*	663	.160*
EBR	0	0	68		105	
WBL	2	3200	567	.177*	313	.098*
WBT	2	3200	508	.213	551	.188
WBR	0	0	174		51	
Right Turn Adjustment					NBR	.074*
TOTAL CAPACITY UTILIZATION				**.337**		**.546**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	111	.069*	170	.106*
NBT	1	1600	116	.073	44	.028
NBR	1	1600	154	.096	506	.316
SBL	2	3200	50	.016	148	.046
SBT	1	1600	54	.044*	156	.108*
SBR	0	0	16		17	
EBL	1	1600	4	.003	3	.002
EBT	3	4800	159	.047*	663	.160*
EBR	0	0	68		105	
WBL	2	3200	567	.177*	313	.098*
WBT	2	3200	508	.213	552	.188
WBR	0	0	174		51	
Right Turn Adjustment					NBR	.074*
TOTAL CAPACITY UTILIZATION				**.337**		**.546**

18. Newport Center & Newport Center (Circle)

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	162	.101*	127	.079*
NBT	2	3200	40	.013	137	.043
NBR	f		242		133	
SBL	1	1600	5	.003	25	.016
SBT	2	3200	6	.002*	137	.044*
SBR	0	0	0		5	
EBL	1	1600	72	.045*	13	.008
EBT	2	3200	42	.013	114	.036*
EBR	f		8		221	
WBL	1	1600	6	.004	317	.198*
WBT	2	3200	88	.028*	100	.031
WBR	1	1600	91	.057	43	.027

TOTAL CAPACITY UTILIZATION .176 .357

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	163	.102*	128	.080*
NBT	2	3200	40	.013	137	.043
NBR	f		242		133	
SBL	1	1600	5	.003	25	.016
SBT	2	3200	6	.002*	137	.044*
SBR	0	0	0		5	
EBL	1	1600	72	.045*	13	.008
EBT	2	3200	42	.013	114	.036*
EBR	f		10		222	
WBL	1	1600	6	.004	317	.198*
WBT	2	3200	88	.028*	100	.031
WBR	1	1600	91	.057	43	.027

TOTAL CAPACITY UTILIZATION .177 .358

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	166	.104*	134	.084*
NBT	2	3200	49	.015	153	.048
NBR	f		246		141	
SBL	1	1600	5	.003	25	.016
SBT	2	3200	19	.006*	162	.052*
SBR	0	0	0		5	
EBL	1	1600	72	.045*	13	.008
EBT	2	3200	42	.013	114	.036*
EBR	f		14		234	
WBL	1	1600	12	.008	329	.206*
WBT	2	3200	88	.028*	100	.031
WBR	1	1600	91	.057	43	.027

TOTAL CAPACITY UTILIZATION .183 .378

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	167	.104*	135	.084*
NBT	2	3200	49	.015	153	.048
NBR	f		246		141	
SBL	1	1600	5	.003	25	.016
SBT	2	3200	19	.006*	162	.052*
SBR	0	0	0		5	
EBL	1	1600	72	.045*	13	.008
EBT	2	3200	42	.013	114	.036*
EBR	f		16		235	
WBL	1	1600	12	.008	329	.206*
WBT	2	3200	88	.028*	100	.031
WBR	1	1600	91	.057	43	.027

TOTAL CAPACITY UTILIZATION .183 .378

18. Newport Center & Newport Center (Circle)

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	169	.106*	136	.085*
NBT	2	3200	56	.018	159	.050
NBR	f		249		144	
SBL	1	1600	5	.003	25	.016
SBT	2	3200	22	.007*	171	.055*
SBR	0	0	0		5	
EBL	1	1600	72	.045*	13	.008
EBT	2	3200	42	.013	114	.036*
EBR	f		15		238	
WBL	1	1600	13	.008	333	.208*
WBT	2	3200	88	.028*	100	.031
WBR	1	1600	91	.057	43	.027

TOTAL CAPACITY UTILIZATION **.186** **.384**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.106*	137	.086*
NBT	2	3200	56	.018	159	.050
NBR	f		249		144	
SBL	1	1600	5	.003	25	.016
SBT	2	3200	22	.007*	171	.055*
SBR	0	0	0		5	
EBL	1	1600	72	.045*	13	.008
EBT	2	3200	42	.013	114	.036*
EBR	f		17		239	
WBL	1	1600	13	.008	333	.208*
WBT	2	3200	88	.028*	100	.031
WBR	1	1600	91	.057	43	.027

TOTAL CAPACITY UTILIZATION **.186** **.385**

19. Santa Barbara & San Clemente

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	
NBT	3	4800	57	.013*	369	.080*
NBR	0	0	6		14	
SBL	1	1600	404	.253*	49	.031*
SBT	2	3200	312	.098	202	.063
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	12	.008*	25	.016*
WBT	0	0	0		0	
WBR	1	1600	53	.033	381	.238
Right Turn Adjustment					WBR	.199*

TOTAL CAPACITY UTILIZATION **.274** **.326**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	
NBT	3	4800	57	.013*	369	.080*
NBR	0	0	7		15	
SBL	1	1600	404	.253*	51	.032*
SBT	2	3200	312	.098	202	.063
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	13	.008*	26	.016*
WBT	0	0	0		0	
WBR	1	1600	58	.036	384	.240
Right Turn Adjustment					WBR	.200*

TOTAL CAPACITY UTILIZATION **.274** **.328**

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	
NBT	3	4800	94	.021*	389	.084*
NBR	0	0	6		14	
SBL	1	1600	404	.253*	49	.031*
SBT	2	3200	320	.100	229	.072
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	12	.008*	25	.016*
WBT	0	0	0		0	
WBR	1	1600	53	.033	381	.238
Right Turn Adjustment					WBR	.199*

TOTAL CAPACITY UTILIZATION **.282** **.330**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	
NBT	3	4800	94	.021*	389	.084*
NBR	0	0	7		15	
SBL	1	1600	404	.253*	51	.032*
SBT	2	3200	320	.100	229	.072
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	13	.008*	26	.016*
WBT	0	0	0		0	
WBR	1	1600	58	.036	384	.240
Right Turn Adjustment					WBR	.200*

TOTAL CAPACITY UTILIZATION **.282** **.332**

19. Santa Barbara & San Clemente

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	
NBT	3	4800	94	.021*	389	.084*
NBR	0	0	6		14	
SBL	1	1600	404	.253*	49	.031*
SBT	2	3200	320	.100	229	.072
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	12	.008*	25	.016*
WBT	0	0	0		0	
WBR	1	1600	53	.033	381	.238
Right Turn Adjustment					WBR	.199*
TOTAL CAPACITY UTILIZATION				**.282**		**.330**

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	
NBT	3	4800	94	.021*	389	.084*
NBR	0	0	7		15	
SBL	1	1600	404	.253*	51	.032*
SBT	2	3200	320	.100	229	.072
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	13	.008*	26	.016*
WBT	0	0	0		0	
WBR	1	1600	58	.036	384	.240
Right Turn Adjustment					WBR	.200*
TOTAL CAPACITY UTILIZATION				**.282**		**.332**

20. Newport Center & Santa Barbara

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	88	.055*	122	.076*
NBT	2	3200	139	.043	124	.039
NBR	1	1600	20	.013	30	.019
SBL	1	1600	24	.015	37	.023
SBT	2	3200	65	.020*	201	.063*
SBR	1	1600	48	.030	91	.057
EBL	1	1600	55	.034*	45	.028*
EBT	2	3200	28	.018	71	.044
EBR	0	0	113	.071	137	.086
WBL	0	0	8		29	
WBT	2	3200	8	.007*	62	.043*
WBR	0	0	5		47	

TOTAL CAPACITY UTILIZATION .116 .210

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	89	.056*	123	.077*
NBT	2	3200	139	.043	124	.039
NBR	1	1600	20	.013	30	.019
SBL	1	1600	24	.015	37	.023
SBT	2	3200	66	.021*	201	.063*
SBR	1	1600	48	.030	91	.057
EBL	1	1600	55	.034*	45	.028*
EBT	2	3200	28	.018	71	.044
EBR	0	0	114	.071	138	.086
WBL	0	0	8		29	
WBT	2	3200	8	.007*	62	.043*
WBR	0	0	5		47	

TOTAL CAPACITY UTILIZATION .118 .211

Existing + Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	97	.061*	127	.079*
NBT	2	3200	139	.043	124	.039
NBR	1	1600	20	.013	30	.019
SBL	1	1600	24	.015	37	.023
SBT	2	3200	65	.020*	201	.063*
SBR	1	1600	57	.036	96	.060
EBL	1	1600	57	.036*	52	.033*
EBT	2	3200	32	.020	85	.053
EBR	0	0	115	.072	143	.089
WBL	0	0	8		29	
WBT	2	3200	27	.013*	72	.046*
WBR	0	0	5		47	

TOTAL CAPACITY UTILIZATION .130 .221

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061*	128	.080*
NBT	2	3200	139	.043	124	.039
NBR	1	1600	20	.013	30	.019
SBL	1	1600	24	.015	37	.023
SBT	2	3200	66	.021*	201	.063*
SBR	1	1600	57	.036	96	.060
EBL	1	1600	57	.036*	52	.033*
EBT	2	3200	32	.020	85	.053
EBR	0	0	116	.073	144	.090
WBL	0	0	8		29	
WBT	2	3200	27	.013*	72	.046*
WBR	0	0	5		47	

TOTAL CAPACITY UTILIZATION .131 .222

20. Newport Center & Santa Barbara

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	97	.061*	127	.079*
NBT	2	3200	142	.044	126	.039
NBR	1	1600	20	.013	30	.019
SBL	1	1600	32	.020	37	.023
SBT	2	3200	66	.021*	205	.064*
SBR	1	1600	57	.036	96	.060
EBL	1	1600	57	.036*	52	.033*
EBT	2	3200	32	.020	85	.053
EBR	0	0	115	.072	143	.089
WBL	0	0	8		29	
WBT	2	3200	27	.013*	72	.049*
WBR	0	0	5		55	

TOTAL CAPACITY UTILIZATION .131 .225

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	98	.061*	128	.080*
NBT	2	3200	142	.044	126	.039
NBR	1	1600	20	.013	30	.019
SBL	1	1600	32	.020	37	.023
SBT	2	3200	67	.021*	205	.064*
SBR	1	1600	57	.036	96	.060
EBL	1	1600	57	.036*	52	.033*
EBT	2	3200	32	.020	85	.053
EBR	0	0	116	.073	144	.090
WBL	0	0	8		29	
WBT	2	3200	27	.013*	72	.049*
WBR	0	0	5		55	

TOTAL CAPACITY UTILIZATION .131 .226

APPENDIX B
1% Analysis Worksheets

1% Traffic Volume Analysis

Intersection: 1. Jamboree Rd & Ford Rd/Eastbluff Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1708	68	116	0	1892	19	10
Southbound	1946	78	183	0	2207	22	2
Eastbound	856	0	9	0	865	9	0
Westbound	685	0	12	0	697	7	1

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2459	98	209	0	2766	28	5
Southbound	1676	67	148	0	1891	19	7
Eastbound	609	0	5	0	614	6	0
Westbound	380	0	6	0	386	4	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 2. Jamboree Rd & San Joaquin Hills Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1276	51	79	0	1406	14	8
Southbound	2272	91	186	0	2549	25	2
Eastbound	395	0	0	0	395	4	0
Westbound	148	0	51	0	199	2	3

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1475	59	110	0	1644	16	6
Southbound	2008	80	162	0	2250	23	9
Eastbound	138	0	5	0	143	1	0
Westbound	796	0	116	0	912	9	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 3. Jamboree Rd & Santa Barbara Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1414	57	57	0	1528	15	2
Southbound	1639	66	114	0	1819	18	0
Eastbound	54	0	6	0	60	1	0
Westbound	144	0	37	0	181	2	14

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1321	53	107	0	1481	15	6
Southbound	1528	61	98	0	1687	17	1
Eastbound	78	0	3	0	81	1	0
Westbound	706	0	20	0	726	7	7

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 4. Jamboree Rd & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	445	18	2	0	465	5	0
Southbound	1077	43	123	0	1243	12	7
Eastbound	2364	95	137	0	2596	26	1
Westbound	1099	44	51	0	1194	12	1

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	410	16	6	0	432	4	0
Southbound	1452	58	89	0	1599	16	3
Eastbound	2372	95	156	0	2623	26	4
Westbound	2066	83	135	0	2284	23	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 5. Newport Center Dr & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	88	0	25	0	113	1	2
Eastbound	2033	81	74	0	2188	22	2
Westbound	1221	49	22	0	1292	13	2

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	799	0	50	0	849	8	1
Eastbound	1582	63	59	0	1704	17	1
Westbound	1544	62	84	0	1690	17	3

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 6. Avocado Ave & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	361	0	0	0	361	4	0
Southbound	176	0	15	0	191	2	0
Eastbound	1260	50	64	0	1374	14	4
Westbound	1359	54	42	0	1455	15	2

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	295	0	0	0	295	3	0
Southbound	501	0	102	0	603	6	0
Eastbound	1359	54	43	0	1456	15	2
Westbound	1464	59	25	0	1548	15	3

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 7. MacArthur Blvd & Ford Rd/Bonita Cyn Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2000	80	53	0	2133	21	4
Southbound	2892	116	148	0	3156	32	1
Eastbound	410	0	5	0	415	4	2
Westbound	2066	0	14	0	2080	21	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2487	99	187	0	2773	28	2
Southbound	3522	141	81	0	3744	37	5
Eastbound	419	0	6	0	425	4	2
Westbound	1149	0	16	0	1165	12	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 8. MacArthur Blvd & San Joaquin Hills Rd
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1423	57	13	0	1493	15	0
Southbound	2963	119	121	0	3203	32	1
Eastbound	469	0	40	0	509	5	5
Westbound	1062	0	9	0	1071	11	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1488	60	65	0	1613	16	0
Southbound	2632	105	74	0	2811	28	4
Eastbound	1077	0	95	0	1172	12	3
Westbound	722	0	6	0	728	7	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 9. MacArthur Blvd & San Miguel Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1490	60	4	0	1554	16	0
Southbound	1420	57	59	0	1536	15	0
Eastbound	309	0	21	0	330	3	1
Westbound	457	0	13	0	470	5	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1074	43	8	0	1125	11	1
Southbound	1422	57	34	0	1513	15	0
Eastbound	1125	0	100	0	1225	12	0
Westbound	433	0	22	0	455	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 10. MacArthur Blvd & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1040	42	10	0	1092	11	1
Eastbound	1575	63	15	0	1653	17	4
Westbound	1972	79	41	0	2092	21	2

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1304	52	3	0	1359	14	0
Eastbound	1575	63	42	0	1680	17	2
Westbound	1925	77	26	0	2028	20	4

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 11. Santa Cruz Dr & San Joaquin Hills Rd
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	87	0	31	0	118	1	4
Southbound	81	0	1	0	82	1	0
Eastbound	853	0	79	0	932	9	5
Westbound	387	0	12	0	399	4	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	769	0	12	0	781	8	2
Southbound	38	0	1	0	39	0	0
Eastbound	736	0	47	0	783	8	7
Westbound	509	0	75	0	584	6	5

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 12. Santa Cruz Dr & San Clemente Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	113	0	31	0	144	1	0
Southbound	353	0	7	0	360	4	3
Eastbound	95	0	0	0	95	1	5
Westbound	35	0	0	0	35	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	565	0	12	0	577	6	2
Southbound	295	0	20	0	315	3	6
Eastbound	336	0	0	0	336	3	3
Westbound	102	0	0	0	102	1	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 13. Santa Cruz Dr & Newport Center Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	44	0	16	0	60	1	0
Southbound	262	0	7	0	269	3	3
Eastbound	132	0	8	0	140	1	0
Westbound	171	0	7	0	178	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	248	0	6	0	254	3	1
Southbound	235	0	20	0	255	3	0
Eastbound	277	0	3	0	280	3	0
Westbound	314	0	3	0	317	3	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 14. Santa Rosa Dr & San Joaquin Hills Rd
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	123	0	46	0	169	2	0
Southbound	132	0	0	0	132	1	0
Eastbound	499	0	84	0	583	6	5
Westbound	1005	0	10	0	1015	10	1

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	689	0	108	0	797	8	0
Southbound	143	0	0	0	143	1	0
Eastbound	750	0	39	0	789	8	3
Westbound	733	0	34	0	767	8	5

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 15. Newport Center Dr & Santa Rosa Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	193	0	11	0	204	2	0
Southbound	95	0	12	0	107	1	1
Eastbound	61	0	23	0	84	1	0
Westbound	318	0	82	0	400	4	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	482	0	27	0	509	5	1
Southbound	293	0	27	0	320	3	0
Eastbound	216	0	54	0	270	3	0
Westbound	452	0	56	0	508	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 16. Newport Center Dr & San Miguel Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	245	0	10	0	255	3	0
Southbound	96	0	10	0	106	1	1
Eastbound	19	0	20	0	39	0	0
Westbound	284	0	4	0	288	3	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	414	0	9	0	423	4	0
Southbound	290	0	8	0	298	3	0
Eastbound	329	0	18	0	347	3	0
Westbound	561	0	48	0	609	6	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 17. Avocado Ave & San Miguel Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	325	0	56	0	381	4	0
Southbound	108	0	12	0	120	1	0
Eastbound	178	0	40	0	218	2	1
Westbound	1145	0	67	0	1212	12	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	610	0	110	0	720	7	0
Southbound	266	0	55	0	321	3	0
Eastbound	699	0	35	0	734	7	0
Westbound	837	0	56	0	893	9	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 18. Newport Center Dr & Newport Center Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	444	0	17	0	461	5	1
Southbound	11	0	13	0	24	0	0
Eastbound	122	0	6	0	128	1	2
Westbound	185	0	6	0	191	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	397	0	31	0	428	4	1
Southbound	167	0	25	0	192	2	0
Eastbound	348	0	13	0	361	4	1
Westbound	460	0	12	0	472	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 19. Santa Barbara Dr & San Clemente Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	63	0	37	0	100	1	1
Southbound	716	0	8	0	724	7	0
Eastbound	0	0	0	0	0	0	0
Westbound	65	0	0	0	65	1	6

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	384	0	20	0	404	4	1
Southbound	251	0	27	0	278	3	2
Eastbound	0	0	0	0	0	0	0
Westbound	406	0	0	0	406	4	4

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 20. Newport Center Dr & Santa Barbara Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	247	0	9	0	256	3	1
Southbound	137	0	9	0	146	1	1
Eastbound	196	0	8	0	204	2	1
Westbound	21	0	19	0	40	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	276	0	5	0	281	3	1
Southbound	329	0	5	0	334	3	0
Eastbound	253	0	27	0	280	3	1
Westbound	138	0	10	0	148	1	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 1. Jamboree Rd & Ford Rd/Eastbluff Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1708	68	116	170	2062	21	10
Southbound	1946	78	183	39	2246	22	2
Eastbound	856	0	9	9	874	9	0
Westbound	685	0	12	21	718	7	1

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2459	98	209	86	2852	29	5
Southbound	1676	67	148	163	2054	21	7
Eastbound	609	0	5	30	644	6	0
Westbound	380	0	6	14	400	4	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 2. Jamboree Rd & San Joaquin Hills Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1276	51	79	136	1542	15	8
Southbound	2272	91	186	75	2624	26	2
Eastbound	395	0	0	0	395	4	0
Westbound	148	0	51	0	199	2	3

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1475	59	110	102	1746	17	6
Southbound	2008	80	162	140	2390	24	9
Eastbound	138	0	5	0	143	1	0
Westbound	796	0	116	16	928	9	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 3. Jamboree Rd & Santa Barbara Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1414	57	57	136	1664	17	2
Southbound	1639	66	114	58	1877	19	0
Eastbound	54	0	6	0	60	1	0
Westbound	144	0	37	0	181	2	14

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1321	53	107	102	1583	16	6
Southbound	1528	61	98	140	1827	18	1
Eastbound	78	0	3	0	81	1	0
Westbound	706	0	20	0	726	7	7

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 4. Jamboree Rd & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	445	18	2	0	465	5	0
Southbound	1077	43	123	58	1301	13	7
Eastbound	2364	95	137	87	2683	27	1
Westbound	1099	44	51	333	1527	15	1

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	410	16	6	0	432	4	0
Southbound	1452	58	89	140	1739	17	3
Eastbound	2372	95	156	243	2866	29	4
Westbound	2066	83	135	231	2515	25	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 5. Newport Center Dr & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	88	0	25	5	118	1	2
Eastbound	2033	81	74	118	2306	23	2
Westbound	1221	49	22	328	1620	16	2

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	799	0	50	17	866	9	1
Eastbound	1582	63	59	347	2051	21	1
Westbound	1544	62	84	214	1904	19	3

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 6. Avocado Ave & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	361	0	0	0	361	4	0
Southbound	176	0	15	0	191	2	0
Eastbound	1260	50	64	105	1479	15	4
Westbound	1359	54	42	328	1783	18	2

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	295	0	0	0	295	3	0
Southbound	501	0	102	0	603	6	0
Eastbound	1359	54	43	336	1792	18	2
Westbound	1464	59	25	214	1762	18	3

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 7. MacArthur Blvd & Ford Rd/Bonita Cyn Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2000	80	53	112	2245	22	4
Southbound	2892	116	148	25	3181	32	1
Eastbound	410	0	5	7	422	4	2
Westbound	2066	0	14	21	2101	21	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2487	99	187	52	2825	28	2
Southbound	3522	141	81	115	3859	39	5
Eastbound	419	0	6	21	446	4	2
Westbound	1149	0	16	14	1179	12	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 8. MacArthur Blvd & San Joaquin Hills Rd
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1423	57	13	78	1571	16	0
Southbound	2963	119	121	59	3262	33	1
Eastbound	469	0	40	3	512	5	5
Westbound	1062	0	9	9	1080	11	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1488	60	65	68	1681	17	0
Southbound	2632	105	74	83	2894	29	4
Eastbound	1077	0	95	25	1197	12	3
Westbound	722	0	6	6	734	7	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 9. MacArthur Blvd & San Miguel Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1490	60	4	115	1669	17	0
Southbound	1420	57	59	42	1578	16	0
Eastbound	309	0	21	12	342	3	1
Westbound	457	0	13	0	470	5	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1074	43	8	90	1215	12	1
Southbound	1422	57	34	83	1596	16	0
Eastbound	1125	0	100	37	1262	13	0
Westbound	433	0	22	0	455	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 10. MacArthur Blvd & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1040	42	10	54	1146	11	1
Eastbound	1575	63	15	105	1758	18	4
Westbound	1972	79	41	432	2524	25	2

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1304	52	3	120	1479	15	0
Eastbound	1575	63	42	336	2016	20	2
Westbound	1925	77	26	284	2312	23	4

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 11. Santa Cruz Dr & San Joaquin Hills Rd
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	87	0	31	0	118	1	4
Southbound	81	0	1	0	82	1	0
Eastbound	853	0	79	17	949	9	5
Westbound	387	0	12	0	399	4	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	769	0	12	16	797	8	2
Southbound	38	0	1	0	39	0	0
Eastbound	736	0	47	0	783	8	7
Westbound	509	0	75	0	584	6	5

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 12. Santa Cruz Dr & San Clemente Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	113	0	31	0	144	1	0
Southbound	353	0	7	17	377	4	3
Eastbound	95	0	0	0	95	1	5
Westbound	35	0	0	0	35	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	565	0	12	16	593	6	2
Southbound	295	0	20	0	315	3	6
Eastbound	336	0	0	0	336	3	3
Westbound	102	0	0	0	102	1	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 13. Santa Cruz Dr & Newport Center Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	44	0	16	0	60	1	0
Southbound	262	0	7	17	286	3	3
Eastbound	132	0	8	3	143	1	0
Westbound	171	0	7	1	179	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	248	0	6	8	262	3	1
Southbound	235	0	20	0	255	3	0
Eastbound	277	0	3	10	290	3	0
Westbound	314	0	3	4	321	3	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 14. Santa Rosa Dr & San Joaquin Hills Rd
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	123	0	46	3	172	2	0
Southbound	132	0	0	0	132	1	0
Eastbound	499	0	84	0	583	6	5
Westbound	1005	0	10	26	1041	10	1

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	689	0	108	25	822	8	0
Southbound	143	0	0	0	143	1	0
Eastbound	750	0	39	0	789	8	3
Westbound	733	0	34	6	773	8	5

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 15. Newport Center Dr & Santa Rosa Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	193	0	11	6	210	2	0
Southbound	95	0	12	10	117	1	1
Eastbound	61	0	23	0	84	1	0
Westbound	318	0	82	17	417	4	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	482	0	27	20	529	5	1
Southbound	293	0	27	10	330	3	0
Eastbound	216	0	54	8	278	3	0
Westbound	452	0	56	0	508	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 16. Newport Center Dr & San Miguel Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	245	0	10	3	258	3	0
Southbound	96	0	10	9	115	1	1
Eastbound	19	0	20	12	51	1	0
Westbound	284	0	4	37	325	3	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	414	0	9	3	426	4	0
Southbound	290	0	8	4	302	3	0
Eastbound	329	0	18	45	392	4	0
Westbound	561	0	48	22	631	6	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 17. Avocado Ave & San Miguel Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	325	0	56	0	381	4	0
Southbound	108	0	12	0	120	1	0
Eastbound	178	0	40	12	230	2	1
Westbound	1145	0	67	37	1249	12	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	610	0	110	0	720	7	0
Southbound	266	0	55	0	321	3	0
Eastbound	699	0	35	37	771	8	0
Westbound	837	0	56	22	915	9	1

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 18. Newport Center Dr & Newport Center Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	444	0	17	13	474	5	1
Southbound	11	0	13	3	27	0	0
Eastbound	122	0	6	1	129	1	2
Westbound	185	0	6	1	192	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	397	0	31	11	439	4	1
Southbound	167	0	25	9	201	2	0
Eastbound	348	0	13	4	365	4	1
Westbound	460	0	12	4	476	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 19. Santa Barbara Dr & San Clemente Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	63	0	37	0	100	1	1
Southbound	716	0	8	0	724	7	0
Eastbound	0	0	0	0	0	0	0
Westbound	65	0	0	0	65	1	6

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	384	0	20	0	404	4	1
Southbound	251	0	27	0	278	3	2
Eastbound	0	0	0	0	0	0	0
Westbound	406	0	0	0	406	4	4

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016

1% Traffic Volume Analysis

Intersection: 20. Newport Center Dr & Santa Barbara Dr
Existing Traffic Volumes Based on Average Winter/Spring 2012

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	247	0	9	3	259	3	1
Southbound	137	0	9	9	155	2	1
Eastbound	196	0	8	0	204	2	1
Westbound	21	0	19	0	40	0	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	276	0	5	2	283	3	1
Southbound	329	0	5	4	338	3	0
Eastbound	253	0	27	0	280	3	1
Westbound	138	0	10	8	156	2	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: San Joaquin Plaza FULL OCCUPANCY YEAR: 2016