ATTACHMENT 4

SteelWave Project – Traffic Assessment

City of Costa Mesa

Stantec

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SteelWave LLC

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Sign-off Sheet

This document entitled SteelWave Project – Traffic Assessment was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of SteelWave LLC (the "Client").

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1.0 INTRODUCTION

These technical notes summarize the results of a traffic assessment for the SteelWave development plan proposed on the former Emulex site in the City of Costa Mesa, California. This assessment is intended to provide an initial analysis of the potential traffic impacts of the proposed SteelWave development plan for the purpose of opening negotiations between the project applicant and the City of Costa Mesa to potentially amend the Home Ranch Development Agreement to allow the proposed development plan. Subsequent study may be necessary depending on the outcome of the negotiations.

The project site, which is located in the northern portion of the City, is bounded by Sunflower Avenue to the north, Susan Street to the east, South Coast Drive to the south, and the former Los Angeles Times site to the west. The northern portion of the site contains three existing buildings with a total of 172,000 square feet of industrial park use. The southern three-acre portion of the site (i.e., the northwest corner of the Susan Street/South Coast Drive intersection), which is currently vacant, is assumed to be developed with 80,650 square feet of future industrial park use according to the City's General Plan and the Home Ranch Specific Plan. In the proposed Steelwave development plan the existing 172,000 square feet of industrial park use (i.e., the existing buildings) would remain on the site and is assumed in this analysis to be utilized as office space rather than industrial park use, and the three-acre vacant portion of the site would be developed with a 128 room, 82,500 square foot hotel and 15,300 square feet of retail development that would include 13,300 square feet of restaurant space and 2,000 square feet of space for retail products.

The traffic assessment summarized here analyzes the potential traffic impacts of changing the land use assumptions on the project site from the General Plan and Specific Plan land use (252,650 square feet of industrial park use) to the proposed office, hotel and retail development plan. The assessment utilizes long-range (2035) Costa Mesa Traffic Model (CMTM) traffic forecasts that were prepared for the General Plan Update that is currently being processed by the City. Year 2035 CMTM traffic forecasts based on the proposed General Plan land uses and a constrained highway network setting (as opposed to buildout of the City's General Plan roadway circulation plan) are applied in this analysis as "no-project" conditions.

Traffic forecasts with the proposed development plan were prepared by first deriving a traffic distribution pattern for the project using CMTM select zone analysis procedures. The difference in traffic generation between the current General Plan land uses and the proposed development plan were then added to the no-project traffic forecasts based on the CMTM traffic distribution pattern. The potential impacts of the proposed project were analyzed by comparing no-project and with-project peak hour (AM and PM) levels of service (LOS) at key intersections in the vicinity of the project site. (Note that for the purpose of this analysis, "no-project" conditions represent buildout of the site based on the current General Plan.)

Intersection levels of service are based on intersection capacity utilization (ICU) values using the ICU calculation methodology applied in the General Plan Update traffic study. Level of service "D" (ICU not to exceed 0.90) is the performance standard for City of Costa Mesa intersections. The approach described here for evaluating the potential impacts of the project was developed based on coordination with City of Costa Mesa traffic engineering staff.

The following sections summarize the trip generation estimates for the proposed project, the traffic distribution pattern assumed for the project site, and the results of the peak hour intersection impact analysis.

2.0 PROJECT SITE TRIP GENERATION

Trip generation estimates for the project site based on the General Plan land uses and the proposed development plan were calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). ITE trip rates are also applied in the CMTM. During the discussions with City of Costa Mesa traffic engineering staff on the traffic analysis approach, the City recognized that the office/hotel/retail development plan proposed for the project would result in certain trip generation reductions because of trips that would be captured internally within the project site due to the mix of land uses that are proposed. For this analysis, the City has permitted that 10 percent of the trips generated by the proposed development plan would be assumed to be internally captured within the project site (i.e., a 10 percent reduction has been applied to the trip generation estimates for the proposed development plan).

Table 1 summarizes the AM and PM peak hour and average daily traffic (ADT) trip generation estimates for the General Plan as well as for the proposed development plan, including the 10 percent trip reduction mentioned previously for internal capture. As the table indicates, compared to the General Plan, the proposed development plan is estimated to generate 158 more AM peak hour trips (124 inbound and 34 outbound), 194 more PM peak hour trips (90 inbound and 104 outbound) and 2,282 more daily trips.

3.0 PROJECT TRIP DISTRIBUTION

As mentioned in the introduction, the traffic distribution pattern for the project was developed based on a select zone assignment for the project site using the year 2035 version of the CMTM, which is the traffic forecasting model applied in the City's General Plan Update. The resulting project trip distribution pattern is summarized in Table 2. This distribution pattern was used to add the difference in traffic generation between the current General Plan land uses and the proposed development plan to year 2035 General Plan traffic forecasts.

Table 1 Project Site Land Use and Trip Generation Summary

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
GENERAL PLAN LAND USES								
Existing Industrial Park	172 TSF	115	26	141	31	115	146	1,175
Future Industrial Park	80.65 TSF	54	12	66	15	54	69	551
Total Trip Generation		169	38	207	46	169	215	1,726
PROPOSED DEVELOPMENT PLAN								
Office (Existing Buildings)	172 TSF	236	33	269	43	213	256	1,897
Hotel	128 Rooms	40	28	68	40	37	77	1,046
Quality Restaurant	7.72 TSF	3	3	6	39	19	58	694
High Turnover Restaurant	5.58 TSF	33	27	60	33	22	55	709
Retail	2.00 TSF	1	1	2	4	5	9	107
Trip Generation Summary								
Total (Before Trip Reduction)		313	92	405	159	296	455	4,453
10% Internal Capture Trip Reduction		-20	-20	-40	-23	-23	-46	-445
Total (After Trip Reduction)		293	72	365	136	273	409	4,008
DIFFERENCE (PROPOSED DEVELOPMENT PLAN VERSUS GENERAL PLAN)								
Net Trip Generation Increase		124	34	158	90	104	194	2,282
TRIP GENERATION RATES (a)								
Industrial Park (b)	TSF	.67	.15	.82	.18	.67	.85	6.83
Office (c)	TSF	1.37	.19	1.56	.25	1.24	1.49	11.03
Hotel (d)	Room	.31	.22	.53	.31	.29	.60	8.17
Quality Restaurant (e)	TSF	.41	.40	.81	5.02	2.47	7.49	89.95
High Turnover Restaurant (f)	TSF	5.95	4.86	10.81	5.91	3.94	9.85	127.15
Retail (g)	TSF	.73	.45	1.18	2.23	2.41	4.64	53.28

Abbreviations: ADT – average daily trips
TSF – thousand square feet

(a) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition).

(b) ITE Category 130 (Industrial Park)

(c) ITE Category 710 (General Office Building)

(d) ITE Category 310 (Hotel)

(e) ITE Category 931 (Quality Restaurant)

(f) ITE Category 932 (High-Turnover (Sit-Down) Restaurant)

(h) ITE Category 820 (Shopping Center)

Table 2 Project Trip Distribution Pattern

Roadway Location	Percentage of Project Site Trip Generation
Fairview Road north of Sunflower Avenue	4%
Fairview Road south of I-405 Freeway	9%
Harbor Boulevard north of Sunflower Avenue	6%
Harbor Boulevard south of I-405 Freeway	12%
I-405 Freeway north of Harbor Boulevard	17%
I-405 Freeway south of Fairview Road	24%
South Coast Drive east of Fairview Road	5%
Sunflower Avenue west of Harbor Boulevard	1%
Sunflower Avenue east of Fairview Road	7%
Susan Street north of Sunflower Avenue	15%
Total	100%

4.0 YEAR 2035 TRAFFIC CONDITIONS

Table 3 summarizes long-range (2035) ICU values and levels of service for intersections in the vicinity of the project site based on the General Plan and proposed development plan land uses (actual ICU worksheets are attached at the end of these technical notes). As the summary table indicates, each of the intersections analyzed is forecast to operate at an acceptable LOS "D" or better under 2035 conditions that assume the proposed development plan (i.e., the proposed plan does not significantly affect the roadway LOS).

Table 3 Long-Range (2035) Intersection LOS Summary

Intersection	With General Plan Land Uses on the Project Site				With Proposed Development Plan Land Uses on the Project Site			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Harbor Boulevard & Scenic Avenue/Lake Center Drive	.64	B	.69	B	.64	B	.69	B
2. Harbor Boulevard & Sunflower Avenue	.61	B	.72	C	.61	B	.72	C
3. Susan Street & Sunflower Avenue	.49	A	.64	B	.49	A	.65	B
4. Fairview Road & Sunflower Avenue	.73	C	.70	B	.73	C	.70	B
17. Hyland Avenue & South Coast Drive/I-405 NB On-Ramp	.26	A	.56	A	.27	A	.56	A
18. Harbor Boulevard & South Coast Drive	.56	A	.84	D	.56	A	.84	D
19. Susan Street & South Coast Drive	.46	A	.68	B	.46	A	.69	B
20. Fairview Road & South Coast Drive	.69	B	.79	C	.70	B	.79	C
38. Harbor Boulevard & I-405 NB Ramps	.81	D	.89	D	.81	D	.89	D
39. Harbor Boulevard & I-405 SB Ramps	.62	B	.73	C	.63	B	.73	C
40. Fairview Road & I-405 NB Ramps	.68	B	.75	C	.68	B	.75	C
41. Fairview Road & I-405 SB Ramps	.65	B	.70	B	.65	B	.71	C
44. Harbor Boulevard & Gisler Avenue	.58	A	.78	C	.58	A	.78	C
56. Harbor Boulevard & Baker Street	.55	A	.79	C	.56	A	.79	C
58. Fairview Street & Baker Street	.77	C	.81	D	.77	C	.82	D

Abbreviations: ICU – intersection capacity utilization
LOS – level of service

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ATTACHMENTS
- PEAK HOUR INTERSECTION CAPACITY UTILIZATION (ICU) WORKSHEETS

1. Harbor & Scenic/Lake Center

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02
NBT	3	5100	1022	.21	2376	.48*
NBR	0	0	40		70	
SBL	1	1700	90	.05	20	.01*
SBT	3	5100	2567	.52*	1645	.33
SBR	0	0	110		20	
EBL	1	1700	10	.01*	90	.05*
EBT	1	1700	20	.01	50	.03
EBR	1	1700	20	.01	130	.08
WBL	1	1700	20	.01	60	.04
WBT	1	1700	30	.02*	100	.10*
WBR	0	0	10		70	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.64		.69

2. Harbor & Sunflower

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11*	80	.02
NBT	3	5100	1230	.24	2080	.41*
NBR	1	1700	240	.14	180	.11
SBL	2	3400	247	.07	165	.05*
SBT	3	5100	1720	.34*	1710	.34
SBR	1	1700	90	.05	30	.02
EBL	1	1700	10	.01	40	.02*
EBT	2	3400	201	.06*	171	.05
EBR	1	1700	40	.02	240	.14
WBL	1.5		120	{.05}*	200	.12
WBT	1.5	5100	140	.05	651	.19*
WBR	1	1700	82	.05	206	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.61		.72

3. Susan & Sunflower

2035 Proposed General Plan (Constrained Network)

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

TOTAL CAPACITY UTILIZATION .49 .64

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	82	.05	157	.09
NBT	1	1700	255	.15*	446	.26*
NBR	1	1700	24	.01	152	.09
SBL	1	1700	170	.10*	70	.04*
SBT	1	1700	89	.06	194	.17
SBR	0	0	20		90	
EBL	1	1700	80	.05*	60	.04*
EBT	2	3400	330	.10	580	.17
EBR	1	1700	129	.08	56	.03
WBL	1	1700	45	.03	51	.03
WBT	2	3400	400	.14*	700	.26*
WBR	0	0	90		200	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .49 .65

4. Fairview & Sunflower

2035 Proposed General Plan (Constrained Network)

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

TOTAL CAPACITY UTILIZATION .73 .70

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	190	.06
NBT	3	5100	1160	.23	1750	.34*
NBR	1	1700	120	.07	310	.18
SBL	2	3400	220	.06	150	.04*
SBT	3	5100	1790	.37*	1300	.28
SBR	0	0	105		104	
EBL	2	3400	71	.02	464	.14
EBT	2	3400	332	.14*	567	.21*
EBR	0	0	130		140	
WBL	2	3400	370	.11*	200	.06*
WBT	2	3400	519	.15	326	.10
WBR	1	1700	140	.08	100	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .70

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

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	340	.20*
SBT	0	0	0		0	
SBR	f		50		730	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	226	.07*	1068	.31*
WBR	1	1700	260	.15	500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.27		.56

18. Harbor & South Coast

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	350	.10*	220	.06
NBT	3.5	8500	2290	.35	2310	.34*
NBR	1.5		680		230	
SBL	2	3400	150	.04	130	.04*
SBT	4	6800	2040	.30*	2190	.32
SBR	1	1700	110	.06	100	.06
EBL	1	1700	10	.01	20	.01*
EBT	1	1700	150	.09*	50	.03
EBR	2	3400	190	.06	350	.10
WBL	2	3400	80	.02*	530	.16
WBT	2	3400	180	.05	1350	.40*
WBR	1	1700	40	.02	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.56		.84

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	350	.10*	220	.06
NBT	3.5	8500	2290	.35	2310	.34*
NBR	1.5		716		256	
SBL	2	3400	150	.04	130	.04*
SBT	4	6800	2040	.30*	2190	.32
SBR	1	1700	110	.06	100	.06
EBL	1	1700	10	.01	20	.01*
EBT	1	1700	150	.09*	50	.03
EBR	2	3400	190	.06	350	.10
WBL	2	3400	84	.02*	542	.16
WBT	2	3400	186	.05	1368	.40*
WBR	1	1700	40	.02	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.56		.84

19. Susan & South Coast

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	246	.07	555	.16
NBT	2	3400	489	.16*	504	.17*
NBR	0	0	70		80	
SBL	2	3400	112	.03*	177	.05*
SBT	2	3400	10	.01	10	.01
SBR	0	0	53	.03	340	.20
EBL	2	3400	167	.05*	77	.02*
EBT	2	3400	150	.04	200	.06
EBR	1	1700	620	.36	130	.08
WBL	2	3400	10	.00	30	.01
WBT	2	3400	126	.04*	965	.28*
WBR	1	1700	44	.03	30	.02
Right Turn Adjustment			EBR	.13*	SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.46		.69

20. Fairview & South Coast

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	595	.18*	301	.09*
NBT	3	5100	1480	.29	1820	.36
NBR	1	1700	290	.17	470	.28
SBL	2	3400	30	.01	70	.02
SBT	3	5100	1780	.38*	1620	.33*
SBR	0	0	180		50	
EBL	1	1700	30	.02*	240	.14
EBT	1.5	5100	71	{.02}	384	{.21}*
EBR	1.5		131		823	
WBL	2	3400	240	.07	360	.11*
WBT	2	3400	225	.07*	424	.12
WBR	1	1700	50	.03	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.70		.79

38. Harbor & I-405 NB Ramps

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	4	6800	2336	.46*	1696	.33
NBR	0	0	1170	.69	1270	.75
SBL	0	0	0		0	
SBT	4	6800	2304	.34	3082	.45*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		370	.22*	940	
WBT	0	5100	0		0	{.35}*
WBR	1.5		820	.24	980	
Right Turn Adjustment			Multi	.08*	NBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.81		.89

39. Harbor & I-405 SB

2035 Proposed General Plan (Constrained Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1390	.27*	1740	.34
NBR	f		270		490	
SBL	0	0	0		0	
SBT	4	6800	1510	.22	2760	.41*
SBR	f		1190		1240	
EBL	1.5		830	{.30}*	220	.13*
EBT	0	5100	0	{.30}	0	
EBR	1.5		760		930	.27
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.14*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.62		.73

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1405	.28*	1751	.34
NBR	f		270		490	
SBL	0	0	0		0	
SBT	4	6800	1514	.22	2772	.41*
SBR	f		1190		1240	
EBL	1.5		851	{.30}*	235	.14*
EBT	0	5100	0	{.30}	0	
EBR	1.5		760		930	.27
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.63		.73

40. Fairview & I-405 NB Ramps

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	320	.19*
NBT	3	5100	1170	.23	1587	.31
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	6	10200	1881	.18*	2533	.25*
SBR	1	1700	300	.18	260	.15
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	900	.26*
WBT	0	0	0		0	
WBR	2	3400	1255	.37	984	.29
Right Turn Adjustment			WBR	.14*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.68		.75

41. Fairview & I-405 SB Ramps

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3.5	8500	1160	.23*	1407	{.21}*
NBR	1.5		1180	.35	510	{.19}
SBL	3	5100	1158	.23*	1515	.30*
SBT	3	5100	1213	.24	1908	.37
SBR	0	0	0		0	
EBL	2	3400	310	.09*	510	.15*
EBT	0	0	0		0	
EBR	2	3400	370	.11	440	.13
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.65		.71

44. Harbor & Gisler

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	150	.09*
NBT	5	8500	2335	.28	2481	.30
NBR	0	0	10		30	
SBL	1	1700	100	.06	200	.12
SBT	4	6800	2324	.34*	3482	.51*
SBR	1	1700	160	.09	460	.27
EBL	3	5100	540	.11	500	.10*
EBT	1	1700	60	.11*	30	.08
EBR	0	0	130		110	
WBL	1	1700	30	.02*	60	.04
WBT	1	1700	20	.01	50	.03*
WBR	1	1700	160	.09	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.58		.78

56. Harbor & Baker

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01	120	.04*
NBT	4	6800	2081	.31*	2128	.31
NBR	1	1700	270	.16	210	.12
SBL	2	3400	190	.06*	300	.09
SBT	4	6800	1883	.28	2809	.41*
SBR	1	1700	170	.10	421	.25
EBL	2	3400	271	.08*	281	.08*
EBT	2	3400	230	.07	230	.07
EBR	d	1700	60	.04	70	.04
WBL	2	3400	180	.05	590	.17
WBT	2	3400	190	.06*	710	.21*
WBR	1	1700	120	.07	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.56		.79

58. Fairview & Baker

2035 Proposed General Plan (Constrained Network)

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

2035 Proposed G.P.+SteelWave Project (Const. Network)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	130	.04	230	.07
NBT	3	5100	1657	.32*	1455	.29*
NBR	1	1700	790	.46	520	.31
SBL	2	3400	280	.08*	300	.09*
SBT	4	6800	1152	.17	1736	.26
SBR	1	1700	190	.11	430	.25
EBL	2	3400	330	.10	260	.08*
EBT	2	3400	520	.15*	620	.18
EBR	1	1700	130	.08	160	.09
WBL	2	3400	390	.11*	540	.16
WBT	3	5100	320	.06	1600	.31*
WBR	1	1700	90	.05	130	.08
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.77		.82