

APPENDIX G

TRAFFIC STUDY

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TRAFFIC STUDY

**OUR LADY OF PEACE CHURCH/RESIDENTIAL
IRVINE, CALIFORNIA
PLANNING AREA 8
NORTHWOOD**

CASE FILE NUMBER

00954715-PTT

This Traffic Study has been prepared under the supervision of
Ambarish Mukherjee, P.E.



LSA

January 2026

TRAFFIC STUDY

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IRVINE, CALIFORNIA
PLANNING AREA 8
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00954715-PTT**

Submitted to:

Roman Catholic Diocese of Orange
13280 Chapman Avenue
Garden Grove, California 92840

Prepared by:

LSA
3210 El Camino Real, Suite 100
Irvine, California 92602
(949) 553-0666

Project No. 20241514



January 2026

ERRATA

A Traffic Study Scope of Work was prepared for the Our Lady of Peace project and approved by City staff on June 5, 2024. The project description at that time was as follows:

The proposed project will replace the existing church building (7,128 square feet [sf]) with the proposed 36,647 sf church (including a 15,942 sf church facility, 17,280 sf sanctuary, and 3,425 sf rectory) and 68 multi-family residential dwelling units. The proposed church use with associated parking spaces would be constructed on the northern half of the site, and the proposed residential use with parking would be developed on the southern half of the project site.

The project description has changed since approval of the scope of work. Specifically, the building square footage of the church has increased. The new project description is:

The proposed project will replace the existing church building (7,128 square feet [sf]) with the proposed 45,521 sf church (including a 23,966 sf church facility with a barium located within the basement, a 17,450 sf sanctuary, and a 4,105 sf rectory) and 68 multi-family residential dwelling units (9 of which are designated as affordable housing units). The proposed church use with underground parking spaces would be constructed on the northern half of the site approximately 3.1 acres, and the proposed residential use with surface parking would be developed on the southern half of the project site, approximately 2.9 acres.

The *Transportation Design Procedures* (TDP) evaluation and California Environmental Quality Act (CEQA) transportation impact (vehicle miles traveled [VMT]) analysis included in this Traffic Study are based on the latest project description.

EXECUTIVE SUMMARY

The purpose of this Traffic Study is to determine potential Short-Term, Long-Range, and Buildout level of service (LOS) impacts and California Environmental Quality Act (CEQA) transportation impacts (vehicle miles traveled [VMT]) resulting from the proposed Our Lady of Peace Church/Residential Project (project) at 14010 Remington in Northwood (Planning Area 8 [PA 8]) in Irvine, California.

The proposed project will replace the existing church building (7,128 square feet [sf]) with the proposed 45,521 sf church (including a 23,966 sf church facility featuring a columbarium located within the basement, a 17,450 sf sanctuary, and a 4,105 sf rectory) and 68 multi-family residential dwelling units (9 of which are designated as affordable housing units). The proposed church use with underground parking spaces would be constructed on the northern half of the site approximately 3.1 acres, and the proposed residential use with surface parking would be developed on the southern half of the project site approximately 2.9 acres.

Entitlement has been previously approved by the City of Irvine (City) to accommodate a 57,650 sf church on the project site. For LOS analysis purposes, only 68 multi-family residential dwelling units were analyzed because the proposed 45,521 sf church use was already included in the approved entitlement. As mentioned previously, the proposed church facility would include a columbarium located within the basement. The columbarium serves as storage space for cremated remains and is considered an accessory component to the church services. Trips associated with the columbarium are expected to be minimal and would generally occur alongside regular church activities. As such the columbarium would not generate additional vehicle trips beyond those already associated with the church use and is considered to have a negligible effect on the project trip generation. For access analysis purposes, the net difference in trips between the proposed project (including both church and residential uses) and the existing use on site was analyzed.

Additionally, the City will install a new traffic signal at the intersection of Remington/Trabuco Road, which is a Capital Improvement Program (CIP) project (No. 331802) adjacent to the project site, and this improvement is currently in the design phase and estimated to be completed by Summer 2026, given that the project schedule does not change. Therefore, this CIP intersection improvement was incorporated in the LOS analysis (future conditions) and access analysis.

The project site is in Traffic Analysis Zone (TAZ) 97 (TransCAD version of the Irvine Transportation Analysis Model [ITAM TC])/TAZ 96 (Irvine Transportation Analysis Model [ITAM] 15). Access to the project site will continue to be provided via a full-access driveway on Remington and a new right-in/right-out (RIRO) driveway on Trabuco Road. Both proposed church and residential land uses will be able to access each driveway. The church portion of the site will be secured by vehicular gates, including access to underground parking areas. The gates for the site will open daily from 6:00 a.m. to 10:00 p.m., including during a.m. and p.m. peak hours and church services. For security, gates will close nightly from 10:00 p.m. to 6:00 a.m. Parishioners visiting the adoration chapel outside of regular hours will be provided an entry code.

Based on the City's *Traffic Study Guidelines* (March 21, 2023), a Comprehensive Traffic Study is required to evaluate the cumulative effects with buildout of the proposed project.

This study focuses on the daily, a.m. peak-hour, and p.m. peak-hour LOS at 6 intersections and 8 roadway segments. The project LOS impacts were determined based on analysis of the following scenarios:

- Short-Term Interim-Year Approved Baseline
- Short-Term Interim-Year Approved Baseline Plus Project
- Long-Range Approved Baseline
- Long-Range Approved Baseline Plus Project
- Buildout Approved Baseline
- Buildout Approved Baseline Plus Project

Based on the results of this Traffic Study, the proposed project can be implemented without impacting the design or operation of the surrounding roadway system. Evaluation of LOS shows that the addition of project traffic to Short-Term, Long-Range, and Buildout Approved traffic volumes would not adversely affect the study area intersections or roadways according to the City's performance criteria.

Project design features were also analyzed based on the City *Transportation Design Procedures* (TDPs). As a result, no impacts to vehicle access were identified using the following design guidelines:

- **TDP-1:** Turn-lane Pocket Lengths
- **TDP-3:** Left-Turn In/Out Access
- **TDP-4:** Right-Turn Lanes at Uncontrolled Driveways
- **TDP-10:** Distances between Driveways and Intersections
- **TDP-14:** Driveway Lengths

The proposed project would maintain the existing walkways/sidewalks and on-street (Class II) bicycle lanes in the vicinity of the project site. Irvine CONNECT bus stops are provided at Yale Avenue/Trabuco Road and Yale Avenue/Roosevelt; Orange County Transportation Authority (OCTA) bus stops are provided at Jeffrey Road/Trabuco Road for OCTA Route 167.

Based on the City's *Traffic Study Guidelines*, the proposed and previously approved Church use qualifies as a local-serving use; therefore it is screened out from further VMT analysis. As such, the church component is presumed to have a less than significant CEQA transportation impact.

The proposed 68 multi-family residential dwelling units do not meet any of the City's adopted VMT screening criteria. As such, a detailed VMT analysis was conducted using the City's ITAM traffic model. The nine affordable units were screened out of the Project VMT per the City's methodology. Based on the City's *Traffic Study Guidelines* and the project's VMT analysis, the residential component is required to reduce its VMT Rate by 31.3 percent and is therefore presumed to have a significant CEQA transportation impact. One applicable VMT mitigation measure identified in the

CAPCOA Handbook is T-18 (Provide Pedestrian Network Improvement), similar to the City's Bicycle and Pedestrian Network Connectivity mitigation measure identified in the City's *Traffic Study Guidelines*. Due to the overlap between these strategies, the City's Bicycle and Pedestrian Network Connectivity mitigation measure was considered. Assuming the mitigation strategy could achieve its maximum VMT reduction value, the implementation of the measure could reduce the VMT rate by 2.5 percent, which is less than the projects required reduction of 31.3 percent. As a result, the proposed project will have a significant unavoidable VMT impact. Therefore, a Statement of Overriding Considerations must be considered for adoption and is a part of the CEQA document prepared for this project.

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LIST OF ABBREVIATIONS AND ACRONYMS

ADT	average daily traffic
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
City	City of Irvine
EB	eastbound
EIR	Environmental Impact Report
ft	foot/feet
HCM	<i>Highway Capacity Manual</i>
ICU	intersection capacity utilization
ITAM	Irvine Transportation Analysis Model
ITAM TC	TransCAD version of the Irvine Transportation Analysis Model
ITE	Institute of Transportation Engineers
JOST	Jeffrey Open Space Trail
LOS	level(s) of service
mph	mile(s) per hour
OCTA	Orange County Transportation Authority
OCTAM	Orange County Traffic Analysis Model
OPR	Governor's Office of Planning and Research
PA	Planning Area
project	Our Lady of Peace Church/Residential Project
RIRO	right-in/right-out
sf	square foot/feet

TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TDP	Transportation Design Procedures
TRB	Transportation Research Board
v/c	volume-to-capacity
VMT	vehicle miles traveled
vph	vehicles per hour
WB	westbound

TRAFFIC STUDY OUR LADY OF PEACE CHURCH/RESIDENTIAL

LSA has prepared the following Traffic Study to identify the potential Short-Term, Long-Range, and Buildout level of service (LOS) impacts and California Environmental Quality Act (CEQA) transportation impacts (vehicle miles traveled [VMT]) resulting from the proposed Our Lady of Peace Church/Residential Project (project) at 14010 Remington in Northwood (Planning Area 8 [PA 8]) in Irvine, California. The proposed project will replace the existing church building (7,128 square feet [sf]) with the proposed 45,521 sf church (including a 23,966 sf church facility featuring a columbarium located within the basement, 17,450 sf sanctuary, and 4,105 sf rectory) and 68 multi-family residential dwelling units. The proposed church use with underground parking spaces would be constructed on the northern half of the site and the proposed residential use with parking would be developed on the southern half of the project site.

Entitlement has been previously approved by the City of Irvine (City) to accommodate a 57,650 sf church on the project site. For LOS analysis purposes, only 68 multi-family residential dwelling units were analyzed because the proposed 45,521 sf church use was already included in the approved entitlement. For access analysis purposes, the net difference in trips between the proposed project (including both church and residential uses) and the existing use on site was analyzed.

Additionally, the City will install a new traffic signal at the intersection of Remington/Trabuco Road, which is a Capital Improvement Program (CIP) project (No. 331802) adjacent to the project site, and this improvement is currently in the design phase and estimated to be completed by Summer 2026, given that the project schedule does not change. Therefore, this CIP intersection improvement was incorporated in the LOS analysis (future conditions) and access analysis.

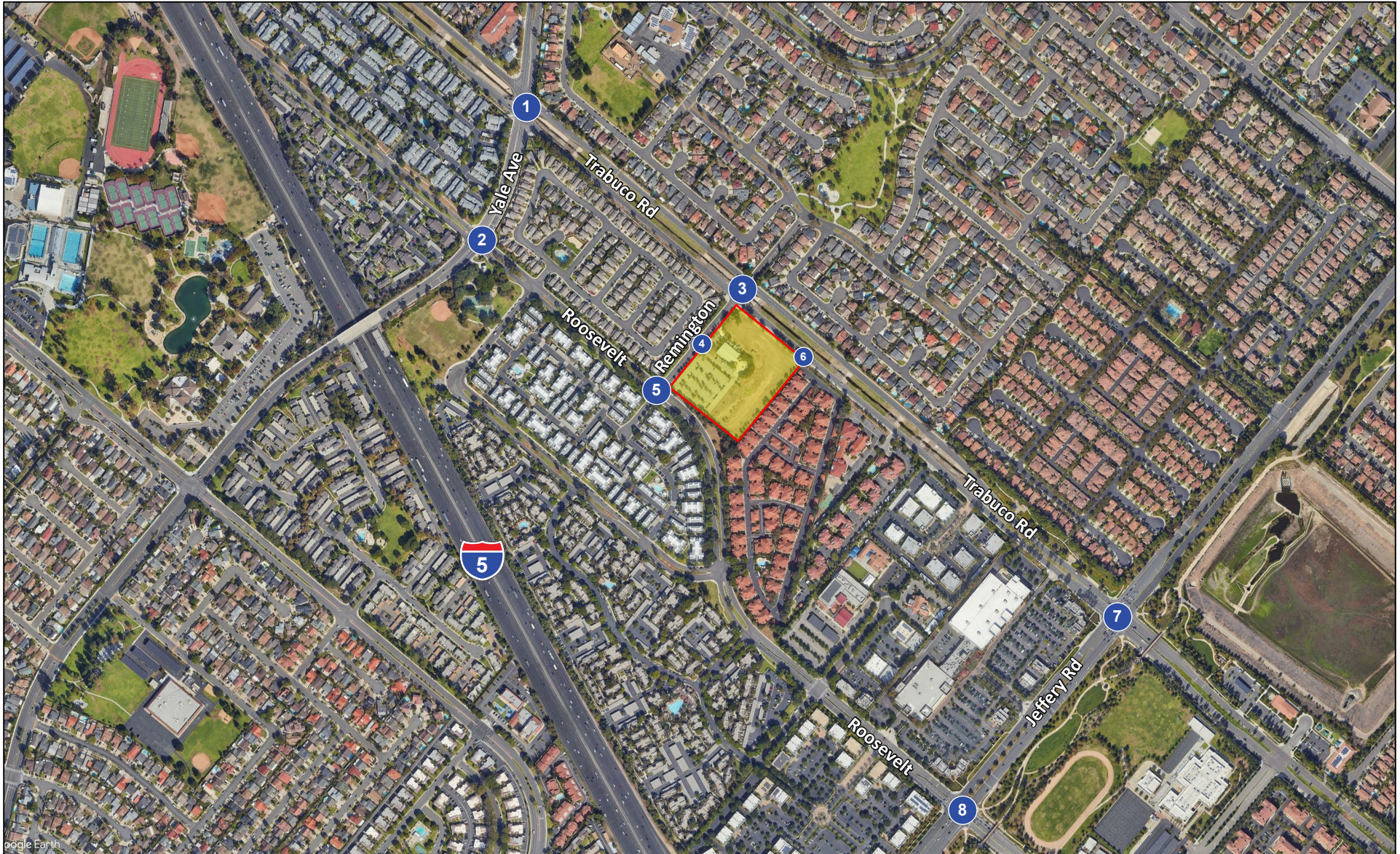
LSA has prepared this Traffic Study consistent with the approved Scope of Work, dated June 5, 2024 (provided in Appendix A), with exception to the building square footage as noted in the Errata. This Traffic Study was prepared in accordance with the applicable sections of the City's *Traffic Study Guidelines* (March 21, 2023) and *Transportation Design Procedures* (TDPs; February 2007).

INTRODUCTION

Project Site

The project site is an approximately 6-acre property that is located on the southeast corner of Remington and Trabuco Road, as shown on Figure 1. A church building (7,128 sf) currently exists on the project site along with a parking lot and courtyard, which cover approximately 40 percent of the project site. The remaining portion of the project site is undeveloped with vacant land and trees abutting the pedestrian sidewalks.

The proposed project will replace the existing church building (7,128 sf) with the proposed 45,521 sf church (including a 23,966 sf church facility with a columbarium located within the basement, 17,450 sf sanctuary, and 4,105 sf rectory) and 68 multi-family residential dwelling units (9 of which are designated as affordable housing units). The proposed church use with underground parking spaces would be constructed on the northern half of the site, and the proposed residential use with parking would be developed on the southern half of the project site. Entitlement has been previously approved by the City to accommodate a 57,650 sf church on the project site.



Access to the project site will continue to be provided via a full-access driveway on Remington (across from Danville Street) and a new right-in/right-out (RIRO) driveway on Trabuco Road (eastern edge of the property). Both the proposed church and residential land uses will be able to access each driveway. The church portion of the site will be secured by vehicular gates, including access to underground parking areas. The gates for the site will open daily from 6:00 a.m. to 10:00 p.m., including during a.m. and p.m. peak hours and church services. For security, gates will close nightly from 10:00 p.m. to 6:00 a.m. A site plan of the proposed project is provided in Figure 2.

Study Area

As shown on Figure 1, the study area includes the following intersections:

1. Yale Avenue/Trabuco Road
2. Yale Avenue/Roosevelt
3. Remington/Trabuco Road
4. Remington/Project Driveway-Danville Street
5. Remington/Roosevelt
6. Project RIRO Driveway/Trabuco Road
7. Jeffrey Road/Trabuco Road
8. Jeffrey Road/Roosevelt

Roadway segments between each study area intersection have been analyzed in this study. Project driveways are evaluated as part of the Access Analysis section provided later in this report.

Existing, General Plan, and Proposed Site Uses

The current *2045 Irvine General Plan (2024)* designation for the site is Medium-High Density Residential. The current zoning is 2.4C Medium-High Density Residential.

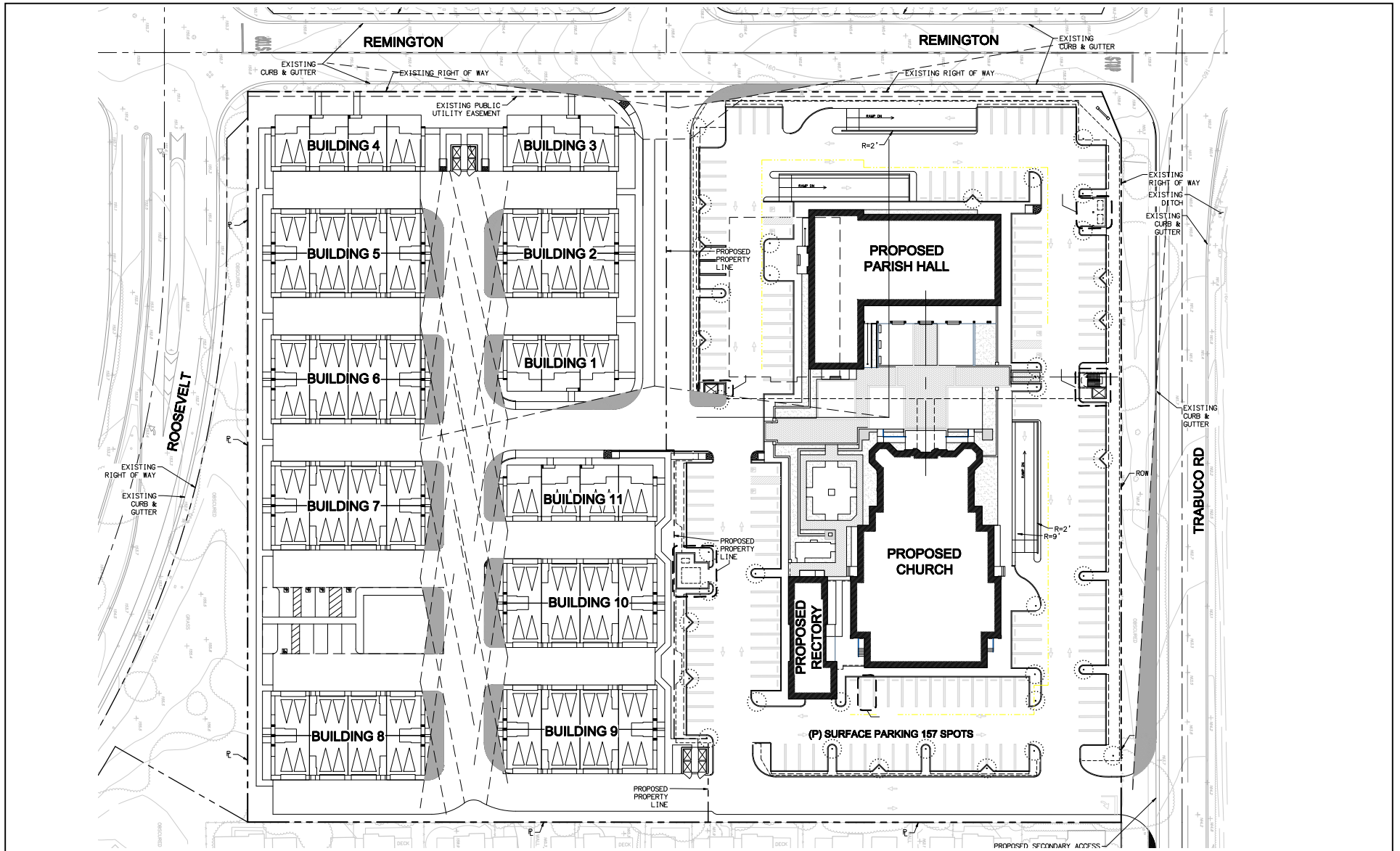
PERFORMANCE CRITERIA

To determine the peak-hour operations at signalized intersections within the study area, the intersection capacity utilization (ICU) methodology was used. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. Parameters set by the City for ICU calculations, including lane capacity, right-turn treatments, and clearance intervals, are included in this analysis.

According to the City's *Traffic Study Guidelines* and consistent with the City's General Plan, LOS at an intersection or roadway in this study area is considered to be unsatisfactory when the ICU (or v/c ratio) exceeds 0.90 (i.e., LOS D). The relationship of ICU to LOS is demonstrated in the following table:

Level of Service	ICU
A	0.00–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	>1.00

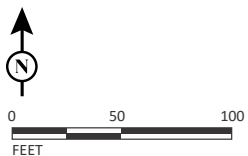
Source: City of Irvine *Traffic Study Guidelines* (2023).
ICU = intersection capacity utilization



Note: Details of the site plan access to public facilities are subject to review and approval by the City Engineer.

FIGURE 2

LSA



SOURCE: PROACTIVE ENGINEERING CONSULTANTS, September 2025

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Our Lady of Peace Church and Residential
Site Plan

In addition to the ICU methodology of calculating intersection LOS, an operational analysis was also prepared based on the *Highway Capacity Manual* (HCM), 7th Edition (Transportation Research Board [TRB] 2022), methodology to determine the LOS at unsignalized intersections within the study area. The HCM, 7th Edition, intersection methodology presents LOS in terms of total intersection delay and approach delay of the major and minor streets (in seconds per vehicle). The resulting delay is expressed in terms of LOS, similar to the ICU methodology. The following table demonstrates the relationship of delay to LOS.

Level of Service	Unsignalized Intersection Delay (seconds/vehicle)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: *Highway Capacity Manual* (Transportation Research Board 2017).

Roadway link v/c ratios were determined using the City's theoretical daily capacities. Facility types were taken from the City's *2045 Irvine General Plan*. The following table illustrates theoretical daily capacities (as contained in the City's *Traffic Study Guidelines*) for roadways within the study area:

Facility Type	Number of Lanes	Theoretical Capacity (vehicles per day)
Major Highway	8	72,000
	7	63,000
	6	54,000
Primary Highway	4	32,000
Secondary Highway	4	28,000
Commuter	2	13,000

Sources: *2045 Irvine General Plan Circulation Element* (City of Irvine 2024) and *Traffic Study Guidelines* (City of Irvine 2023).

Note: The theoretical capacity of a seven-lane Major Highway is interpolated from the theoretical capacities of a six-lane and an eight-lane Major Highway.

Using the City's adopted methodologies (ICU for signalized intersections and v/c ratios for roadway links), a project LOS impact occurs if the project causes a signalized intersection or roadway link to exceed the acceptable LOS or if the signalized intersection or roadway link in question exceeds the acceptable LOS in the Baseline condition and the effect of the project is greater than or equal to 0.02.

For roadway links projected to be deficient based on ADT v/c ratios, the City's peak-hour link analysis (per the adopted City's *Traffic Study Guidelines*) is used to evaluate roadway capacity conditions and the need for improvement, if necessary. The peak-hour link analysis determines directional a.m. and p.m. peak-hour v/c ratios for each link that is projected to exceed LOS standards. The peak-hour capacity is determined by multiplying the midblock number of lanes for each direction by a lane capacity of 1,600 vehicles per hour (vph). Where the distance between controlled intersections is one or more miles, the midblock number of lanes shall be multiplied by a lane capacity of 2,000 vph. Project mitigation will be required to bring the LOS back to the acceptable LOS or to the LOS baseline if the baseline exceeds the acceptable LOS.

The City's *Traffic Study Guidelines* do not have performance criteria for unsignalized intersections. If an unsignalized intersection operates at unsatisfactory LOS E (greater than 35 seconds of delay per vehicle) in the Baseline condition and project trips are added, a peak-hour signal warrant analysis (per TDP-12) will be conducted to determine if a traffic signal is required. A peak-hour signal warrant analysis will also be conducted if an unsignalized intersection operates at satisfactory LOS in the Baseline condition and additional project trips cause the intersection to operate at unsatisfactory LOS E.

The project driveways are analyzed based on the design criteria recommended in the City's TDPs. The TDPs establish uniform policies and procedures for reviewing traffic design plans within Irvine. The TDPs were used to evaluate the roadway design features that may be impacted by the proposed project. A description and analysis of each applicable design criterion are provided later in this Traffic Study.

ANALYSIS METHODOLOGY AND APPROACH

The TransCAD version of the Irvine Transportation Analysis Model (ITAM TC) was used to forecast Short-Term, Long-Range, and Buildout Approved conditions with and without the proposed project. The Approved condition represents each application for development currently approved by the City.

The future conditions are based on the funded roadway network and land use assumptions envisioned to be in place by the respective horizon year. This future traffic analysis requires 6 ITAM TC runs. These ITAM TC runs are examined with and without the proposed project in the Approved development scenario.

LSA prepared the forecast data for this proposed project based on the ITAM TC. The scenarios examined for each future condition are as follows:

1. **Short-Term Interim-Year Approved Baseline:** The ITAM TC run includes each application for development approved by the City, including the previously approved 57,650 sf church use. Any additional development beyond the approved uses for the proposed project that might be assumed in the ITAM TC was deleted for the analysis of this scenario.
2. **Short-Term Interim-Year Approved Baseline Plus Project:** The ITAM TC run includes each application for development approved by the City. This scenario includes the previously approved 57,650 sf church use along (as reflected in the baseline) with the addition of 68 multi-family residential dwelling units in TAZ 97 (ITAM TC)/TAZ 96 (Irvine Transportation Analysis Model [ITAM] 15).
3. **Long-Range Approved Baseline:** The ITAM TC run includes each application for development approved by the City, including the previously approved 57,650 sf church use. Any additional development beyond the approved uses for the proposed project that might be assumed in the ITAM TC was deleted for the analysis of this scenario.
4. **Long-Range Approved Baseline Plus Project:** The ITAM TC run includes each application for development approved by the City. The proposed project includes the previously approved 57,650 sf church use (as reflected in the baseline) along with the addition of 68 multi-family

residential dwelling units in TAZ 97 (ITAM TC)/TAZ 96 (Irvine Transportation Analysis Model [ITAM] 15).

5. **Buildout Approved Baseline:** The ITAM TC run includes each application for development approved by the City, including the previously approved 57,650 sf church use. Any additional development beyond the approved uses for the proposed project that might be assumed in the ITAM TC was deleted for the analysis of this scenario.
6. **Buildout Approved Baseline Plus Project:** The ITAM TC run includes each application for development approved by the City. The proposed project includes the previously approved 57,650 sf church use (as reflected in the baseline) along with the addition of 68 multi-family residential dwelling units in TAZ 97 (ITAM TC)/TAZ 96 (Irvine Transportation Analysis Model [ITAM] 15).

Project LOS impacts are identified at study area intersections for the Short-Term, Long-Range, and Buildout Approved conditions, assuming improvements to the circulation system identified by the City. Daily traffic volumes and v/c ratios are also presented in the analysis for the study area roadway segments for each scenario. Traffic volumes and calculations for the Short-Term, Long-Range, and Buildout Approved scenarios are referenced throughout this Traffic Study and are provided in Appendix B.

PROPOSED PROJECT TRAFFIC

Trip Generation

The project trips assigned to the study area intersections and the roadway segments for the Short-Term, Long-Range, and Buildout Approved conditions are based on the ITAM TC, which is the Orange County Transportation Authority (OCTA) sanctioned subarea model for the City. All modeling steps (including trip generation, distribution, and assignment) are consistent with the Orange County Traffic Analysis Model (OCTAM). Project traffic, as well as cumulative traffic and growth within Irvine and adjacent cities (i.e., Santa Ana, Tustin, and Newport Beach), is included in the model runs. ITAM TC is the City's approved traffic forecasting tool to use for evaluation of project-related circulation effects within the City.

The ITAM trip rates are used for LOS analysis purposes (i.e., evaluation of study area intersections and roadway segments under Short-Term, Long-Range, and Buildout Approved conditions).

Trip rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021) for Land Use 220 (Multifamily Housing [Low Rise]) and Land Use 560 (Church) are used for access analysis purposes. The land use-based ITE trip rates are used for evaluation of the City's TDPs, which are provided later in this Traffic Study.

Table A presents the trip generation for the proposed project. As this table indicates, the existing 7,128 sf of church use generates 54 daily trips, including 2 a.m. peak-hour trips (1 inbound and 1 outbound) and 3 p.m. peak-hour trips (1 inbound and 2 outbound). The proposed 45,521 sf church and 68 multi-family residential dwelling units would generate 804 daily trips, including 42 a.m. peak-hour trips (16 inbound and 26 outbound) and 57 p.m. peak-hour trips (32 inbound and 25 outbound).

Table A: Project Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates ¹									
Church		tsf	7.60	0.20	0.12	0.32	0.22	0.27	0.49
Multifamily Low-Rise		du	6.74	0.10	0.30	0.40	0.32	0.19	0.51
Project Trip Generation									
Multifamily Low-Rise	68	du	458	7	20	27	22	13	35
Church	45.521	tsf	346	9	6	15	10	12	22
Total			804	16	26	42	32	25	57
Existing Trip Generation									
Church	7.128	tsf	54	1	1	2	1	2	3
Project-Existing Trip Generation			750	15	25	40	31	23	54

¹ Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021).

Land Use Code 560 - Church

Land Use Code 220 - Multifamily Housing (Low Rise) - 2 or 3 Levels

du = dwelling unit

tsf = thousand square feet

The net trip generation of the proposed project is 750 daily trips, including 40 a.m. peak-hour (15 inbound and 25 outbound) and 54 p.m. peak-hour trips (31 inbound and 23 outbound).

As mentioned before, entitlement has been previously approved by the City to accommodate a 57,650 sf church on the project site. Since the proposed 45,521 sf of church use was already included in the approved entitlement, the LOS impacts in the Short-Term, Long-Range, and Buildout scenarios analyze the proposed 68 multi-family residential dwelling units only. The access analysis, discussed later in this Traffic Study, analyzes the net difference in trips between the proposed project (including both church and residential uses) and the existing uses on site, as seen in the Project Trip Generation Summary table above.

Trip Distribution and Assignment

Directions of approach to and departure from the site are based on the ITAM TC select zone assignments for project TAZ 97 (ITAM TC) for a.m. peak-hour, p.m. peak-hour, and daily conditions under each horizon year. The model data, prepared by LSA, represent the Baseline traffic volumes plus the trips generated by the proposed project under each project scenario. The ITAM TC Buildout Approved Baseline Plus Project select zone assignments are provided in Appendix C.

The a.m. and p.m. peak-hour Buildout Approved Baseline Plus Project select zone assignments for TAZ 97 (ITAM TC) were used to distribute and assign project trips in and out of the site. As discussed with City staff, the inbound distribution at the RIRO driveway on Trabuco Road were adjusted to 5 percent for both a.m. and p.m. peak hours. This minor adjustment does not impact the regional distribution generated from the ITAM model. The total inbound percentage was split approximately 5 percent to the RIRO driveway on Trabuco Road and 95 percent to the full-access driveway on Remington in both a.m. and p.m. peak hours. The total outbound percentage was split approximately 21 percent in the a.m. peak hour and 23 percent in the p.m. peak hour to the RIRO driveway on Trabuco Road and 79 percent in the a.m. peak hour and 77 percent in the p.m. peak hour to the full-access driveway on Remington.

EXISTING CONDITIONS

Existing Site Uses

The project site is designated as Medium-High Density Residential in the General Plan and zoned as 2.4C Medium-High Density Residential. The project site is located on the southeast corner of Remington and Trabuco Road.

Access to the project site will continue to be provided via a full-access driveway on Remington and a new RIRO driveway on Trabuco Road. The church portion of the site will be secured by vehicular gates, including access to underground parking areas. The gates for the site will open daily from 6:00 a.m. to 10:00 p.m., including during a.m. and p.m. peak hours and church services. For security, gates will close nightly from 10:00 p.m. to 6:00 a.m.

Existing Roadways and Intersections

Key roadways in the vicinity of the proposed project are:

- **Yale Avenue:** Yale Avenue is four-lane, north-south Primary Highway west of the project site. The posted speed limit is 45 miles per hour (mph). Sidewalks and Class II bicycle lanes are provided on both sides of Yale Avenue, and on-street parking is prohibited on both sides of this roadway. Irvine CONNECT has bus stops along Yale Avenue near the project site.
- **Remington:** Remington is a two-lane, north-south local roadway west of the project site. Direct project access via a full-access driveway is provided on Remington across from Danville Street. The prima facie speed limit is 25 mph. Sidewalks are provided on both sides of Remington, and on-street parking is prohibited on both sides of this roadway.
- **Jeffrey Road:** Jeffrey Road is a six-lane, north-south Major Highway east of the project site. The posted speed limit is 45 to 50 mph. Sidewalks and Class II bicycle lanes are provided on the west side of Jeffrey Road, and on-street parking is prohibited on both sides of this roadway. A Class II bicycle lane and the Jeffrey Open Space Trail (JOST) are located on the east side of Jeffrey Road. OCTA has bus stops along Jeffrey Road near the project site.
- **Trabuco Road:** Trabuco Road is a four-lane, east-west Primary Highway north of the project site. Direct project access via a new RIRO driveway is provided on Trabuco Road. The posted speed limit is 50 mph. Sidewalks and Class II bicycle lanes are provided on both sides of Trabuco Road, and on-street parking is prohibited on both sides of this roadway.
- **Roosevelt:** Roosevelt is an east-west local roadway south of the project site. The segment in between Yale Avenue and Truman Street has two lanes, and the segment in between Truman Street and Jeffrey Road has four lanes. The posted speed limit is 40 mph. Sidewalks and Class II bicycle lanes are provided on both sides of Roosevelt, and on-street parking is prohibited on both sides of this roadway.

Existing Traffic Volumes and LOS

Counts Unlimited conducted Existing (February and May 2024) traffic counts for the study area intersections and roadway segments, and Appendix D provides the Existing count data. For the intersections with 2-day counts, the average of the 2-day counts was used.

As previously discussed, the ICU methodology was used to determine the LOS at signalized intersections, and the HCM methodology was used to determine the LOS at unsignalized intersections. The ICU and HCM worksheets are provided in Appendices B and E, respectively. Daily traffic volumes and v/c ratios were evaluated to identify the LOS at the roadway segments.

A summary of Existing (Baseline) intersection LOS is presented in Table B. As this table indicates, all study area intersections currently operate at satisfactory LOS, except for the unsignalized intersection of Remington/Trabuco Road (LOS F in the a.m. and LOS E in the p.m. peak hour). However, as mentioned previously, the City will install a new traffic signal at the intersection of Remington/Trabuco Road, which is a CIP project (No. 331802) adjacent to the project site. This improvement is already in the design phase and estimated to be completed by 2025. With this improvement, the intersection of Remington/Trabuco Road would operate at satisfactory LOS A in the future conditions, as demonstrated later in this study. Existing (Baseline) average daily traffic (ADT) volumes and v/c ratios are presented in Table C. As this table indicates, all study area roadway segments currently operate at satisfactory LOS.

Table B: Existing Intersection LOS Summary

Study Area No.	ITAM Node No.	Intersection	Baseline			
			AM Peak Hour		PM Peak Hour	
			ICU / Delay	LOS	ICU / Delay	LOS
1	255	Yale Avenue/Trabuco Road	0.40	A	0.41	A
2	257	Yale Avenue/Roosevelt	0.40	A	0.48	A
3	256	Remington/Trabuco Road <i>HCM</i>	>50.0	F	40.0	E
5	258	Remington/Roosevelt <i>HCM</i>	17.2	C	18.8	C
7	285	Jeffrey Road/Trabuco Road	0.52	A	0.60	A
8	286	Jeffrey Road/Roosevelt	0.73	C	0.59	A

Δ = change

 = exceeds City's level of service (LOS) criteria

Delay is reported in seconds/vehicle.

HCM = Highway Capacity Manual

ICU = Intersection Capacity Utilization

ITAM = Irvine Transportation Analysis Model

Table C: Existing ADT Volumes and V/C Ratios

ITAM Link ID	Roadway	Segment	Capacity	Baseline		
				ADT	V/C	LOS
22134	Yale Avenue	Trabuco Road to Roosevelt	32,000	12,374	0.39	A
41981	Remington	Trabuco Road to Roosevelt	13,000	2,358	0.18	A
22138	Jeffrey Road	Trabuco Road to Roosevelt	54,000	36,341	0.67	B
22133	Trabuco Road	Yale Avenue to Remington	32,000	10,928	0.34	A
22137	Trabuco Road	Remington to Jeffrey Road	32,000	11,610	0.36	A
41980	Roosevelt	Yale Avenue to Remington	13,000	6,792	0.52	A
42418	Roosevelt	Remington to Truman Street	13,000	7,866	0.61	B
41605	Roosevelt	Truman Street to Jeffrey Road	26,000	12,533	0.48	A

Δ = change

ADT = average daily trips

ITAM = Irvine Transportation Analysis Model

V/C = volume-to-capacity ratio

FUTURE CONDITIONS

The following discussion presents the results of the Short-Term, Long-Range, and Buildout analysis for Baseline (No Project) and Plus Project conditions. It should be noted that the City will install a new traffic signal at the intersection of Remington/Trabuco Road, which is a CIP project (No. 331802) adjacent to the project site. This improvement is currently in the design phase and estimated to be completed by Summer 2026, given that the project schedule does not change. Therefore, this CIP intersection improvement was included in the future conditions.

Short-Term Approved Baseline and Plus Project Traffic Volumes and LOS

Table D presents a summary of the intersection LOS for Short-Term Approved (Baseline and Plus Project) conditions. As this table indicates, all study area intersections are forecast to operate at satisfactory LOS in the Baseline (No Project) condition, with the exception of Jeffrey Road/Roosevelt (LOS E). With the addition of the proposed project in the Short-Term Approved condition, all study area intersections are forecast to continue operating at satisfactory LOS, with the exception of the previously stated study area intersection. However, the intersection v/c ratio does not increase by 0.02 or greater at this location. Therefore, the proposed project can be implemented in a Short-Term Approved condition with no peak-hour LOS impacts.

The ADT volumes and v/c ratios for Short-Term Approved (Baseline and Plus Project) conditions are presented in Table E. As this table indicates, all study area roadway segments are forecast to operate at satisfactory LOS in the Baseline (No Project) condition. With the addition of the proposed project in the Short-Term Approved condition, all study area roadway segments are forecast to continue operating at satisfactory LOS. Therefore, no daily LOS impacts are created on roadway segments with implementation of the proposed project in the Short-Term Approved condition.

Long-Range Approved Baseline and Plus Project Traffic Volumes and LOS

Table F presents a summary of the intersection LOS for the Long-Range Approved (Baseline and Plus Project) conditions. As this indicates, all study area intersections are forecast to operate at satisfactory LOS in the Baseline (No Project) condition, with the exception of Jeffrey Road/Roosevelt (LOS E). With the addition of the proposed project in the Long-Range Approved condition, all study area intersections would continue to operate at satisfactory LOS, with the exception of the previously stated study area intersection. However, the intersection v/c ratio does not increase by 0.02 or greater at this location. Therefore, the proposed project can be implemented in a Long-Range Approved condition with no peak-hour LOS impacts.

The ADT volumes and v/c ratios for the Long-Range Approved (Baseline and Plus Project) conditions are presented in Table G. As this table indicates, all study area roadway segments are forecast to operate at satisfactory LOS in the Baseline (No Project) condition. With the addition of the proposed project in the Long-Range Approved condition, all study area roadway segments would continue to operate at satisfactory LOS. Therefore, no daily LOS impacts are created on roadway segments with implementation of the proposed project in the Long-Range Approved condition.

Table D: Short-Term Approved Intersection LOS Summary

Study Area No.	ITAM Node No.	Intersection	Baseline				Plus Project				Peak-Hour Δ		Significant LOS Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		ICU or Delay		
			ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	AM	PM	
1	255	Yale Avenue/Trabuco Road	0.43	A	0.51	A	0.43	A	0.51	A	0.00	0.00	No
2	257	Yale Avenue/Roosevelt	0.43	A	0.49	A	0.43	A	0.49	A	0.00	0.00	No
3	256	Remington/Trabuco Road	0.42	A	0.35	A	0.41	A	0.35	A	(0.01)	0.00	No
5	258	Remington/Roosevelt	13.5	B	13.3	B	13.6	B	13.3	B	0.1	0.0	No
7	285	Jeffrey Road/Trabuco Road	0.61	B	0.75	C	0.61	B	0.75	A	0.00	0.00	No
8	286	Jeffrey Road/Roosevelt	0.97	E	0.70	B	0.98	E	0.71	C	0.01	0.01	No

Δ = change

 = exceeds City's level of service (LOS) criteria

Delay is reported in seconds/vehicle.

HCM = Highway Capacity Manual

ICU = Intersection Capacity Utilization

ITAM = Irvine Transportation Analysis Model

Table E: Short-Term Approved ADT Volumes and V/C Ratios

ITAM Link ID	Roadway	Segment	Capacity	Baseline			Plus Project			Δ V/C	Significant LOS Impact?
				ADT	V/C	LOS	ADT	V/C	LOS		
22134	Yale Avenue	Trabuco Road to Roosevelt	32,000	14,385	0.45	A	14,319	0.45	A	0.00	No
41981	Remington	Trabuco Road to Roosevelt	13,000	8,067	0.62	B	8,160	0.63	B	0.01	No
22138	Jeffrey Road	Trabuco Road to Roosevelt	54,000	42,893	0.79	C	42,977	0.80	C	0.01	No
22133	Trabuco Road	Yale Avenue to Remington	32,000	14,119	0.44	A	14,179	0.44	A	0.00	No
22137	Trabuco Road	Remington to Jeffrey Road	32,000	14,057	0.44	A	14,016	0.44	A	0.00	No
41980	Roosevelt	Yale Avenue to Remington	13,000	9,297	0.72	C	9,310	0.72	C	0.00	No
42418	Roosevelt	Remington to Truman Street	13,000	9,718	0.75	C	9,898	0.76	C	0.01	No
41605	Roosevelt	Truman Street to Jeffrey Road	26,000	13,989	0.54	A	14,142	0.54	A	0.00	No

Δ = change

ADT = average daily trips

ITAM = Irvine Transportation Analysis Model

V/C = volume-to-capacity ratio

Table F: Long-Range Approved Intersection LOS Summary

Study Area No.	ITAM Node No.	Intersection	Baseline				Plus Project				Peak-Hour Δ		Significant LOS Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		ICU or Delay		
			ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	AM	PM	
1	255	Yale Avenue/Trabuco Road	0.45	A	0.50	A	0.44	A	0.50	A	(0.01)	0.00	No
2	257	Yale Avenue/Roosevelt	0.44	A	0.50	A	0.45	A	0.49	A	0.01	(0.01)	No
3	256	Remington/Trabuco Road	0.42	A	0.33	A	0.42	A	0.32	A	0.00	(0.01)	No
5	258	Remington/Roosevelt	13.0	B	13.1	B	13.1	B	13.1	B	0.1	0.0	No
7	285	Jeffrey Road/Trabuco Road	0.51	A	0.70	B	0.50	A	0.70	B	(0.01)	0.00	No
8	286	Jeffrey Road/Roosevelt	0.94	E	0.76	C	0.94	E	0.75	C	0.00	(0.01)	No

Δ = change

= exceeds City's level of service (LOS) criteria

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ITAM = Irvine Transportation Analysis Model

Table G: Long-Range Approved ADT Volumes and V/C Ratios

ITAM Link ID	Roadway	Segment	Capacity	Baseline			Plus Project			Δ V/C	Significant LOS Impact?
				ADT	V/C	LOS	ADT	V/C	LOS		
22134	Yale Avenue	Trabuco Road to Roosevelt	32,000	14,481	0.45	A	14,325	0.45	A	0.00	No
41981	Remington	Trabuco Road to Roosevelt	13,000	7,452	0.57	A	7,598	0.58	A	0.01	No
22138	Jeffrey Road	Trabuco Road to Roosevelt	54,000	41,403	0.77	C	41,436	0.77	C	0.00	No
22133	Trabuco Road	Yale Avenue to Remington	32,000	12,193	0.38	A	12,236	0.38	A	0.00	No
22137	Trabuco Road	Remington to Jeffrey Road	32,000	11,785	0.37	A	11,761	0.37	A	0.00	No
41980	Roosevelt	Yale Avenue to Remington	13,000	8,933	0.69	B	8,993	0.69	B	0.00	No
42418	Roosevelt	Remington to Truman Street	13,000	9,188	0.71	C	9,376	0.72	C	0.01	No
41605	Roosevelt	Truman Street to Jeffrey Road	26,000	13,821	0.53	A	13,996	0.54	A	0.01	No

Δ = change

ADT = average daily trips

ITAM = Irvine Transportation Analysis Model

V/C = volume-to-capacity ratio

Buildout Approved Baseline and Plus Project Traffic Volumes and LOS

Table H presents a summary of the intersection LOS for the Buildout Approved (Baseline and Plus Project) conditions. In the Buildout Scenario, the eastbound right turn movement at Jeffrey Road/Roosevelt is improved from one lane with an overlap to two lanes. As Table H indicates, all study area intersections are forecast to operate at satisfactory LOS in the Baseline (No Project) condition. With the addition of the proposed project in the Buildout Approved condition, all study area intersections would continue to operate at satisfactory LOS. Therefore, the proposed project can be implemented in a Buildout Approved condition with no peak-hour LOS impacts.

The ADT volumes and v/c ratios for the Buildout Approved (Baseline and Plus Project) conditions are presented in Table I. As this table indicates, all study area roadway segments are forecast to operate at satisfactory LOS in the Baseline (No Project) condition. With the addition of the proposed project in the Buildout Approved condition, all study area roadway segments would continue to operate at satisfactory LOS. Therefore, no daily LOS impacts are created on roadway segments with implementation of the proposed project in the Buildout Approved condition.

SPECIAL ISSUES

Access Analysis

Access to the project site will continue to be provided via a full-access driveway on Remington and a new RIRO driveway on Trabuco Road. Both proposed church and residential land uses will be able to access each driveway. The church portion of the site will be secured by vehicular gates, including access to underground parking areas. The gates for the site will open daily from 6:00 a.m. to 10:00 p.m., including during a.m. and p.m. peak hours and church services. For security, gates will close nightly from 10:00 p.m. to 6:00 a.m. In addition, the City will install a new traffic signal at the intersection of Remington/Trabuco Road, which is a CIP project (No. 331802) adjacent to the project site. This improvement is currently in the design phase and estimated to be completed by Summer 2026, given that the project schedule does not change. Therefore, signalization of this intersection was incorporated in the access analysis.

The ITAM select zone outputs were used to identify the regional trip distribution for the project trips. As discussed with City staff, the inbound distribution at the RIRO driveway on Trabuco Road was adjusted to 5 percent for both a.m. and p.m. peak hours. This minor adjustment does not impact the regional distribution generated from the ITAM model. The total inbound percentage was split approximately 5 percent to the RIRO driveway on Trabuco Road and 95 percent to the full-access driveway on Remington in both a.m. and p.m. peak hours. The total outbound percentage was split approximately 21 percent in the a.m. peak hour and 23 percent in the p.m. peak hour to the RIRO driveway on Trabuco Road and 79 percent in the a.m. peak hour and 77 percent in the p.m. peak hour to the full-access driveway on Remington.

The evaluation of the project driveways and adjacent intersections is based on the City's TDP criteria for Existing and Existing Plus Project conditions. Counts Unlimited conducted Existing traffic counts (provided in Appendix D) to establish Baseline (No Project) conditions for purposes of the access analysis. For the intersections with 2-day counts, the average of the 2-day counts was used. Volumes

Table H: Buildout Approved Intersection LOS Summary

Study Area No.	ITAM Node No.	Intersection	Baseline				Plus Project				Peak-Hour Δ		Significant LOS Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		ICU or Delay		
			ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	AM	PM	
1	255	Yale Avenue/Trabuco Road	0.45	A	0.50	A	0.45	A	0.50	A	0.00	0.00	No
2	257	Yale Avenue/Roosevelt	0.46	A	0.50	A	0.46	A	0.49	A	0.00	(0.01)	No
3	256	Remington/Trabuco Road	0.43	A	0.33	A	0.43	A	0.33	A	0.00	0.00	No
5	258	Remington/Roosevelt	13.5	B	13.2	B	13.5	B	13.2	B	0.0	0.0	No
7	285	Jeffrey Road/Trabuco Road	0.54	A	0.72	C	0.54	A	0.72	C	0.00	0.00	No
8	286	Jeffrey Road/Roosevelt	0.89	D	0.68	B	0.89	D	0.69	B	0.00	0.01	No

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Table I: Buildout Approved ADT Volumes and V/C Ratios

ITAM Link ID	Roadway	Segment	Capacity	Baseline			Plus Project			Δ V/C	Significant LOS Impact?
				ADT	V/C	LOS	ADT	V/C	LOS		
22134	Yale Avenue	Trabuco Road to Roosevelt	32,000	14,528	0.45	A	14,409	0.45	A	0.00	No
41981	Remington	Trabuco Road to Roosevelt	13,000	7,618	0.59	A	7,751	0.60	A	0.01	No
22138	Jeffrey Road	Trabuco Road to Roosevelt	54,000	43,468	0.80	C	43,640	0.81	D	0.01	No
22133	Trabuco Road	Yale Avenue to Remington	32,000	12,218	0.38	A	12,225	0.38	A	0.00	No
22137	Trabuco Road	Remington to Jeffrey Road	32,000	11,821	0.37	A	11,781	0.37	A	0.00	No
41980	Roosevelt	Yale Avenue to Remington	13,000	9,030	0.69	B	9,067	0.70	B	0.01	No
42418	Roosevelt	Remington to Truman Street	13,000	9,662	0.74	C	9,804	0.75	C	0.01	No
41605	Roosevelt	Truman Street to Jeffrey Road	26,000	14,388	0.55	A	14,499	0.56	A	0.01	No

Δ = change

ADT = average daily trips

ITAM = Irvine Transportation Analysis Model

V/C = volume-to-capacity ratio

for the proposed project were then added to the Existing traffic counts to represent Existing Plus Project conditions. The Existing, Project Trips Distribution, Project Trips Assignment, and Existing Plus Project peak-hour traffic volumes are illustrated on Figures 3, 4, 5, and 6, respectively.

This analysis has been conducted consistent with the approved Scope of Work and the TDPs. Applicable design criteria for the proposed project include TDP-1 (Turn Lane Pocket Lengths), TDP-3 (Left-Turn In/Out Access), TDP-4 (Right-Turn Lanes at Uncontrolled Driveways), TDP-10 (Distances between Driveways), and TDP-14 (Driveway Lengths).

TDP-1: Turn Lane Pocket Lengths

The length of left-turn pockets at signalized intersections is based on several parameters, including traffic control, turn volume, and cycle length. Storage lengths for unsignalized intersections should be designed based on 1 foot (ft) for each peak-hour left-turning vehicle. The purpose of the turn-pocket length is to allow the turning vehicle to exit the through movement and decelerate into the turn pocket without affecting the through movement. The minimum single-turn pocket length for Major, Primary, and Secondary Highways (i.e., Trabuco Road) is 150 ft. The minimum single-turn pocket length for Commuter and Local Streets (i.e., Roosevelt) is 90 ft. A zero percent truck mix has been assumed for this analysis. This assumption is based on the nature of the project being church/residential use, which typically does not generate truck traffic.

Remington/Trabuco Road (Westbound). The westbound (WB) left-turn lane at the unsignalized intersection of Remington/Trabuco Road is approximately 150 ft with an 80 ft transition in the Existing condition. However, as mentioned before, the City will install a new traffic signal at this location with a 152 ft WB left-turn lane, as shown in Figure 7, and this improvement is expected to be completed by 2025. Therefore, the intersection of Remington/Trabuco Road was analyzed as a signalized intersection. The Existing left-turn demand at this location is 49 vehicles during the a.m. peak hour and 41 vehicles during the p.m. peak hour. Based on TDP-1 criteria, the WB left-turn lane meets the 60 ft required to accommodate the existing 49 a.m. peak-hour vehicles. The Existing Plus Project left-turn demand at this location is 51 a.m. and 45 p.m. peak-hour vehicles (i.e., the addition of 2 a.m. and 4 p.m. peak-hour vehicles), which would require a 60 ft left-turn lane. The recommended minimum acceptable design length for a left-turn pocket length on Trabuco Road, a Primary Highway with a 50 mph speed limit, is 150 feet. Therefore, the designed 152 ft WB left-turn pocket meets TDP-1 criteria.

Remington/Roosevelt (Eastbound). The eastbound (EB) left-turn lane at the unsignalized intersection of Remington/Roosevelt is approximately 100 ft, with a 70 ft transition. The Existing left-turn demand at this location is 16 vehicles during the a.m. peak hour and 29 vehicles during the p.m. peak hour. Based on TDP-1 criteria, the EB left-turn lane meets the 29 ft required to accommodate the existing 29 p.m. peak-hour vehicles. The Existing Plus Project left-turn demand at this location is 19 a.m. and 37 p.m. peak-hour vehicles (i.e., the addition of 3 a.m. and 8 p.m. peak-hour vehicles), which would require a 37 ft left-turn lane. The recommended minimum acceptable design length for a left-turn pocket length on Roosevelt, a Local roadway with a 40 mph speed limit, is 90 feet. Therefore, the 100 ft EB left-turn pocket meets TDP-1 criteria.

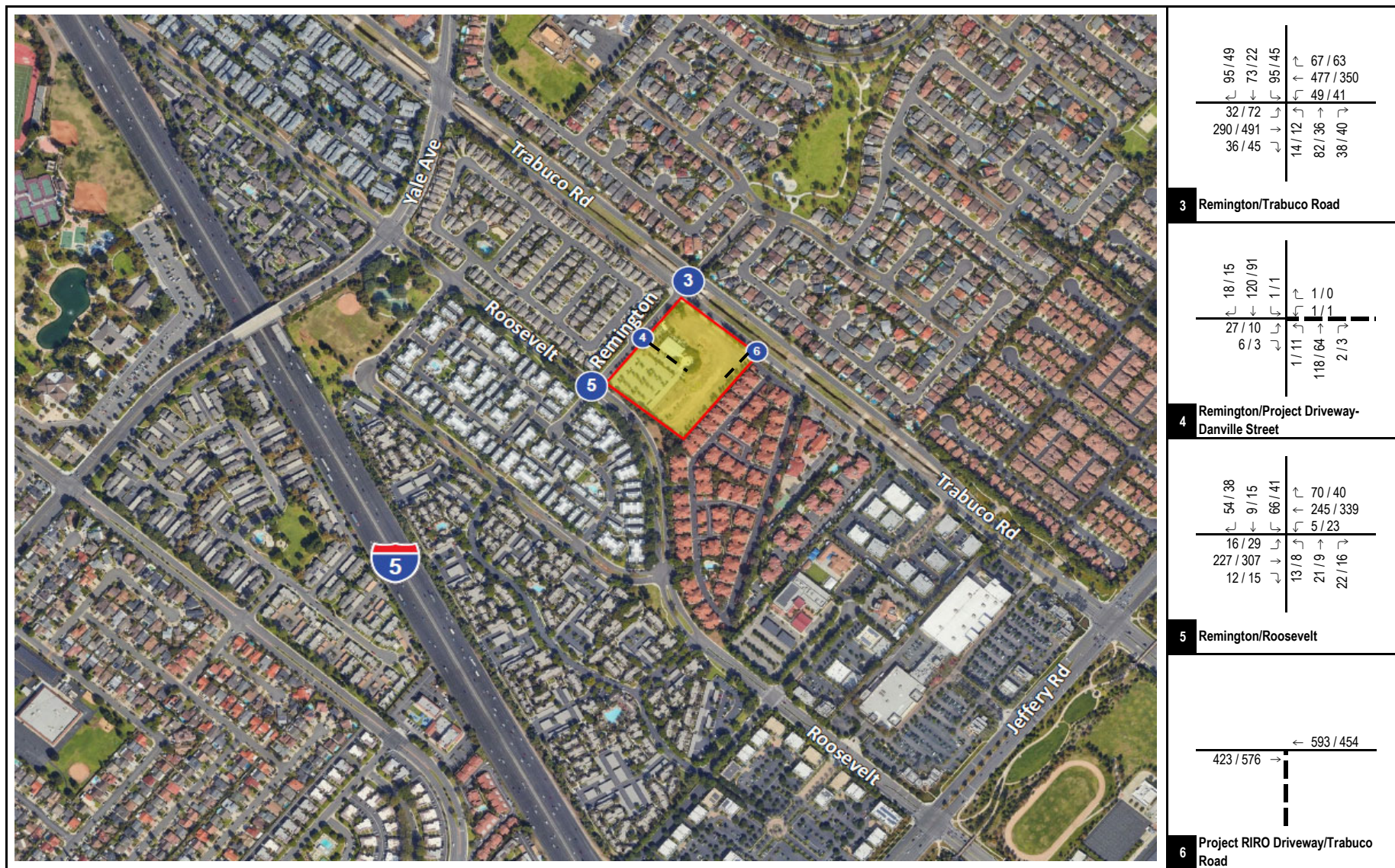


FIGURE 3

LSA

XXX / YYY AM / PM Peak-Hour Traffic Volumes
 RIRO Right-in/Right-out
 - - - Project Driveway
 Study Intersections

*Our Lady of Peace Church/Residential Project
 Access Analysis*

Existing Peak-Hour Volumes

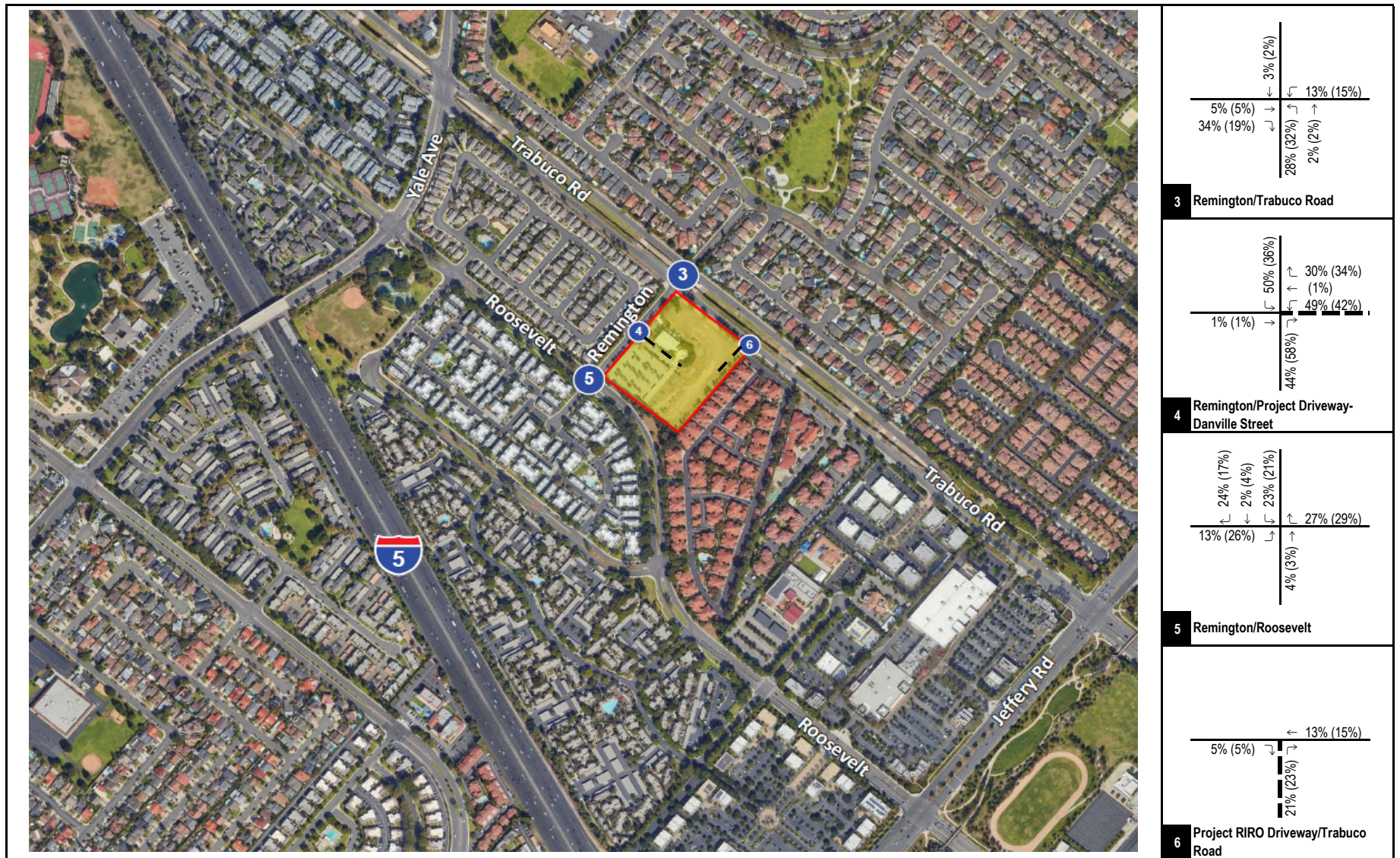


FIGURE 4

LSA

XX% (YY%) AM (PM) Trip Distribution
 RIRO Right-in/Right-out
 - - - Project Driveway
 3 Study Intersections

*Our Lady of Peace Church/Residential Project
 Access Analysis*

Project Trip Distribution

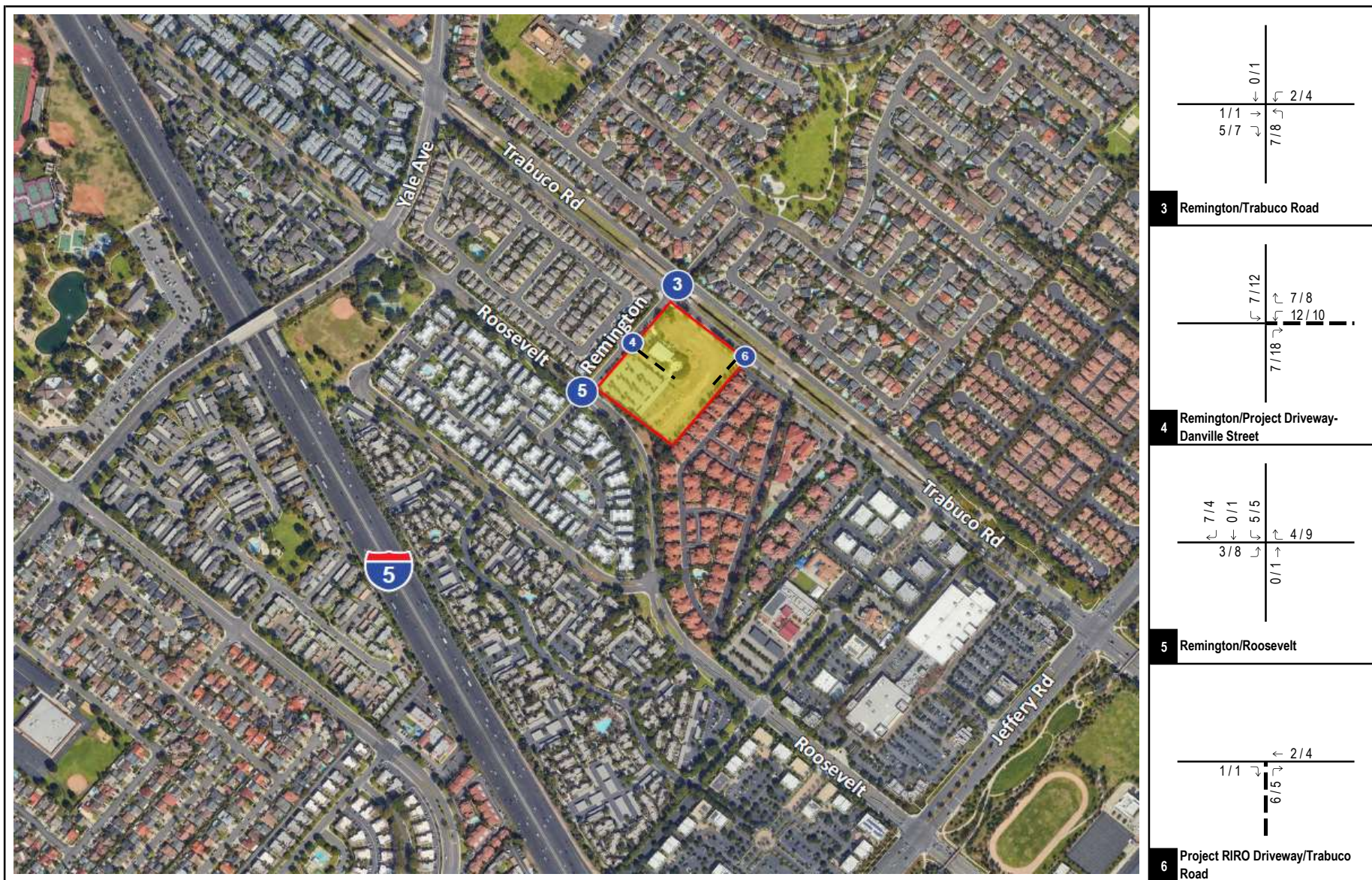


FIGURE 5

LSA

XX / YY AM / PM Peak-Hour Traffic Volumes
 RIRO Right-in/Right-out
 - - - Project Driveway
 ③ Study Intersections

Our Lady of Peace Church/Residential Project
 Access Analysis
 Project Trip Assignment

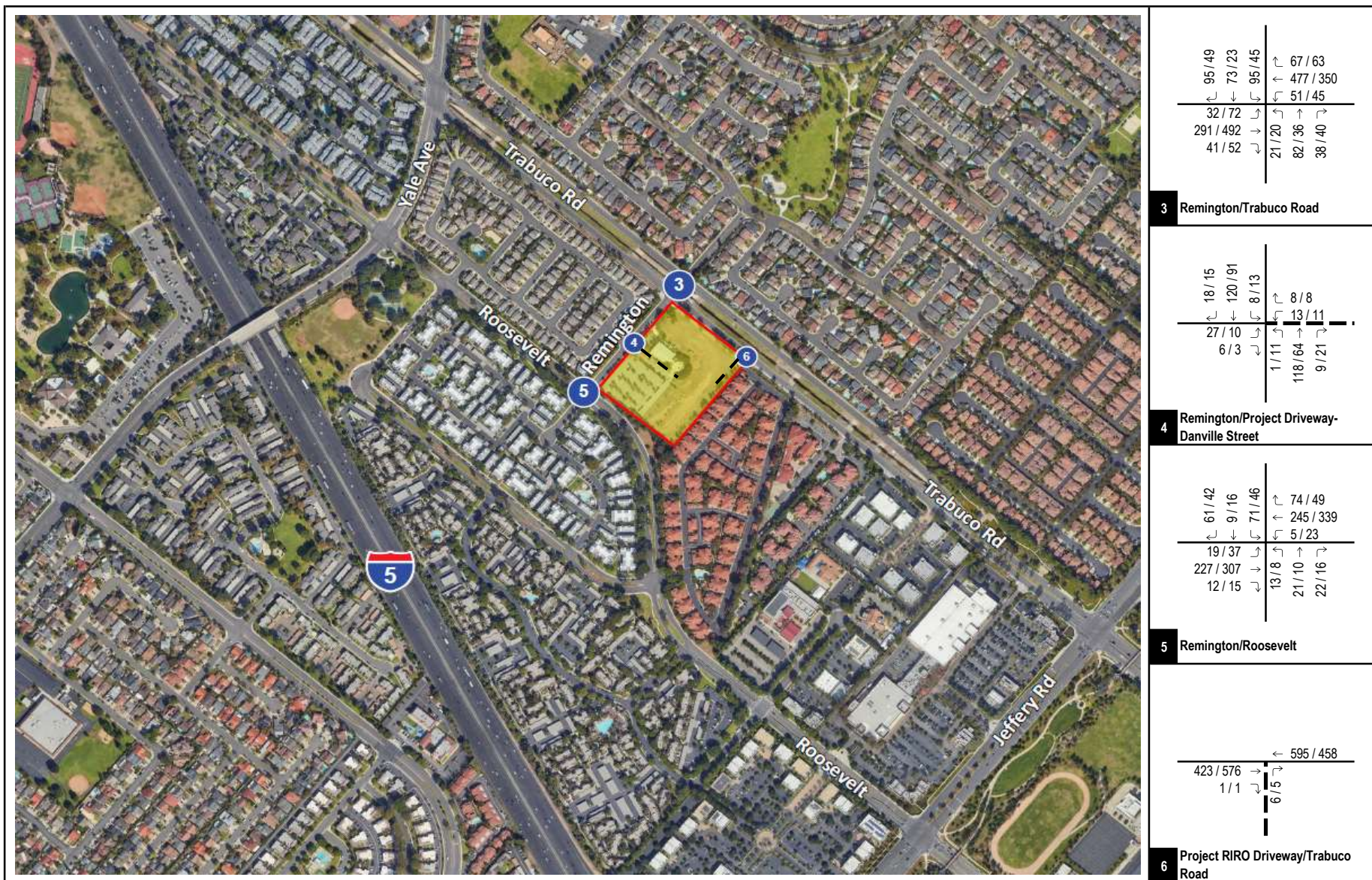


FIGURE 6

LSA

XX / YY AM / PM Peak-Hour Traffic Volumes

RIRO Right-in/Right-out

Project Driveway

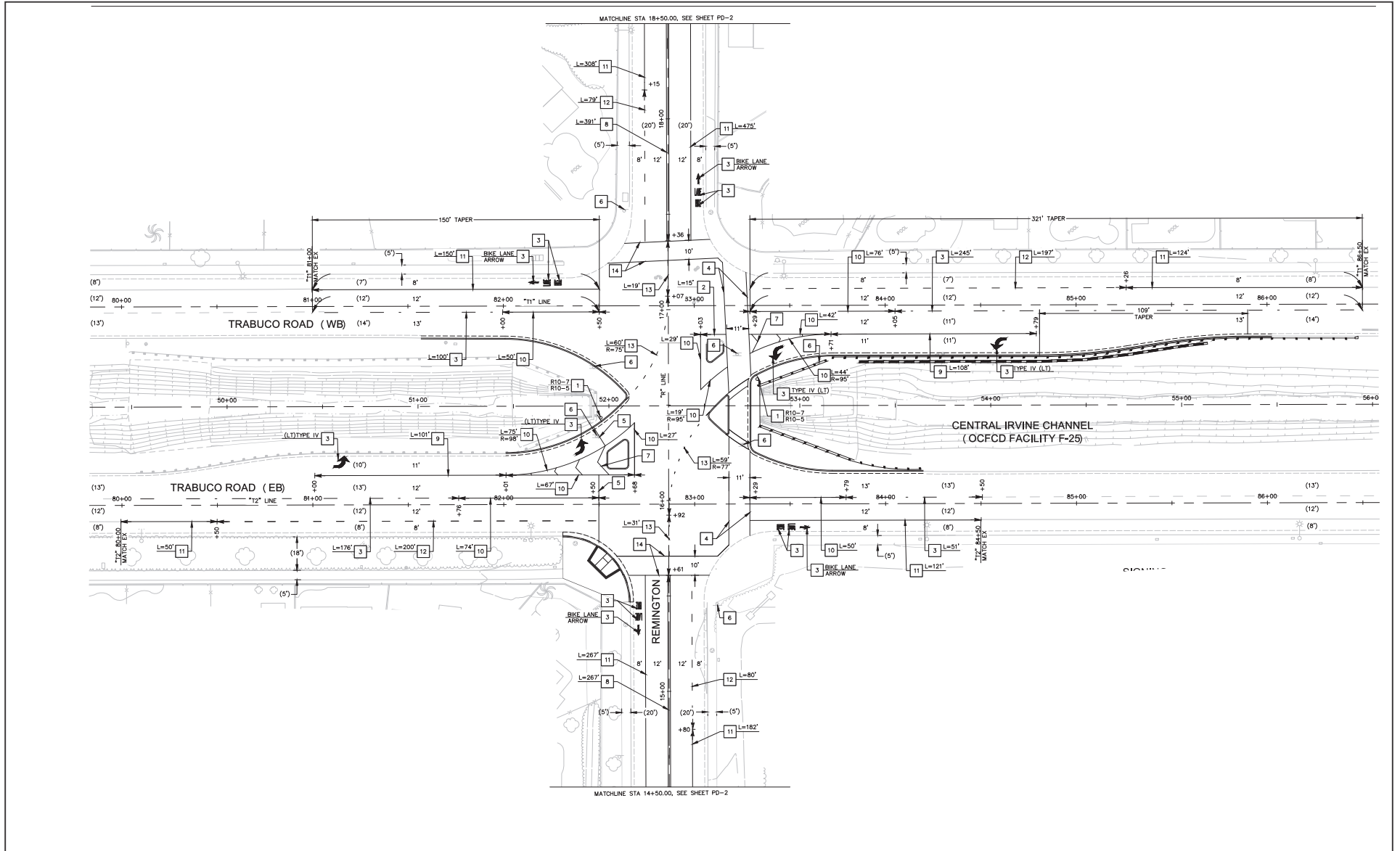


Study Intersections

Our Lady of Peace Church/Residential Project

Access Analysis

Existing Plus Project Peak-Hour Volumes



LSA



0 45 90
FEET

SOURCE: City of Irvine

I:\20241514\G\Signing_Striping.ai (10/18/2024)

FIGURE 7

Our Lady of Peace Church and Residential
Signing and Striping for the New Signal at Remington/Trabuco Road

TDP-3: Left-Turn In/Out Access

TDP-3 provides procedures to determine whether left-in only or left-in/left-out access will be considered along Major, Primary, Secondary, and Commuter Streets. This TDP is based on the volume of vehicles entering and/or exiting a driveway in relationship to the conflicting volumes along the highway.

Figure 3.1 (Left-Turn Access Design Procedures) in the City's TDP depicts the calculations for conflicting volumes. Figure 3.2 (Left-Turn Access Criteria) in the City's TDP presents a graph in which the left-turn volumes are compared to the conflicting volumes. Left-turn in/out access is considered acceptable when the point representing the left-turn volume and the conflicting volume lies below the line. Access is not recommended when this point is above the line.

Table J provides a summary of the TDP-3 analysis of the unsignalized project driveway on Remington.

Under Existing Plus Project conditions, the left-turn volumes into the project site via this unsignalized driveway are 8 a.m. and 13 p.m. peak-hour vehicles. The conflicting volumes for left-in access would be 127 a.m. and 85 p.m. peak-hour vehicles for the Existing Plus Project condition. Based on TDP-3, the volumes are below the point representing the left-turn volume and the conflicting volumes. Therefore, the TDP-3 criteria for left-turn-in access are satisfied for this project driveway.

Under Existing Plus Project conditions, the left-turn volumes out of the project site via this unsignalized driveway are 13 a.m. and 11 p.m. peak-hour vehicles. The conflicting volumes for left-out access would be 297 a.m. and 215 p.m. peak-hour vehicles for the Existing Plus Project condition. Based on TDP-3, the volumes are below the point representing the left-turn volume and the conflicting volumes. Therefore, the TDP-3 criteria for left-turn-out access are satisfied for this project driveway.

TDP-4: Right-Turn Lanes at Uncontrolled Driveways

TDP-4 states that right-turn lanes at unsignalized driveways along Primary Highways (i.e., Trabuco Road) are required for a peak hourly right-turn volume of 100 vehicles. A new unsignalized RIRO driveway on Trabuco Road was proposed by this project. As shown on Figure 6, the unsignalized RIRO driveway on Trabuco Road has right-turn volumes of 1 a.m. and 1 p.m. peak-hour vehicles under Existing Plus Project conditions. As such, a dedicated right-turn lane is not required at this unsignalized RIRO driveway.

TDP-4 also states that right-turn lanes are not required at unsignalized driveways along local streets (i.e., Remington). Therefore, the TDP-4 analysis is not required for the unsignalized full-access driveway on Remington.

Table J: TDP-3 Analysis Summary**Remington/Project Driveway-Danville Street**

Turn Movement	Existing Plus Project Peak-Hour Volumes	
	AM	PM
Northbound Left (NBL)	1	11
Northbound Through (NBT)	118	64
Northbound Right (NBR)	9	21
Southbound Left (SBL)	8	13
Southbound Through (SBT)	120	91
Southbound Right (SBR)	18	15
Eastbound Left (EBL)	27	10
Eastbound Through (EBT)	0	0
Eastbound Right (EBR)	6	3
Westbound Left (WBL)	13	11
Westbound Through (WBT)	0	0
Westbound Right (WBR)	8	8
Left-In Access		
LTV-I (SBL)	8	13
V_c^1	127	85
Acceptable?	Yes	Yes
Left-Out Access		
LTV-O (WBL)	13	11
V_c^2	297	215
Acceptable?	Yes	Yes

Source: Compiled by LSA (2024).

V_c = conflicting volume

1V_c = NBT + NBR

2V_c = 1/2 NBR + NBT + NBL+ SBL + SBT +SBR + EBL +EBT

LTV-I = left-turn volume in

LTV-O = left-turn volume out

TDP-10: Distance Between Driveways and Intersections

TDP-10 states that the recommended minimum spacing between a driveway and an intersection, or two driveways is 230 ft for a Primary Highway (i.e., Trabuco Road) and 105 ft for local streets (i.e., Remington). Distances between driveways should be measured between the centerlines of each driveway. The distance between an intersection and a driveway should be measured from the curb face of the street to the curb face of the driveway. Figure 8 illustrates the driveway distances (and driveway lengths) in the vicinity of the project site.

RIRO Driveway/Trabuco Road. The new RIRO driveway on Trabuco Road is approximately 400 ft east of Remington and approximately 640 ft west of an adjacent driveway on the same side of the road. As such, TDP-10 is met for the RIRO driveway.

Remington/Project Driveway-Danville Street. The full-access driveway on Remington is approximately 250 ft north of Roosevelt and 275 ft south of Trabuco Road. As such, TDP-10 is met for the full-access driveway.

TDP-14: Driveway Lengths

TDP-14 provides guidance regarding a sufficient driveway length to allow vehicles “to enter the parking area without causing subsequent vehicles to back out on the City street system” (City of Irvine 2007). The measurement of sufficient length is based on the distance from the back of the sidewalk or stop bar to the first intersecting parking space or traffic control measure (i.e., gate/internal drive aisle) on site.

The minimum unsignalized driveway length should be 25 ft and should increase at a rate of 1 ft of storage per peak-hour vehicle (in 25 ft increments). Figure 8 illustrates the driveway lengths.

RIRO Driveway/Trabuco Road. A new unsignalized RIRO driveway on Trabuco Road was proposed by this project. Application of the minimum unsignalized driveway length criteria contained in TDP-14 to the Existing Plus Project peak-hour inbound traffic volumes shown on Figure 6 results in a recommended driveway length of 25 ft for the 1 a.m. or 1 p.m. peak hour inbound vehicles entering the RIRO driveway on Trabuco Road. As shown on Figure 8, the length of the RIRO driveway is approximately 46 ft measured from the back of the Trabuco Road sidewalk to the first internal drive aisle. As such, TDP-14 is met for this project RIRO driveway.

Remington/Project Driveway-Danville Street. Application of the minimum unsignalized driveway length criteria contained in TDP-14 to the Existing peak-hour inbound traffic volumes shown on Figure 3 results in a recommended driveway length of 25 ft for the 4 p.m. peak hour inbound vehicles entering the full-access driveway on Remington. Application of the minimum unsignalized driveway length criteria contained in TDP-14 to the Existing Plus Project peak-hour inbound traffic volumes shown on Figure 6 results in a recommended driveway length of 50 ft for the 34 p.m. peak hour inbound vehicles entering the full-access driveway on Remington. As seen on Figure 8, the length of the full-access driveway is approximately 195' measured from the back of the Remington sidewalk to the first internal drive aisle. As such, TDP-14 is met for this project full access driveway.



FIGURE 8

Circulation Phasing

The City's *Citywide Circulation Phasing Analysis Report* (LSA 2020) was reviewed to identify any deficient locations within the project study area. The City's analysis identified three locations for recommended improvements (Harvard Avenue/Michelson Drive, Bake Parkway/Jeronimo Road, and Jamboree Road/Portola Parkway). However, none of these locations are within the project study area.

Pedestrian Circulation

The *2045 Irvine General Plan Circulation Element* lists out 3 Objectives that aim to support pedestrian circulation. Objective C-3 is "to maintain and enhance the pedestrian circulation system to support and encourage walking as a mode of transportation" (City of Irvine 2024). Objective C-5 is to "enhance the city's infrastructure to support and encourage walking, cycling, and other forms of active transportation by developing safe, accessible and interconnected networks of pathways, bike lanes, and multi-use trails throughout Irvine" (City of Irvine 2024). Objective C-6 is to "plan, develop, and maintain a trail network to support facilities that support the needs of cyclists, equestrian riders, and hikers" (City of Irvine 2024).

In the vicinity of the proposed project, sidewalks are currently provided on Roosevelt, Remington and Trabuco Road. The project will include sidewalks throughout the site to serve both the residential and church uses. These sidewalks will also connect to the adjacent streets via Remington.

Bicycle Circulation

The *2045 Irvine General Plan* includes a list of goals and objectives for bicycle planning. As stated in the General Plan, the bicycle circulation objective C-4 is to: "Plan, provide, maintain, and enhance a comprehensive bicycle network that encourages increased use of bicycles." (City of Irvine 2024). Objective C-5 is to "enhance the city's infrastructure to support and encourage walking, cycling, and other forms of active transportation by developing safe, accessible and interconnected networks of pathways, bike lanes, and multi-use trails throughout Irvine" (City of Irvine 2024). Objective C-6 is to "plan, develop, and maintain a trail network to support facilities that support the needs of cyclists, equestrian riders, and hikers" (City of Irvine 2024).

On-street (Class II) bicycle lanes in the study area are currently provided on Yale Avenue, Jeffrey Road, Trabuco Road and Roosevelt.

At the time this traffic study was prepared, an amendment to the bicycle parking requirements, as stated in the City's Zoning Ordinance, has not been finalized and approved by the Planning Commission and City Council. The project applicant is aware and is committed to providing bicycle parking amenities that meet the upcoming zoning ordinance update.

Transit Facilities

Transit facilities are accessible both to and from the project site via sidewalks along Trabuco Road, Roosevelt, and Remington. This is an important feature because OCTA and Irvine CONNECT stops are provided at the northeast and southwest corners of Yale Avenue/Trabuco Road (approximately 2,200 walkable feet from the project) for Irvine CONNECT, the northeast and southwest corners of

Yale Avenue/Roosevelt (approximately 1,900 walkable feet from the project) for Irvine CONNECT, and the northeast and southwest corners of Jeffrey Road/Trabuco Road (approximately 2,700 walkable feet from the project) for OCTA Route 167.

Irvine CONNECT is a free shuttle service, provided by the City, to connect the northern end of Irvine to Irvine Train Station via Yale Avenue, with stops at parks, schools, hospitals, and shopping centers. OCTA Route 167 provides transportation to and from Orange and Irvine via Jeffrey Road. The Irvine CONNECT and OCTA bus system maps and bus stop locations are provided in Appendix F.

Vehicle Miles Traveled Analysis

Background

On December 28, 2018, the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use. Among the changes to the guidelines was removal of vehicle delay (in seconds per vehicle) and LOS from consideration under CEQA. As a result of the final rulemaking surrounding Senate Bill 743 and the implementation deadline of July 1, 2020, a VMT analysis has been prepared in accordance with the City's adopted *Traffic Study Guidelines* (City of Irvine 2023).

Screening Criteria

Per the City's *Traffic Study Guidelines*, there are five types of VMT screening criteria that may be used to determine whether projects can be screened from a project-level assessment. These are summarized below:

1. The project requires an Addendum to a certified Environmental Impact Report (EIR) and can demonstrate that it is not subject to VMT analysis per *State CEQA Guidelines* Sections 15064.3 and 15007(c), and applicable guidance from the Governor's Office of Planning and Research.
2. The project results in a net increase of 250 or less weekday daily trips based on the latest edition of the ITE trip rates (or other trip generation rate approved by the City).
3. The project is located in a Transit Priority Area (i.e., located within 0.5 mile of an existing rail transit station or within 0.5 mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours).
4. The project is 100 percent restricted affordable housing units.
5. The project is locally serving such as 100,000 square feet or less of retail use, daycare use, or a locally serving public school (kindergarten through 12th grade).

The proposed and previously approved Church qualifies as a locally serving public facility under the City's VMT screening criteria. Locally serving development projects are presumed to have less-than-significant impacts to the transportation system. Religious assembly uses primarily serve nearby residents, generate short local trips, and do not contribute to regional VMT. As such, the church is presumed to have a less-than-significant transportation impact and is screened from further VMT analysis. However, the proposed 68 multi-family residential dwelling units cannot be screened out based on any of the adopted screening criteria.

Analysis

The VMT analysis was prepared based on the City's *Traffic Study Guidelines* and ITAM model. As discussed with the City Transportation staff, it is not necessary to include the proposed church use in the VMT analysis since it can be screened out. In addition, the project site has an approved Entitlement for 57,650 sf of church use to accommodate the proposed church use of 45,521 sf. Since the proposed 68 multi-family residential dwelling units do not screen out based on any of the above criteria, a VMT analysis is required.

In order to determine the proposed residential use's VMT, the proposed multi-family residential dwelling units need to be isolated in the project TAZ 97 (ITAM TC) and other land uses from TAZ 97 (ITAM TC) were moved to the adjacent TAZ 101 (ITAM TC). A project-level VMT analysis was prepared using the City's VMT calculation tool. Per the City's *Traffic Study Guidelines*, affordable units are screened out of the Project VMT Rate. The proposed project's VMT is calculated based on the non-affordable units, while the population is calculated based on the total number of units (non-affordable + affordable). As seen in the ITAM Project VMT Summary Report (Appendix G), the non-affordable units' population is shown under "Population", whereas the affordable units' population is shown under "Other VMT Contributor". The project's VMT Rate is calculated by taking the Residential VMT and dividing it by the total population (Population + Other VMT Contributor) to determine if the project has a significant VMT impact.

The analysis results are provided in Appendix G. Table K below presents a summary of the VMT analysis results. As shown in Table K, the proposed residential use is required to reduce its VMT Rate by 31.3 percent and is presumed to have a significant CEQA transportation impact.

Table K: Project VMT Analysis Result

VMT Analysis Scenario	VMT Rate	
	VMT	Metric
Residential VMT Rate Threshold Goal ¹	14.88	VMT per capita
Project VMT Rate ²	21.67	VMT per capita
Above or Below Citywide VMT Threshold	Above	
Significant Impact?	Yes	
VMT Reduction Required	31.3%	

Source: Compiled by LSA (2025).

¹ Per the City of Irvine *Traffic Study Guidelines* (March 21, 2023).

² Project VMT analysis is provided in Appendix G.

VMT = vehicle miles traveled

VMT Mitigation Measures

Since a significant VMT impact (31.3 percent) has been identified for the proposed residential use, potential mitigation measures to reduce the proposed residential use's VMT impact to a level at or below the City's threshold must be identified. According to the City's *Traffic Study Guidelines*, all feasible mitigation measures must be incorporated into the project to substantially reduce the impact even if the project cannot meet the adopted VMT threshold.

The California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (October 2024) (CAPCOA Handbook) is utilized for identifying the various mitigation strategies and methods to quantify VMT reductions. The CAPCOA VMT reduction strategies include built environment changes and transportation demand management (TDM) actions. The TDM strategies are separated into seven subsectors: Land Use, Trip Reduction Programs, Parking or Road Pricing/Management, Neighborhood Design, Transit, Clean Vehicles and Fuels, and School Programs.

One mitigation measure (T-18, as listed below) was identified as an applicable measure for the proposed project (residential component). Other potential VMT mitigation measures were also reviewed but ruled out because of the nature of the proposed use and the lack of ongoing control that the property developer has with respect to implementation.

- **Neighborhood Design:**

- **T-18 (Provide Pedestrian Network Improvement):** Up to a 6.4 percent maximum VMT reduction. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive, and this mode shift results in a reduction in VMT.

Mitigation measure T-18 allows for a max VMT reduction of 6.4 percent, however due to overlap between this strategy and a reduction strategy identified in the City's *Traffic Study Guidelines*, the City's measure was considered. As such, the City allows for a 2.5 percent VMT reduction related to pedestrian and bicycle network connectivity. The on-site improvements provided by the proposed project would enhance bicycle and pedestrian connectivity by providing sidewalk links to Remington and access to nearby transit stops.

Assuming the mitigation measure could achieve its maximum VMT reduction value, the implementation of this measure could reduce the project's VMT Rate by 2.5 percent, which is less than the project's VMT impact of 31.3 percent. Therefore, the proposed project will have a significant unavoidable VMT impact.

The VMT mitigation measure mentioned in the CAPCOA Handbook, as well as the City's *Traffic Study Guidelines*, would not reduce the total VMT increase caused by the proposed residential use below the City's Residential VMT Rate Threshold Goal. Therefore, the proposed residential component of this project would result in a significant transportation (CEQA) impact, and a Statement of Overriding Considerations must be considered for adoption and is a part of the CEQA document prepared for this project.

REQUIRED IMPROVEMENTS AND/OR RECOMMENDATIONS

Based on the results of this analysis, the development of the proposed project can be implemented without significantly impacting the LOS of the surrounding roadway system in the Existing, Short-Term, Long-Range, and Buildout horizons. As such, no physical improvements are required.

CONCLUSIONS

The proposed project can be implemented without adversely affecting the surrounding roadway system. The evaluation of the study area intersection and roadway segment LOS shows that the addition of project traffic to the Existing, Short-Term, Long-Range, and Buildout conditions would not create any significant adverse impacts.

Project design features were also analyzed based on the City Transportation Design Procedures (TDPs). As a result, no impacts to vehicle access were identified using the following design guidelines:

- **TDP-1:** Turn-lane Pocket Lengths
- **TDP-3:** Left-Turn In/Out Access
- **TDP-4:** Right-Turn Lanes at Uncontrolled Driveways
- **TDP-10:** Distances between Driveways and Intersections
- **TDP-14:** Driveway Lengths

The proposed project would maintain the existing walkways/sidewalks and on-street (Class II) bicycle lanes near the project site and include new on-site sidewalks connecting the residential and church uses to Remington. Irvine CONNECT bus stops are provided at Yale Avenue/Trabuco Road and Yale Avenue/Roosevelt; OCTA bus stops are provided at Jeffrey Road/Trabuco Road for OCTA Route 167.

Based on the City's *Traffic Study Guidelines*, the proposed and previously approved Church use qualifies as a local-serving use; therefore it is screened out from further VMT analysis. As such, the church component is presumed to have a less than significant CEQA transportation impact.

The proposed 68 multi-family residential dwelling units do not meet any of the City's adopted VMT screening criteria. As such, a detailed VMT analysis was conducted using the City's ITAM traffic model. The nine affordable units were screened out of the Project VMT Rate per the City's methodology. Based on the City's *Traffic Study Guidelines* and the project's VMT Analysis, the residential component is required to reduce its VMT Rate by 31.3 percent and is therefore presumed to have a significant CEQA transportation impact. One applicable VMT mitigation measure identified from the CAPCOA Handbook is the T-18 (Provide Pedestrian Network Improvement), similar to the City's Bicycle and Pedestrian Network Connectivity mitigation measure identified in the City's *Traffic Study Guidelines*. Due to overlap among these strategies, the City's measure was considered for this project. Assuming maximum effectiveness, the implementation of this measure could reduce the VMT Rate by up to 2.5 percent, which is less than the project's required reduction of 31.3 percent. As a result, the proposed project will have a significant unavoidable VMT impact. Therefore, a Statement of Overriding Considerations must be considered for adoption as part of the CEQA document prepared for the project.

REFERENCES

California Air Pollution Control Officers Association (CAPCOA). 2024. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. October.

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APPENDIX A

APPROVED SCOPE OF WORK

OUR LADY OF PEACE CHURCH/RESIDENTIAL TRAFFIC STUDY SCOPE OF WORK

CASE FILE NO. 00922106-PPA

The purpose of this Scope of Work is to define the methodology and requirements for a Traffic Study for the proposed 36,647 square feet (sf) Church and 68 residential dwelling units planned at 14010 Remington in Planning Area 8 of the City of Irvine. The Traffic Study will determine the potential short-term, long-range and buildout traffic level of service (LOS) impacts resulting from replacing the existing church building (7,128 sf) with the proposed 36,647 sf church and 68 residential dwelling units. The design of the proposed project (including the access, circulation, and layout of the site plan) is subject to the findings of the Traffic Study. The study will also include an assessment of Vehicle Miles Traveled (VMT), which is the metric used to determine potential California Environmental Quality Act (CEQA) impacts for transportation.

The project site is an approximately 6-acre property. A church building (7,128 sf) currently exists on the project site along with a parking lot and courtyard, which cover approximately 40 percent of the project site. The remaining portion of the project site is undeveloped with vacant land and trees abutting the pedestrian sidewalks. Entitlement has been previously approved by the City to accommodate a 57,650 sf church on the project site. The proposed project includes construction a new church (15,942 sf with 498 seats), sanctuary (17,280 sf) and rectory (3,425 sf) on the 3.06-acre northern portion of the site, and construction of 68 multi-family dwelling units on the 2.94-acre southern portion of the site. The project will be constructed by the year 2027. The site is currently accessed via a full driveway on Remington, opposite of Danville Street. This driveway will remain. In addition, a new right turn in/out only (RIRO) driveway is proposed on the east side of the property to Trabuco Road.

As shown in Table A (attached), per the Institute of Transportation Engineers (ITE) trip generation rates (11th Edition), the proposed project (i.e., 29,519 sf net new church use and 68 multi-family dwelling units) could generate 36 a.m. peak-hour, 50 p.m. peak-hour, and 683 daily trips. As the peak-hour trip increase is more than 49 trips, a comprehensive Traffic Study is required that will focus on short-term interim-year, long range and buildout conditions at intersections and roadway segments surrounding the project site.

This Scope of Work outlines the tasks necessary for preparation of a Traffic Study. The Traffic Study will be developed in accordance with the applicable sections of the City's Traffic Study Guidelines (March 2023) and the City's Transportation Design Procedures (TDPs) (February 2007) and will include the following key elements.

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6/5/24

I. EXECUTIVE SUMMARY

This section of the Traffic Study will provide a short, clear, and concise description of the project and analysis findings. The project recommendations and mitigation measures will also be included in this section, if necessary.

II. INTRODUCTION

This section will include a comprehensive description of the project and key elements of the Traffic Study, including planning area description, general terrain features, and approved and proposed uses on site. The specific surrounding land uses on each adjacent parcel will also be described. The following elements are identified for the purpose of conducting the Traffic Study.

A. Project Site

A project location and study area intersection map (Figure 1, attached) is attached to this Scope of Work and will be provided in the Traffic Study. The project site is located on the southeast corner of Remington and Trabuco Road. Access to the site will continue to be provided via a full driveway on Remington and a new right turn in/out only driveway on Trabuco Road. The proposed residential site plan and the preliminary buildout of the church portion of the site is illustrated in Figure 2 (attached).

B. Study Area Boundary

The study area will include the following intersections (and roadway links between each intersection) in the City's traffic model (Irvine Transportation Analysis Model [ITAM TC]):

1. Yale Avenue/Trabuco Road
2. Yale Avenue/Roosevelt
3. Remington/Trabuco Road
4. Remington/Project Driveway-Danville Street
5. Remington/Roosevelt
6. Project RIRO Driveway/Trabuco Road
7. Jeffrey Road/Trabuco Road
8. Jeffrey Road/Roosevelt

Roadway segments in between the study area intersections will be analyzed. If significant project traffic distribution is identified at the boundary of the initial study area, the analysis area will be expanded accordingly.

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C. Existing, General Plan, and Proposed Site Uses

Existing site uses, zoning and proposed land uses shall be described.

III. PERFORMANCE CRITERIA

The performance criteria to determine potential project effects and improvements will be consistent with the City's criteria, as approved by the City (March 2023). Also, the most recently approved peak-hour link capacity methodology will be utilized for evaluating roadway capacity conditions and the need for improvements (if necessary). The City's TDPs will be used as the performance criteria to evaluate the design features of the proposed project accesses and internal circulation.

IV. EXISTING CONDITIONS

A. Existing Site Uses

Existing and approved land uses on site will be identified.

B. Existing Roadways and Intersections

The characteristics of the site's surrounding roadway network will be surveyed to verify the existing number of lanes, traffic signal locations, intersection configurations, and other visible factors that may have to be included in the analysis. It should be noted that the intersection of Remington/Trabuco Road is a City CIP project to signalize the intersection. Construction of this CIP project is anticipated to begin in 2024 with completion prior to buildout of the proposed project.

Existing roadway volumes, volume-to-capacity (v/c) ratios, and level of service (LOS) at intersections will be included for the above roadways and intersections. The Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies will be used for signalized and unsignalized intersections, respectively. The LOS analysis tables will include ITAM TransCAD (ITAM TC) intersection and link numbers for each study area intersection and roadway segment.

V. ANALYSIS METHODOLOGY/APPROACH

LSA will collect new peak-hour and ADT counts at study area intersections and roadway segments when Irvine schools are in session.

Study area intersections will be analyzed using the adopted ICU methodology for signalized intersections and the HCM methodology for unsignalized intersections. The roadway segments between the intersections will also be analyzed in the report. Daily traffic volumes and v/c ratios will be presented in the analysis for these roadway segments. A peak-hour link analysis will be conducted for roadway segments where the "plus project" LOS is LOS E and the project contributes greater than 0.02 to the v/c ratio.

The approved TransCAD version of the ITAM will be used for conducting all runs. The following ITAM TC future runs will be conducted by LSA.

- Short-Term Interim-Year Approved Baseline

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- Short-Term Interim-Year Approved Baseline Plus Project
- Long Range Approved Baseline
- Long Range Approved Baseline Plus Project
- Buildout Approved Baseline
- Buildout Approved Baseline Plus Project

The future conditions described above are based on the roadway network and land use assumptions envisioned to be in place. City staff has incorporated all approved projects to be analyzed for the cumulative setting in the ITAM TC.

City staff will make all necessary land use and network changes for the baseline (approved) scenarios and will provide LSA with the baseline ITAM TC files. LSA will prepare the forecast “plus project” ITAM TC data. A description of any changes to the ITAM TC for this project will be provided to the City for review. The ITAM TC data will be post-processed and used in the LOS analysis.

VI. FUTURE TRAFFIC CONDITIONS

LSA will analyze the project effects on the study area intersections and roadway segments for the Short-term Interim-year, Long Range and Buildout conditions. For purposes of the traffic modeling and level of service analysis, Traffic Analysis Zone (TAZ) 97 (ITAM TC)/TAZ 96 (ITAM 15) will add 68 multi-family residential dwelling units. In addition, LSA will confirm with City staff on the amount of church use to add to the TAZ (if any) to represent the proposed project and previous approvals (i.e., 57,650 sf).

LSA will request the future baseline ITAM TC from City staff. LSA will revise the land use and incorporate network changes related to the “plus project” scenario. These ITAM runs will include the following scenarios:

1. **Short-Term Interim-Year Approved Baseline:** The ITAM TC run will include each application for development approved by the City. Any additional development beyond the existing uses for the project that might be assumed in ITAM TC will be deleted for the analysis of this scenario.
2. **Short-Term Interim-Year Baseline Plus Project:** The ITAM TC run will include each application for development approved by the City. The project of 36,647 sf church use and 68 multi-family dwelling units will be included in TAZ 97 (ITAM TC)/TAZ 96 (ITAM 15) and will be assumed to be built for this analysis.
3. **Long Range Approved Baseline:** The ITAM TC run will include each application for development approved by the City. Any additional development beyond the existing uses for the project that might be assumed in ITAM TC will be deleted for the analysis of this scenario.
4. **Long Range Baseline Plus Project:** The ITAM TC run will include each application for development approved by the City. The project of 36,647 sf church use and 68 multi-family dwelling units will be included in TAZ 97 (ITAM TC)/TAZ 96 (ITAM 15) and will be assumed to be built for this analysis.

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5. **Buildout Approved Baseline:** The ITAM TC run will include each application for development approved by the City. Any additional development beyond the existing uses for the project that might be assumed in ITAM TC will be deleted for the analysis of this scenario.
6. **Buildout Baseline Plus Project:** The ITAM TC run will include each application for development approved by the City. The project of 36,647 sf church use and 68 multi-family dwelling units will be included in TAZ 97 (ITAM TC)/TAZ 96 (ITAM 15) and will be assumed to be built for this analysis.

LSA will utilize the ITAM TC to analyze these conditions at study area intersections and roadway segments. In addition, City staff will review the ITAM TC network and land uses for the baseline and “plus project” scenario to ensure that it accurately reflects the project impacts prior to the model runs. LSA will provide an electronic copy of the “plus project” ITAM TC runs with the Traffic Study to the City/Project Manager for review.

Project impacts will be identified at study area intersections for the Short-term Interim-Year, Long Range and Buildout conditions, assuming improvements to the circulation system identified by the City. Daily traffic volumes and v/c ratios will also be presented in the analysis for the study area roadway segments for each scenario. The City’s peak-hour link analysis (per the adopted City Traffic Study Guidelines) will be utilized for evaluating roadway capacity conditions and the need for improvements (if necessary). The peak-hour link analysis will determine directional a.m. and p.m. peak-hour v/c ratios for each link which is projected to exceed LOS standards. The peak-hour capacity will be determined by multiplying the midblock number of lanes for each direction by a lane capacity of 1,600 vehicles per hour. Where the distance between controlled intersections is one or more miles, the midblock number of lanes shall be multiplied by a lane capacity of 2,000 vehicles per hour.

VII. PROPOSED PROJECT IMPACTS

A. Trip Generation

LSA will generate a.m. peak-hour, p.m. peak-hour, and daily trips for the project land uses using trip rates from the latest ITE Trip Generation manual (11th Edition). This information will be provided in tabular form (Table A, attached).

B. Adjustments to Trip Generation

No adjustments to the trip generation shall be made without prior written approval from the City.

C. Trip Distribution and Trip Assignment

The directions of approach to and departure from the site will be obtained based on an ITAM TC select zone analysis conducted for Buildout Approved Baseline Plus Project a.m. peak-hour, p.m. peak-hour, and daily conditions. Any revisions to the project TAZ centroid connectors or refinements to the project trip distribution based on the locations and layout of the project driveways shall be completed in coordination with City staff. A map indicating regional directions of trip distribution will be presented in the Traffic Study.

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VIII. PHASING

The proposed project will be completed by the year 2027.

IX. SPECIAL ANALYSES/ISSUES

A. Access Analysis

An access analysis of the existing project driveway on Remington and proposed RIRO driveway on Trabuco Road will be performed. Existing peak-hour counts will be conducted at the project driveway by an independent car count company. LSA will review project volume forecasts and determine the adequacy of the interface with the arterial street system using the City's TDPs.

For purposes of the access analysis, the project will include buildout of the church (36,647 sf) and the proposed 68 dwelling units. The project net peak-hour trips, per ITE trip rates, will be assigned in and out of the project access driveway. Trip distribution and driveway allocation will be determined using the distribution patterns from the most recent version of the ITAM model. An exhibit will be provided that shows the existing without project and existing plus project turning volumes at the access driveway to the project site. The exhibit will depict the driveways, as well as any adjacent and/or opposing driveways. The exhibits will be drawn roughly to scale, with the distances between driveways and intersections dimensioned. The adjacent and opposing driveways to the project site will be included as part of the access analysis.

The internal circulation analysis will address specific design requirements of the City based on the proposed access plan and the project trip assignment. This analysis is to ensure that the project will continue to meet or exceed the requirements within the City's TDPs. Specific design features to be evaluated include:

- **Turn-lane Pocket Lengths (TDP-1)** – WBL at Remington/Trabuco Road and EBL at Remington/Roosevelt.
- **Left Turn-in/out Access (TDP-3)** – the project driveway on Remington.
- **Right Turn Lanes at Uncontrolled Driveways (TDP-4)** – project driveways.
- **Distances between Driveways (TDP-10)** – project driveways.
- **Driveway Lengths (TDP-14)** – project driveways.

A summary of the proposed project and results of the analysis will be prepared. Based upon these results, recommendations will be presented for the design of the project access driveways and interface with adjacent streets. These recommendations will be consistent with the City's TDPs.

B. Circulation Phasing

An analysis of any deficient intersections identified in the City's 2020 Circulation Phasing Analysis Report within the project study area (if any) will be included in this section.

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C. Pedestrian Circulation

The pedestrian circulation on site and connection to the adjacent public facilities and corresponding traffic control measures within the project site will be discussed in this section. The Traffic Study will include a discussion of how policies a, b, and c of General Plan Objective B-3 will be met with implementation of this project.

D. Bicycle Circulation

Bicycle circulation on site and connection to adjacent bicycle facilities will be discussed in this section. LSA will document how the project will conform to applicable policies of Objective B-4 of the City's General Plan.

E. Transit Facilities

The Traffic Study will identify the transit facilities (e.g., OCTA bus, iShuttle, Irvine Connect) within the project vicinity. If a bus stop is located adjacent to the project site, LSA will discuss pedestrian access and bus stop turnout design per City guidelines.

F. Vehicle Miles Traveled (VMT) Analysis

LSA will conduct the appropriate level of VMT analysis, if required, based on the City's adopted Traffic Study Guidelines. The need for a VMT analysis is subject to the determination of the appropriate level of CEQA analysis required for the project.

If needed, a VMT analysis will be prepared to calculate the project's VMT based on the approved version of the ITAM TC. The project VMT will be compared to the regional VMT to determine potential CEQA impacts. The results of this analysis will identify if the proposed project has a less-than-significant impact or if mitigation is required to reduce the VMT.

X. REQUIRED MITIGATION MEASURES AND/OR RECOMMENDATIONS

Based on the results and in accordance with the adopted City Traffic Study Guidelines, physical, operational, and/or alternative improvements required to offset any potentially adverse effects due to the proposed project will be identified.

XI. CONCLUSIONS

A summary of the results of the analysis and recommendations will be prepared.

XII. REVISIONS TO ANALYSIS

Revisions to the Traffic Study will be provided in response to the City's comments.

XIII. SIGNATURE

The Traffic Study will be prepared under the supervision of, and signed, stamped, and dated by, a registered traffic engineer or a registered professional civil engineer with appropriate engineering and/or planning credentials.

Sam-Sam Tvedten Murillo 6/5/24
Approved by Development Review

Attachments: Table A – Trip Generation Summary
Figure 1: Project Location and Study Area Intersections
Figure 2: Site Plan

Sun-Sun Tvedten Murillo 6/5/24
Approved by Development Review

Table A: Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates ¹									
Church		tsf	7.60	0.20	0.12	0.32	0.22	0.27	0.49
Multifamily Low-Rise		du	6.74	0.10	0.30	0.40	0.32	0.19	0.51
Project Trip Generation									
Multifamily Low-Rise	68	du	458	7	20	27	22	13	35
Church	36.647	tsf	279	7	4	11	8	10	18
Total			737	14	24	38	30	23	53
Existing Trip Generation									
Church	7.128	tsf	54	1	1	2	1	2	3
Project-Existing Trip Generation			683	13	23	36	29	21	50

¹ Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021).

Land Use Code 560 - Church

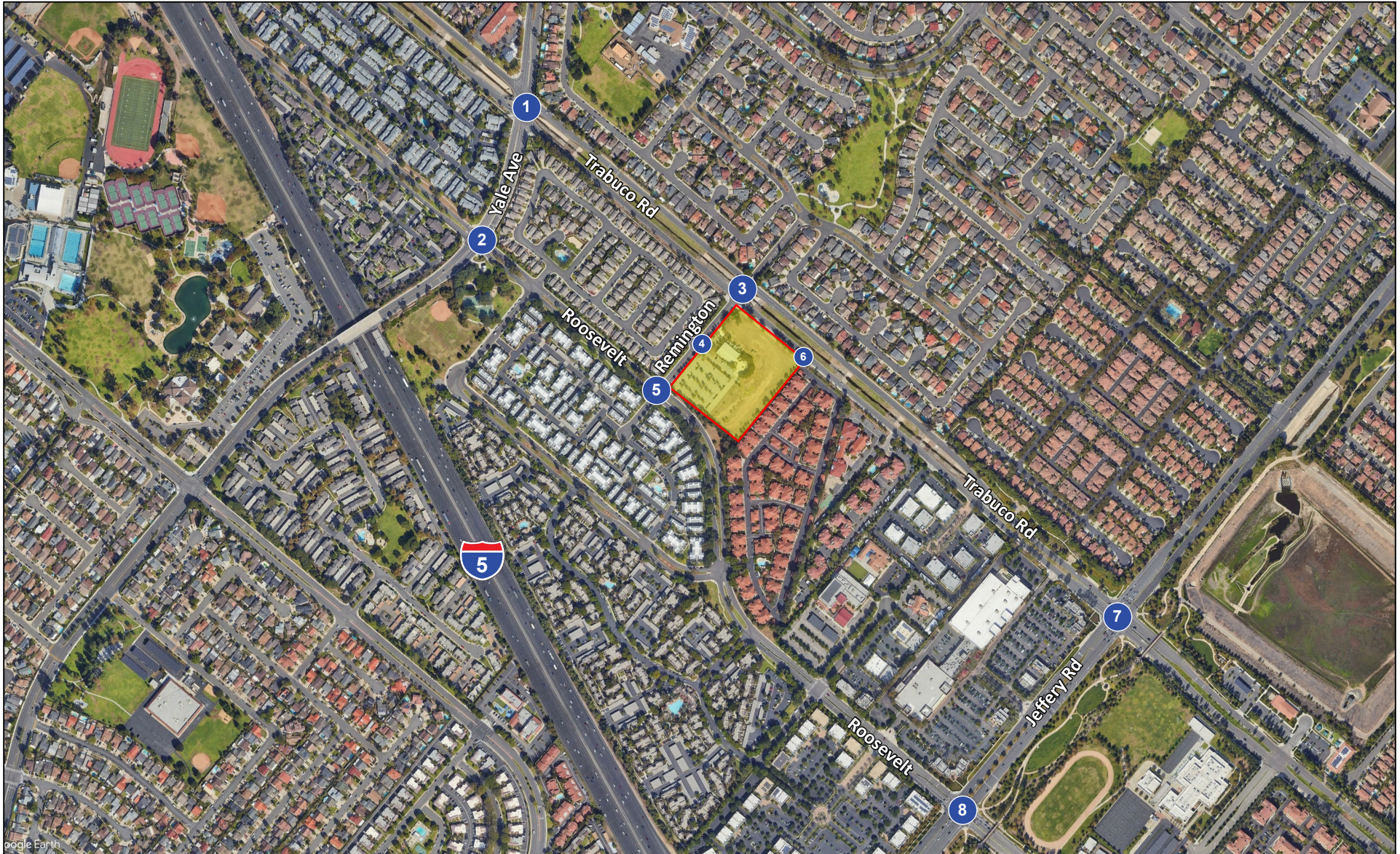
Land Use Code 220 - Multifamily Housing (Low Rise) - 2 or 3 Levels

du = dwelling unit

tsf = thousand square feet

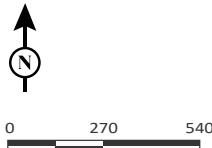
Sun-Sun Twesten Munillo 6/5/24

Approved by Development Review



LSA

- LEGEND
- Project Area
 - # Study Area Intersection



FEET
 SOURCE: Google Earth
 I:\20241514\G\Project_Location.ai (3/12/2024)

6/5/24
Sun-Sun Tvedten Munillo

Our Lady of Peace Church and Residential
 Project Site Location

FIGURE 1

Site Summary :

Total Homes : 68

Site Area (Church) : ± 3.06 Acres
Site Area (Residential) : ± 2.94 Acres

Density : ± 23.1 Homes per Acre

3-STORY TOWNHOMES
OCCUPANCY R-2/U
1-HOUR FIRE PARTITIONS BETWEEN UNITS IN ACCORDANCE
WITH SECTION 708 AND HORIZONTAL ASSEMBLIES IN
ACCORDANCE WITH SECTIONS 711 (C.B.C. SECTIONS 420.2, 420.3)
TYPE V-B CONSTRUCTION WITH NFPA 13 SPRINKLER SYSTEM PER
C.B.C. 903.3.1.1.

Plan 1 - 1,344 SF
Plan 2 - 1,466 SF
Plan 3 - 1,910 SF
Plan 3X - 1,878 SF

Parking Required:
1.6 Spaces / 2BR x 26 : 41.6
2.0 Spaces / 3BR x 42 : 84
0.25 Spaces / Unit x 68 : 17
Total Required : 142.6
: 143 (2.1:1)

Parking Provided:
Garage Spaces : 136
Uncovered Spaces : 9
Total Provided : 145 (2.13:1)

Church Spaces : 206

Landscape Coverage:

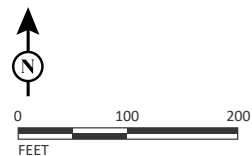
Residential
Required:
30% of site area : ±38,400 SF
Provided* : ±21,868 SF (17.1%)

Church
Required:
15% of site area : ±20,002 SF
Provided: : ±36,587 SF (27.4%)

Total Required : ±58,402 SF
Total Provided : ±58,455 SF



LSA



SOURCE: Bassenian Lagoni

I:\20241514\G\Site_Plan_v2.ai (5/1/2024)

6/5/24
Sun-Sun Tvedten Murillo

Our Lady of Peace Church and Residential
Site Plan

FIGURE 2

APPENDIX B

ITAM TRAFFIC FORECASTS

ITAM ICU Intersection Report Existing

255 - Yale Av. @ Trabuco Rd. Existing Base-ITAM TC V1.7						
		IRVINE				
	Ln	Cap	AM Peak Hour		PM Peak Hour	
			Vol	V/C	Vol	V/C
NBL	1	1700	160	0.09*	76	0.04
NBT	2	3400	279	0.08	516	0.15*
NBR	D	1700	93	0.05	193	0.11
SBL	1	1700	92	0.05	86	0.05*
SBT	2	3400	404	0.12*	353	0.10
SBR	D	1700	130	0.08	67	0.04
EBL	1	1700	45	0.03	82	0.05
EBT	2	3400	186	0.05*	340	0.10*
EBR	D	1700	62	0.04	82	0.05
WBL	1	1700	152	0.09*	103	0.06*
WBT	2	3400	375	0.11	240	0.07
WBR	D	1700	55	0.03	70	0.04
Adjustment Overlaps					Clearance	0.05
Total ICU				0.40		0.41

256 - Remington @ Trabuco Rd. Existing Base-ITAM TC V1.7						
		IRVINE				
	Ln	Cap	AM Peak Hour		PM Peak Hour	
			Vol	V/C	Vol	V/C
NBL	0		14	*	12	*
NBT	1	1700	82	0.06	36	0.03
NBR	D	1700	38	0.02	40	0.02
SBL	0		95		45	
SBT	1	1700	73	0.10*	22	0.04*
SBR	D	1700	95	0.06	49	0.03
EBL	1	1700	32	0.02*	72	0.04
EBT	2	3400	290	0.10	491	0.16*
EBR	0		36		45	
WBL	1	1700	49	0.03	41	0.02*
WBT	2	3400	477	0.16*	350	0.12
WBR	0		67		63	
Adjustment Overlaps					Clearance	0.05
Total ICU				0.33		0.27

257 - Yale Av. @ Roosevelt Existing Base-ITAM TC V1.7						
		IRVINE				
	Ln	Cap	AM Peak Hour		PM Peak Hour	
			Vol	V/C	Vol	V/C
NBL	1	1700	13	0.01	32	0.02
NBT	2	3400	388	0.11*	634	0.19*
NBR	D	1700	153	0.09	296	0.17
SBL	1	1700	109	0.06*	135	0.08*
SBT	2	3400	487	0.14	384	0.11
SBR	D	1700	18	0.01	20	0.01
EBL	1	1700	25	0.01	6	0.00
EBT	1	1700	34	0.02*	44	0.03*
EBR	D	1700	49	0.03	36	0.02
WBL	1	1700	269	0.16*	223	0.13*
WBT	1	1700	30	0.02	43	0.03
WBR	D	1700	135	0.08	149	0.09
Adjustment Overlaps					Clearance	0.05
Total ICU				0.40		0.48

258 - Remington @ Roosevelt Existing Base-ITAM TC V1.7						
		IRVINE				
	Ln	Cap	AM Peak Hour		PM Peak Hour	
			Vol	V/C	Vol	V/C
NBL	0		13	*	8	*
NBT	1	1700	21	0.03	9	0.02
NBR	0		22		16	
SBL	0		66		41	
SBT	1	1700	9	0.08*	15	0.06*
SBR	0		54		38	
EBL	1	1700	16	0.01*	29	0.02*
EBT	1	1700	227	0.13	307	0.18
EBR	D	1700	12	0.01	15	0.01
WBL	1	1700	5	0.00	23	0.01
WBT	1	1700	245	0.14*	339	0.20*
WBR	D	1700	70	0.04	40	0.02
Adjustment Overlaps					Clearance	0.05
Total ICU				0.28		0.33

285 - Jeffrey Rd. @ Trabuco Rd. Existing Base-ITAM TC V1.7						
		IRVINE				
	Ln	Cap	AM Peak Hour		PM Peak Hour	
			Vol	V/C	Vol	V/C
NBL	2	3400	71	0.02*	102	0.03
NBT	3	5100	721	0.14	1829	0.36*
NBR	1	1700	162	0.10	364	0.21
SBL	2	3400	153	0.05	93	0.03*
SBT	3	5100	1569	0.31*	850	0.17
SBR	1	1700	231	0.14	103	0.06
EBL	2	3400	155	0.05	273	0.08
EBT	2	3400	186	0.05*	297	0.09*
EBR	1	1700	114	0.07	110	0.06
WBL	2	3400	303	0.09*	245	0.07*
WBT	2	3400	316	0.09	250	0.07
WBR	1	1700	84	0.05	108	0.06
Adjustment Overlaps					Clearance	0.05
Total ICU				0.52		0.60

286 - Jeffrey Rd. @ Roosevelt Existing Base-ITAM TC V1.7						
		IRVINE				
	Ln	Cap	AM Peak Hour		PM Peak Hour	
			Vol	V/C	Vol	V/C
NBL	2	3400	154	0.05*	389	0.11
NBT	4	6800	595	0.09	2042	0.30*
NBR	1	1700	205	0.12	486	0.29
SBL	1	1700	40	0.02	59	0.03*
SBT	3	5100	1793	0.35*	949	0.19
SBR	D	1700	95	0.06	211	0.12
EBL	1	1700	58	0.03	223	0.13*
EBT	1	1700	100	0.06*	138	0.08
EBR	1	1700	327	0.19	335	0.20
WBL	2	3400	476	0.14*	218	0.06
WBT	1	1700	184	0.11	131	0.08*
WBR	1	1700	197	0.12	86	0.05
Adjustment Overlaps		E	EBR	0.08	Clearance	0.05
Total ICU				0.73		0.59

ITAM ICU Intersection Report Short-Term Approved Baseline

255 - Yale Av. @ Trabuco Rd. Short Term Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	124	0.07*	99	0.06		
NBT	2	3400	272	0.08	636	0.19*		
NBR	D	1700	121	0.07	239	0.14		
SBL	1	1700	188	0.11	107	0.06*		
SBT	2	3400	451	0.13*	328	0.10		
SBR	D	1700	210	0.12	60	0.04		
EBL	1	1700	43	0.03	147	0.09*		
EBT	2	3400	279	0.08*	443	0.13		
EBR	D	1700	49	0.03	107	0.06		
WBL	1	1700	170	0.10*	106	0.06		
WBT	2	3400	437	0.13	398	0.12*		
WBR	D	1700	73	0.04	183	0.11		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.43		0.51		

256 - Remington @ Trabuco Rd. Short Term Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		22	*	26			
NBT	1	1700	75	0.06	35	0.04*		
NBR	D	1700	31	0.02	14	0.01		
SBL	0		140		34	*		
SBT	1	1700	87	0.13*	19	0.03		
SBR	D	1700	131	0.08	45	0.03		
EBL	1	1700	47	0.03*	73	0.04*		
EBT	2	3400	509	0.15	534	0.16		
EBR	D	1700	52	0.03	47	0.03		
WBL	1	1700	33	0.02	26	0.02		
WBT	2	3400	697	0.21*	744	0.22*		
WBR	D	1700	72	0.04	51	0.03		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.42		0.35		

257 - Yale Av. @ Roosevelt Short Term Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	19	0.01*	55	0.03		
NBT	2	3400	350	0.10	732	0.22*		
NBR	D	1700	158	0.09	343	0.20		
SBL	1	1700	110	0.06	150	0.09*		
SBT	2	3400	544	0.16*	398	0.12		
SBR	D	1700	25	0.01	17	0.01		
EBL	1	1700	36	0.02	11	0.01		
EBT	1	1700	32	0.02*	32	0.02*		
EBR	D	1700	84	0.05	40	0.02		
WBL	1	1700	292	0.17*	195	0.11*		
WBT	1	1700	29	0.02	48	0.03		
WBR	D	1700	155	0.09	172	0.10		
Adjustment Overlaps			EBR	0.02	Clearance	0.05		
Total ICU				0.43		0.49		

258 - Remington @ Roosevelt Short Term Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		11	*	5	*		
NBT	1	1700	26	0.05	2	0.01		
NBR	0		52		8			
SBL	0		64		16			
SBT	1	1700	21	0.06*	7	0.02*		
SBR	0		17		14			
EBL	1	1700	35	0.02	8	0.00*		
EBT	1	1700	164	0.10*	91	0.05		
EBR	D	1700	5	0.00	12	0.01		
WBL	1	1700	5	0.00*	19	0.01		
WBT	1	1700	111	0.07	394	0.23*		
WBR	D	1700	53	0.03	23	0.01		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.21		0.30		

285 - Jeffrey Rd. @ Trabuco Rd. Short Term Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	54	0.02*	219	0.06		
NBT	3	5100	561	0.11	2142	0.42*		
NBR	1	1700	314	0.18	493	0.29		
SBL	2	3400	522	0.15	114	0.03*		
SBT	3	5100	1356	0.27*	786	0.15		
SBR	1	1700	117	0.07	89	0.05		
EBL	2	3400	65	0.02	198	0.06		
EBT	2	3400	422	0.12*	444	0.13*		
EBR	1	1700	142	0.08	123	0.07		
WBL	2	3400	505	0.15*	410	0.12*		
WBT	2	3400	432	0.13	533	0.16		
WBR	1	1700	141	0.08	265	0.16		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.61		0.75		

286 - Jeffrey Rd. @ Roosevelt Short Term Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	200	0.06*	547	0.16		
NBT	4	6800	556	0.08	2566	0.38*		
NBR	1	1700	251	0.15	746	0.44		
SBL	1	1700	65	0.04	96	0.06*		
SBT	3	5100	1901	0.37*	1016	0.20		
SBR	D	1700	50	0.03	132	0.08		
EBL	1	1700	40	0.02	163	0.10		
EBT	1	1700	114	0.07*	178	0.10*		
EBR	1	1700	431	0.25	442	0.26		
WBL	2	3400	1033	0.30*	366	0.11*		
WBT	1	1700	166	0.10	146	0.09		
WBR	1	1700	309	0.18	149	0.09		
Adjustment Overlaps			E	0.12	Clearance	0.05		
Total ICU				0.97		0.70		

ITAM ICU Intersection Report Short-Term Approved Plus Project

255 - Yale Av. @ Trabuco Rd. Short Term Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	121	0.07*	99	0.06		
NBT	2	3400	274	0.08	639	0.19*		
NBR	D	1700	117	0.07	239	0.14		
SBL	1	1700	194	0.11	106	0.06*		
SBT	2	3400	442	0.13*	327	0.10		
SBR	D	1700	217	0.13	60	0.04		
EBL	1	1700	45	0.03	147	0.09*		
EBT	2	3400	280	0.08*	443	0.13		
EBR	D	1700	47	0.03	107	0.06		
WBL	1	1700	165	0.10*	106	0.06		
WBT	2	3400	444	0.13	396	0.12*		
WBR	D	1700	77	0.05	183	0.11		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.43		0.51		

256 - Remington @ Trabuco Rd. Short Term Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		24	*	26			
NBT	1	1700	77	0.06	35	0.04*		
NBR	D	1700	32	0.02	14	0.01		
SBL	0		137		33	*		
SBT	1	1700	87	0.13*	19	0.03		
SBR	D	1700	135	0.08	45	0.03		
EBL	1	1700	48	0.03*	74	0.04*		
EBT	2	3400	511	0.15	532	0.16		
EBR	D	1700	54	0.03	47	0.03		
WBL	1	1700	32	0.02	26	0.02		
WBT	2	3400	696	0.20*	742	0.22*		
WBR	D	1700	69	0.04	50	0.03		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.41		0.35		

257 - Yale Av. @ Roosevelt Short Term Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	19	0.01*	55	0.03		
NBT	2	3400	349	0.10	735	0.22*		
NBR	D	1700	159	0.09	346	0.20		
SBL	1	1700	106	0.06	151	0.09*		
SBT	2	3400	532	0.16*	397	0.12		
SBR	D	1700	25	0.01	17	0.01		
EBL	1	1700	35	0.02	11	0.01		
EBT	1	1700	32	0.02*	32	0.02*		
EBR	D	1700	85	0.05	40	0.02		
WBL	1	1700	291	0.17*	195	0.11*		
WBT	1	1700	29	0.02	48	0.03		
WBR	D	1700	151	0.09	172	0.10		
Adjustment Overlaps			EBR	0.02	Clearance	0.05		
Total ICU				0.43		0.49		

258 - Remington @ Roosevelt Short Term Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		10	*	5	*		
NBT	1	1700	26	0.05	2	0.01		
NBR	0		53		8			
SBL	0		65		16			
SBT	1	1700	21	0.06*	7	0.02*		
SBR	0		16		14			
EBL	1	1700	34	0.02	8	0.00*		
EBT	1	1700	163	0.10*	93	0.05		
EBR	D	1700	5	0.00	11	0.01		
WBL	1	1700	6	0.00*	19	0.01		
WBT	1	1700	112	0.07	394	0.23*		
WBR	D	1700	55	0.03	23	0.01		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.21		0.30		

285 - Jeffrey Rd. @ Trabuco Rd. Short Term Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	54	0.02*	219	0.06		
NBT	3	5100	561	0.11	2142	0.42*		
NBR	1	1700	315	0.19	494	0.29		
SBL	2	3400	522	0.15	112	0.03*		
SBT	3	5100	1359	0.27*	791	0.16		
SBR	1	1700	116	0.07	87	0.05		
EBL	2	3400	64	0.02	196	0.06		
EBT	2	3400	423	0.12*	440	0.13*		
EBR	1	1700	143	0.08	126	0.07		
WBL	2	3400	507	0.15*	421	0.12*		
WBT	2	3400	428	0.13	532	0.16		
WBR	1	1700	140	0.08	265	0.16		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.61		0.75		

286 - Jeffrey Rd. @ Roosevelt Short Term Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	202	0.06*	552	0.16		
NBT	4	6800	558	0.08	2569	0.38*		
NBR	1	1700	250	0.15	748	0.44		
SBL	1	1700	65	0.04	97	0.06*		
SBT	3	5100	1908	0.37*	1030	0.20		
SBR	D	1700	51	0.03	134	0.08		
EBL	1	1700	41	0.02	164	0.10		
EBT	1	1700	114	0.07*	179	0.11*		
EBR	1	1700	435	0.26	445	0.26		
WBL	2	3400	1027	0.30*	366	0.11*		
WBT	1	1700	166	0.10	146	0.09		
WBR	1	1700	307	0.18	148	0.09		
Adjustment Overlaps			EBR	0.13	Clearance	0.05		
Total ICU				0.98		0.71		

ITAM ICU Intersection Report Long Range Approved Baseline

255 - Yale Av. @ Trabuco Rd. Long Range Approved No Project- ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	130	0.08*	110	0.06		
NBT	2	3400	283	0.08	717	0.21*		
NBR	D	1700	97	0.06	217	0.13		
SBL	1	1700	149	0.09	93	0.05*		
SBT	2	3400	504	0.15*	340	0.10		
SBR	D	1700	217	0.13	64	0.04		
EBL	1	1700	42	0.02	150	0.09*		
EBT	2	3400	207	0.06*	366	0.11		
EBR	D	1700	51	0.03	106	0.06		
WBL	1	1700	180	0.11*	92	0.05		
WBT	2	3400	425	0.13	355	0.10*		
WBR	D	1700	71	0.04	165	0.10		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.45		0.50		

256 - Remington @ Trabuco Rd. Long Range Approved No Project- ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		23	*	23			
NBT	1	1700	80	0.06	40	0.04*		
NBR	D	1700	31	0.02	15	0.01		
SBL	0		140		36	*		
SBT	1	1700	92	0.14*	22	0.03		
SBR	D	1700	139	0.08	41	0.02		
EBL	1	1700	38	0.02*	65	0.04*		
EBT	2	3400	376	0.11	448	0.13		
EBR	D	1700	41	0.02	42	0.02		
WBL	1	1700	33	0.02	30	0.02		
WBT	2	3400	708	0.21*	668	0.20*		
WBR	D	1700	75	0.04	57	0.03		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.42		0.33		

257 - Yale Av. @ Roosevelt Long Range Approved No Project- ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	20	0.01*	60	0.04		
NBT	2	3400	350	0.10	808	0.24*		
NBR	D	1700	147	0.09	339	0.20		
SBL	1	1700	112	0.07	140	0.08*		
SBT	2	3400	587	0.17*	402	0.12		
SBR	D	1700	29	0.02	17	0.01		
EBL	1	1700	37	0.02	12	0.01		
EBT	1	1700	31	0.02*	31	0.02*		
EBR	D	1700	86	0.05	42	0.02		
WBL	1	1700	292	0.17*	187	0.11*		
WBT	1	1700	31	0.02	46	0.03		
WBR	D	1700	157	0.09	169	0.10		
Adjustment Overlaps			EBR	0.02	Clearance	0.05		
Total ICU				0.44		0.50		

258 - Remington @ Roosevelt Long Range Approved No Project- ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		14	*	5	*		
NBT	1	1700	29	0.05	2	0.01		
NBR	0		46		8			
SBL	0		53		15			
SBT	1	1700	22	0.06*	8	0.02*		
SBR	0		20		14			
EBL	1	1700	40	0.02*	8	0.00*		
EBT	1	1700	146	0.09	88	0.05		
EBR	D	1700	5	0.00	13	0.01		
WBL	1	1700	5	0.00	20	0.01		
WBT	1	1700	111	0.07*	375	0.22*		
WBR	D	1700	47	0.03	24	0.01		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.20		0.29		

285 - Jeffrey Rd. @ Trabuco Rd. Long Range Approved No Project- ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	63	0.02*	196	0.06		
NBT	3	5100	595	0.12	2178	0.43*		
NBR	1	1700	207	0.12	279	0.16		
SBL	2	3400	401	0.12	78	0.02*		
SBT	4	6800	1599	0.24*	815	0.12		
SBR	1	1700	158	0.09	96	0.06		
EBL	2	3400	65	0.02	233	0.07*		
EBT	2	3400	264	0.08*	291	0.09		
EBR	1	1700	137	0.08	123	0.07		
WBL	2	3400	417	0.12*	332	0.10		
WBT	2	3400	406	0.12	449	0.13*		
WBR	1	1700	121	0.07	254	0.15		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.51		0.70		

286 - Jeffrey Rd. @ Roosevelt Long Range Approved No Project- ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	203	0.06*	530	0.16		
NBT	4	6800	533	0.08	2375	0.35*		
NBR	1	1700	203	0.12	691	0.41		
SBL	1	1700	59	0.03	97	0.06*		
SBT	3	5100	2025	0.40*	985	0.19		
SBR	D	1700	57	0.03	139	0.08		
EBL	1	1700	38	0.02	170	0.10		
EBT	0.5	850	90	0.14*	186	0.19*		
EBR	1.5	2550	397	0.14	443	0.19		
WBL	2	3400	973	0.29*	357	0.11*		
WBT	1	1700	168	0.10	154	0.09		
WBR	1	1700	295	0.17	150	0.09		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.94		0.76		

ITAM ICU Intersection Report Long Range Approved Plus Project

255 - Yale Av. @ Trabuco Rd. Long Range Approved With Project-ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	132	0.08*	111	0.07		
NBT	2	3400	282	0.08	707	0.21*		
NBR	D	1700	96	0.06	217	0.13		
SBL	1	1700	148	0.09	91	0.05*		
SBT	2	3400	498	0.15*	344	0.10		
SBR	D	1700	221	0.13	63	0.04		
EBL	1	1700	42	0.02	150	0.09*		
EBT	2	3400	206	0.06*	370	0.11		
EBR	D	1700	50	0.03	110	0.06		
WBL	1	1700	177	0.10*	93	0.05		
WBT	2	3400	432	0.13	350	0.10*		
WBR	D	1700	71	0.04	160	0.09		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.44		0.50		

256 - Remington @ Trabuco Rd. Long Range Approved With Project-ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		23	*	23			
NBT	1	1700	80	0.06	39	0.04*		
NBR	D	1700	31	0.02	14	0.01		
SBL	0		140		35	*		
SBT	1	1700	93	0.14*	23	0.03		
SBR	D	1700	137	0.08	41	0.02		
EBL	1	1700	37	0.02*	66	0.04*		
EBT	2	3400	374	0.11	447	0.13		
EBR	D	1700	41	0.02	45	0.03		
WBL	1	1700	35	0.02	30	0.02		
WBT	2	3400	713	0.21*	657	0.19*		
WBR	D	1700	76	0.04	56	0.03		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.42		0.32		

257 - Yale Av. @ Roosevelt Long Range Approved With Project-ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	20	0.01*	59	0.03		
NBT	2	3400	349	0.10	798	0.23*		
NBR	D	1700	148	0.09	333	0.20		
SBL	1	1700	111	0.07	144	0.08*		
SBT	2	3400	580	0.17*	404	0.12		
SBR	D	1700	28	0.02	18	0.01		
EBL	1	1700	37	0.02	12	0.01		
EBT	1	1700	31	0.02*	31	0.02*		
EBR	D	1700	87	0.05	42	0.02		
WBL	1	1700	301	0.18*	183	0.11*		
WBT	1	1700	31	0.02	47	0.03		
WBR	D	1700	159	0.09	172	0.10		
Adjustment Overlaps			EBR	0.02	Clearance	0.05		
Total ICU				0.45		0.49		

258 - Remington @ Roosevelt Long Range Approved With Project-ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		14	*	5	*		
NBT	1	1700	29	0.05	2	0.01		
NBR	0		46		8			
SBL	0		54		16			
SBT	1	1700	22	0.06*	8	0.02*		
SBR	0		21		14			
EBL	1	1700	40	0.02*	8	0.00*		
EBT	1	1700	146	0.09	88	0.05		
EBR	D	1700	5	0.00	12	0.01		
WBL	1	1700	5	0.00	20	0.01		
WBT	1	1700	114	0.07*	376	0.22*		
WBR	D	1700	48	0.03	23	0.01		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.20		0.29		

285 - Jeffrey Rd. @ Trabuco Rd. Long Range Approved With Project-ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	63	0.02*	198	0.06		
NBT	3	5100	594	0.12	2188	0.43*		
NBR	1	1700	208	0.12	283	0.17		
SBL	2	3400	404	0.12	77	0.02*		
SBT	4	6800	1597	0.23*	818	0.12		
SBR	1	1700	158	0.09	94	0.06		
EBL	2	3400	65	0.02	229	0.07*		
EBT	2	3400	265	0.08*	289	0.09		
EBR	1	1700	136	0.08	124	0.07		
WBL	2	3400	418	0.12*	332	0.10		
WBT	2	3400	410	0.12	438	0.13*		
WBR	1	1700	122	0.07	247	0.15		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.50		0.70		

286 - Jeffrey Rd. @ Roosevelt Long Range Approved With Project-ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	205	0.06*	533	0.16		
NBT	4	6800	533	0.08	2387	0.35*		
NBR	1	1700	202	0.12	688	0.40		
SBL	1	1700	59	0.03	97	0.06*		
SBT	3	5100	2023	0.40*	987	0.19		
SBR	D	1700	58	0.03	141	0.08		
EBL	1	1700	38	0.02	173	0.10		
EBT	0.5	850	90	0.14*	187	0.19*		
EBR	1.5	2550	402	0.14	446	0.19		
WBL	2	3400	978	0.29*	356	0.10*		
WBT	1	1700	170	0.10	155	0.09		
WBR	1	1700	295	0.17	151	0.09		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.94		0.75		

ITAM ICU Intersection Report Buildout Approved Baseline

255 - Yale Av. @ Trabuco Rd. Buildout Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	121	0.07*	112	0.07		
NBT	2	3400	280	0.08	696	0.20*		
NBR	D	1700	111	0.07	217	0.13		
SBL	1	1700	182	0.11	90	0.05*		
SBT	2	3400	528	0.16*	343	0.10		
SBR	D	1700	215	0.13	63	0.04		
EBL	1	1700	42	0.02	147	0.09*		
EBT	2	3400	242	0.07*	369	0.11		
EBR	D	1700	51	0.03	111	0.07		
WBL	1	1700	178	0.10*	96	0.06		
WBT	2	3400	398	0.12	361	0.11*		
WBR	D	1700	70	0.04	160	0.09		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.45		0.50		

256 - Remington @ Trabuco Rd. Buildout Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		22	*	23			
NBT	1	1700	79	0.06	41	0.04*		
NBR	D	1700	31	0.02	16	0.01		
SBL	0		150		40	*		
SBT	1	1700	98	0.15*	23	0.04		
SBR	D	1700	141	0.08	40	0.02		
EBL	1	1700	44	0.03*	63	0.04*		
EBT	2	3400	442	0.13	452	0.13		
EBR	D	1700	48	0.03	40	0.02		
WBL	1	1700	33	0.02	31	0.02		
WBT	2	3400	673	0.20*	676	0.20*		
WBR	D	1700	74	0.04	61	0.04		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.43		0.33		

257 - Yale Av. @ Roosevelt Buildout Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	19	0.01*	55	0.03		
NBT	2	3400	353	0.10	790	0.23*		
NBR	D	1700	139	0.08	334	0.20		
SBL	1	1700	111	0.07	150	0.09*		
SBT	2	3400	604	0.18*	398	0.12		
SBR	D	1700	30	0.02	17	0.01		
EBL	1	1700	42	0.02	12	0.01		
EBT	1	1700	33	0.02*	32	0.02*		
EBR	D	1700	96	0.06	41	0.02		
WBL	1	1700	281	0.17*	180	0.11*		
WBT	1	1700	30	0.02	45	0.03		
WBR	D	1700	155	0.09	175	0.10		
Adjustment Overlaps			EBR	0.03	Clearance	0.05		
Total ICU				0.46		0.50		

258 - Remington @ Roosevelt Buildout Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		12	*	5	*		
NBT	1	1700	30	0.06	2	0.01		
NBR	0		59		7			
SBL	0		63		15			
SBT	1	1700	23	0.06*	8	0.02*		
SBR	0		17		15			
EBL	1	1700	33	0.02	9	0.01*		
EBT	1	1700	152	0.09*	89	0.05		
EBR	D	1700	5	0.00	13	0.01		
WBL	1	1700	6	0.00*	19	0.01		
WBT	1	1700	112	0.07	385	0.23*		
WBR	D	1700	53	0.03	24	0.01		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.20		0.31		

285 - Jeffrey Rd. @ Trabuco Rd. Buildout Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	61	0.02*	212	0.06		
NBT	3	5100	588	0.12	2299	0.45*		
NBR	1	1700	233	0.14	291	0.17		
SBL	2	3400	462	0.14	66	0.02*		
SBT	4	6800	1697	0.25*	820	0.12		
SBR	1	1700	159	0.09	84	0.05		
EBL	2	3400	70	0.02	231	0.07*		
EBT	2	3400	325	0.10*	285	0.08		
EBR	1	1700	155	0.09	143	0.08		
WBL	2	3400	402	0.12*	383	0.11		
WBT	2	3400	372	0.11	451	0.13*		
WBR	1	1700	112	0.07	249	0.15		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.54		0.72		

286 - Jeffrey Rd. @ Roosevelt Buildout Approved No Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	202	0.06*	534	0.16		
NBT	4	6800	533	0.08	2481	0.36*		
NBR	1	1700	216	0.13	654	0.38		
SBL	1	1700	66	0.04	94	0.06*		
SBT	3	5100	2133	0.42*	1057	0.21		
SBR	D	1700	60	0.04	144	0.08		
EBL	1	1700	42	0.02	176	0.10		
EBT	1	1700	106	0.06*	174	0.10*		
EBR	2	3400	441	0.13	459	0.14		
WBL	2	3400	954	0.28*	378	0.11*		
WBT	1	1700	164	0.10	158	0.09		
WBR	1	1700	289	0.17	160	0.09		
Adjustment Overlaps			EBR	0.02	Clearance	0.05		
Total ICU				0.89		0.68		

ITAM ICU Intersection Report Buildout Approved Plus Project

255 - Yale Av. @ Trabuco Rd. Buildout Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	121	0.07*	114	0.07		
NBT	2	3400	281	0.08	692	0.20*		
NBR	D	1700	109	0.06	219	0.13		
SBL	1	1700	186	0.11	91	0.05*		
SBT	2	3400	528	0.16*	342	0.10		
SBR	D	1700	222	0.13	64	0.04		
EBL	1	1700	43	0.03	149	0.09*		
EBT	2	3400	242	0.07*	377	0.11		
EBR	D	1700	50	0.03	112	0.07		
WBL	1	1700	174	0.10*	95	0.06		
WBT	2	3400	403	0.12	366	0.11*		
WBR	D	1700	72	0.04	159	0.09		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.45		0.50		

256 - Remington @ Trabuco Rd. Buildout Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		22	*	22	*		
NBT	1	1700	79	0.06	40	0.04		
NBR	D	1700	31	0.02	15	0.01		
SBL	0		151		39			
SBT	1	1700	100	0.15*	23	0.04*		
SBR	D	1700	140	0.08	41	0.02		
EBL	1	1700	44	0.03*	65	0.04*		
EBT	2	3400	445	0.13	455	0.13		
EBR	D	1700	49	0.03	43	0.03		
WBL	1	1700	34	0.02	32	0.02		
WBT	2	3400	678	0.20*	680	0.20*		
WBR	D	1700	75	0.04	61	0.04		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.43		0.33		

257 - Yale Av. @ Roosevelt Buildout Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	1	1700	19	0.01*	55	0.03		
NBT	2	3400	352	0.10	788	0.23*		
NBR	D	1700	140	0.08	329	0.19		
SBL	1	1700	111	0.07	150	0.09*		
SBT	2	3400	600	0.18*	396	0.12		
SBR	D	1700	30	0.02	17	0.01		
EBL	1	1700	42	0.02	12	0.01		
EBT	1	1700	34	0.02*	32	0.02*		
EBR	D	1700	96	0.06	41	0.02		
WBL	1	1700	286	0.17*	178	0.10*		
WBT	1	1700	30	0.02	46	0.03		
WBR	D	1700	156	0.09	178	0.10		
Adjustment Overlaps			EBR	0.03	Clearance	0.05		
Total ICU				0.46		0.49		

258 - Remington @ Roosevelt Buildout Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	0		13	*	6	*		
NBT	1	1700	30	0.06	2	0.01		
NBR	0		58		8			
SBL	0		63		16			
SBT	1	1700	23	0.06*	8	0.02*		
SBR	0		18		15			
EBL	1	1700	34	0.02	8	0.00*		
EBT	1	1700	151	0.09*	89	0.05		
EBR	D	1700	5	0.00	12	0.01		
WBL	1	1700	6	0.00*	19	0.01		
WBT	1	1700	113	0.07	384	0.23*		
WBR	D	1700	52	0.03	23	0.01		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.20		0.30		

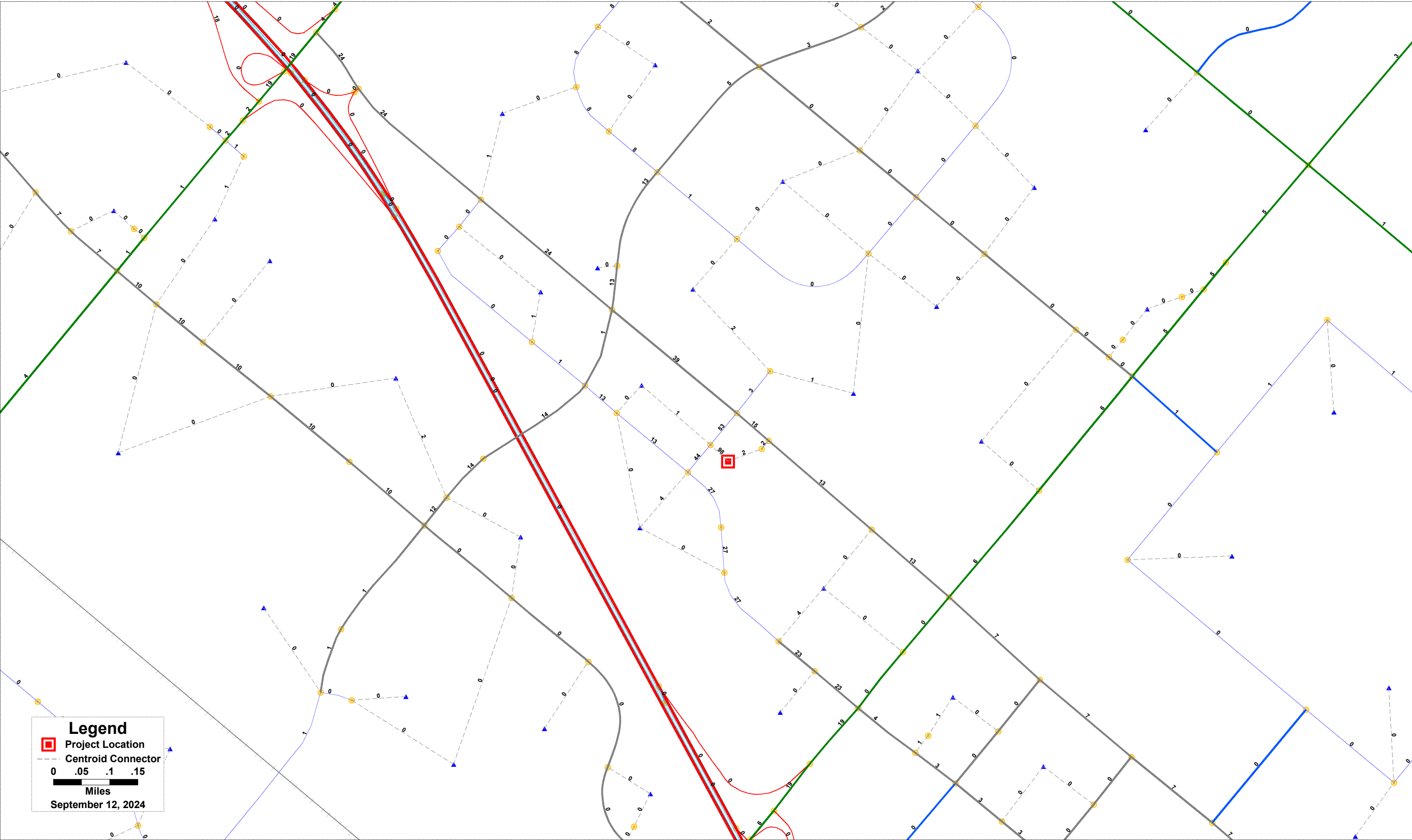
285 - Jeffrey Rd. @ Trabuco Rd. Buildout Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	62	0.02*	215	0.06		
NBT	3	5100	587	0.12	2304	0.45*		
NBR	1	1700	233	0.14	291	0.17		
SBL	2	3400	464	0.14	66	0.02*		
SBT	4	6800	1698	0.25*	819	0.12		
SBR	1	1700	160	0.09	85	0.05		
EBL	2	3400	71	0.02	231	0.07*		
EBT	2	3400	330	0.10*	285	0.08		
EBR	1	1700	157	0.09	143	0.08		
WBL	2	3400	404	0.12*	382	0.11		
WBT	2	3400	375	0.11	455	0.13*		
WBR	1	1700	112	0.07	249	0.15		
Adjustment Overlaps					Clearance	0.05		
Total ICU				0.54		0.72		

286 - Jeffrey Rd. @ Roosevelt Buildout Approved With Project - ITAM TC V1.7							IRVINE	
	Ln	Cap	AM Peak Hour		PM Peak Hour			
			Vol	V/C	Vol	V/C		
NBL	2	3400	203	0.06*	535	0.16		
NBT	4	6800	534	0.08	2489	0.37*		
NBR	1	1700	215	0.13	655	0.39		
SBL	1	1700	66	0.04	94	0.06*		
SBT	3	5100	2139	0.42*	1057	0.21		
SBR	D	1700	60	0.04	143	0.08		
EBL	1	1700	42	0.02	177	0.10		
EBT	1	1700	105	0.06*	175	0.10*		
EBR	2	3400	443	0.13	462	0.14		
WBL	2	3400	961	0.28*	380	0.11*		
WBT	1	1700	164	0.10	157	0.09		
WBR	1	1700	288	0.17	160	0.09		
Adjustment Overlaps			EBR	0.02	Clearance	0.05		
Total ICU				0.89		0.69		

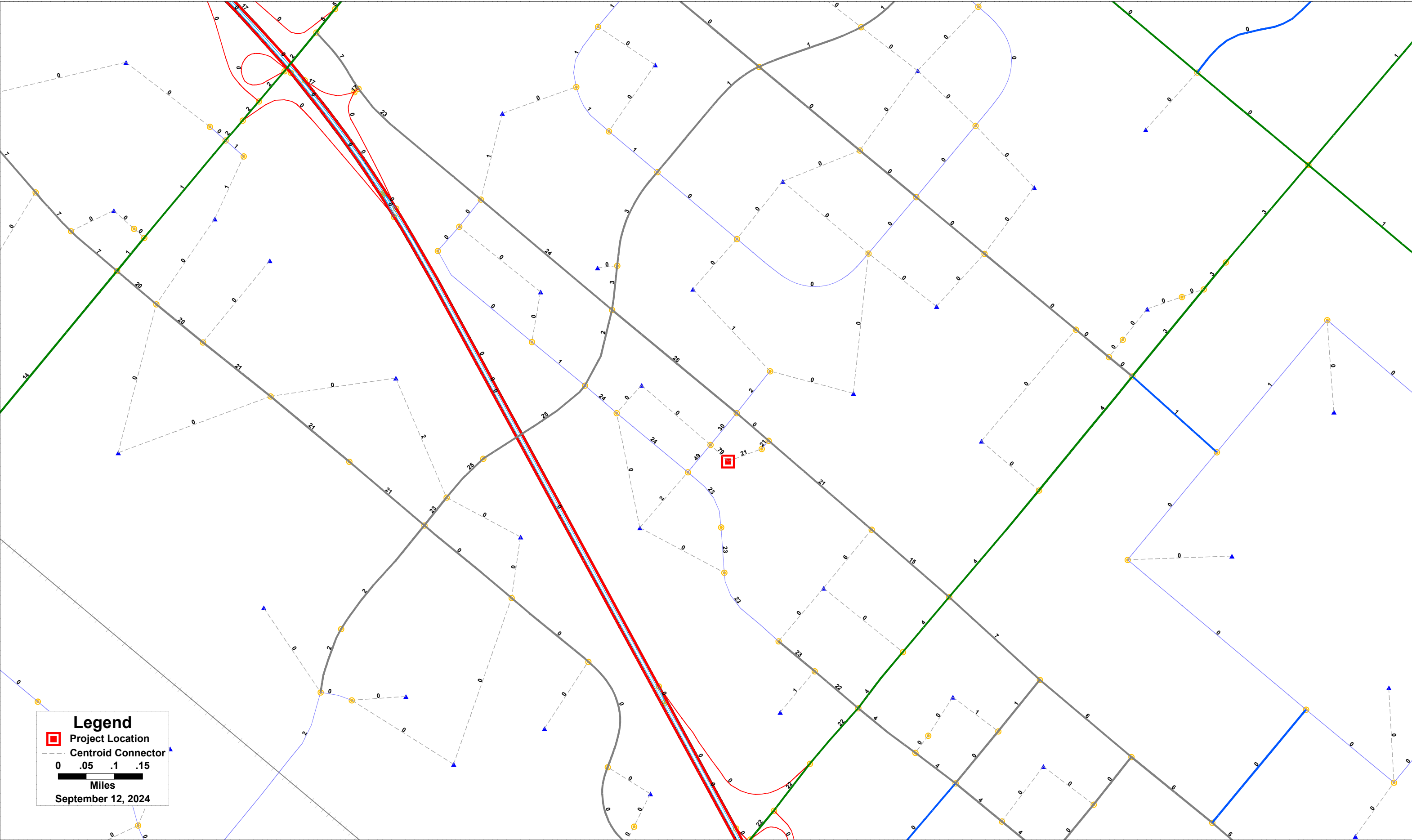
APPENDIX C

ITAM SELECT ZONE ASSIGNMENTS

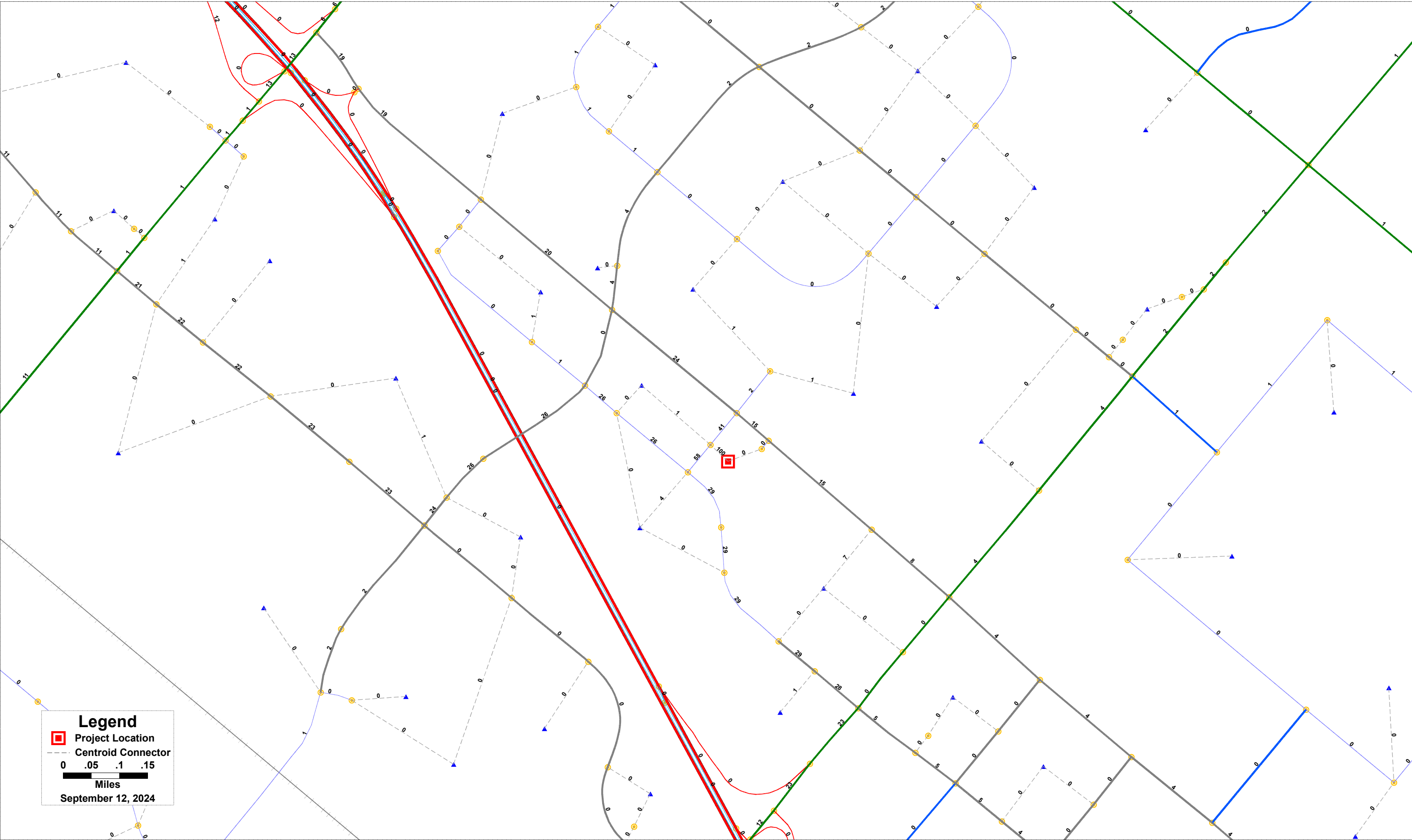
Our Lady of Peace Project AM Inbound Select Zone Distribution Percentages



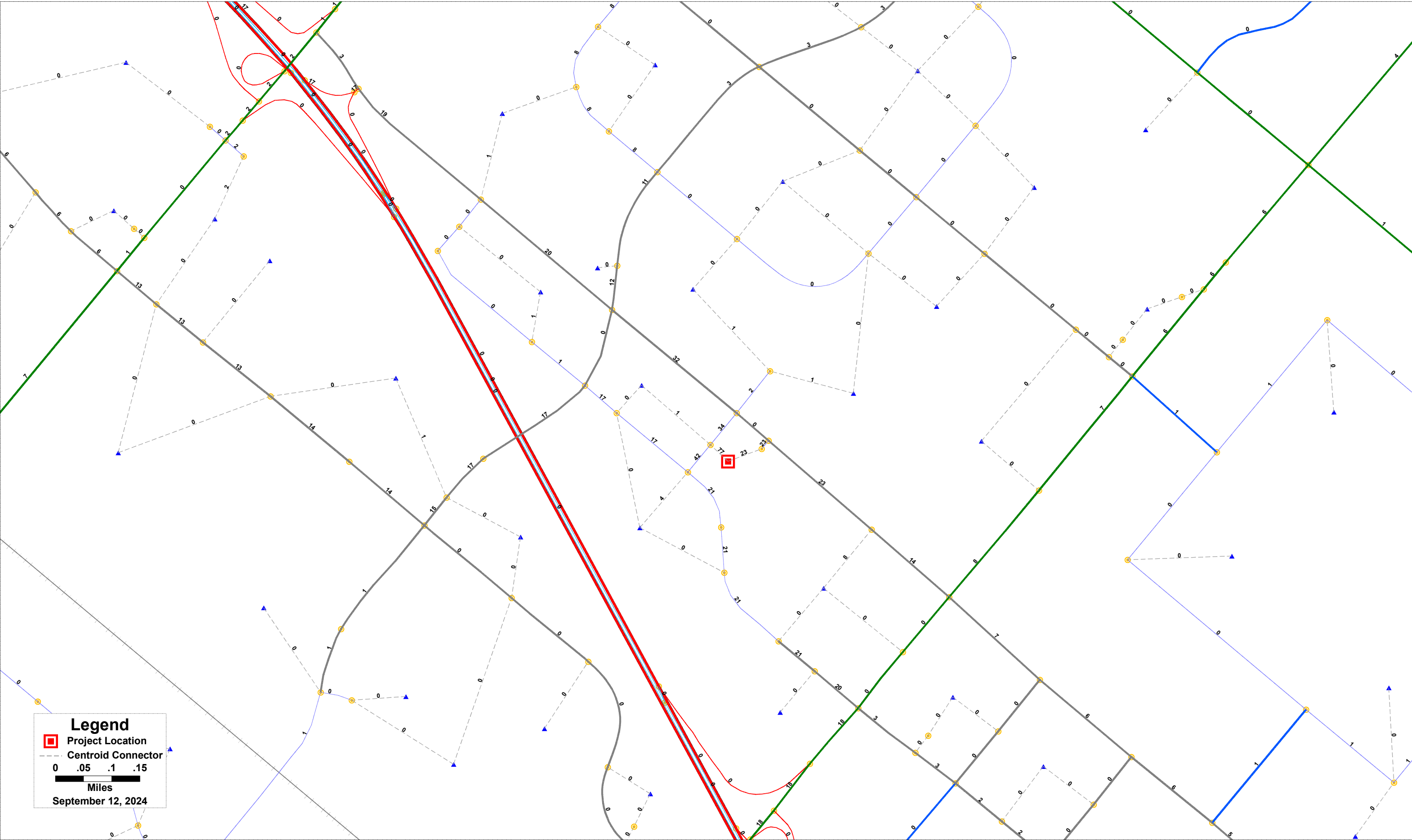
Our Lady of Peace Project AM Outbound Select Zone Distribution Percentages



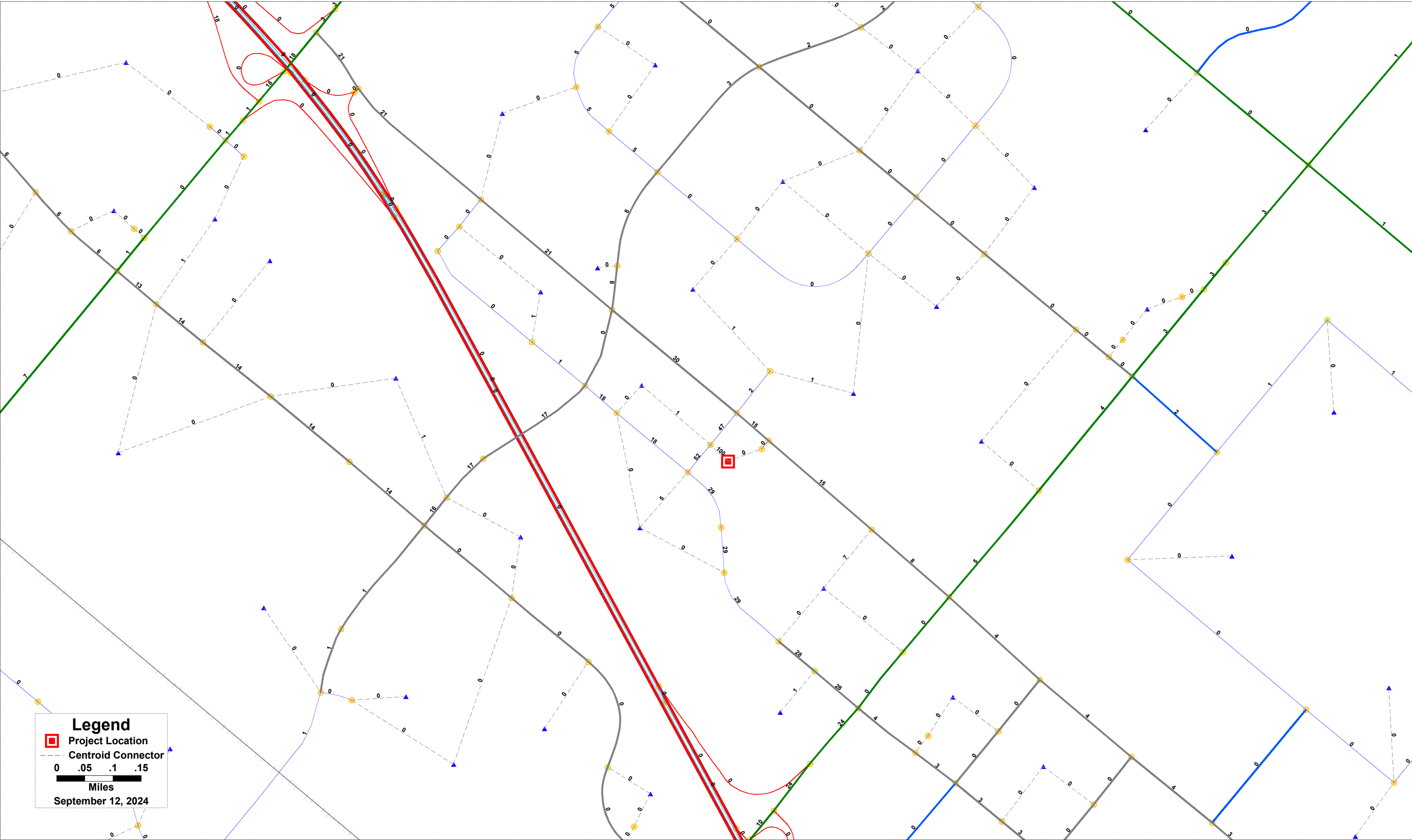
Our Lady of Peace Project PM Inbound Select Zone Distribution Percentages



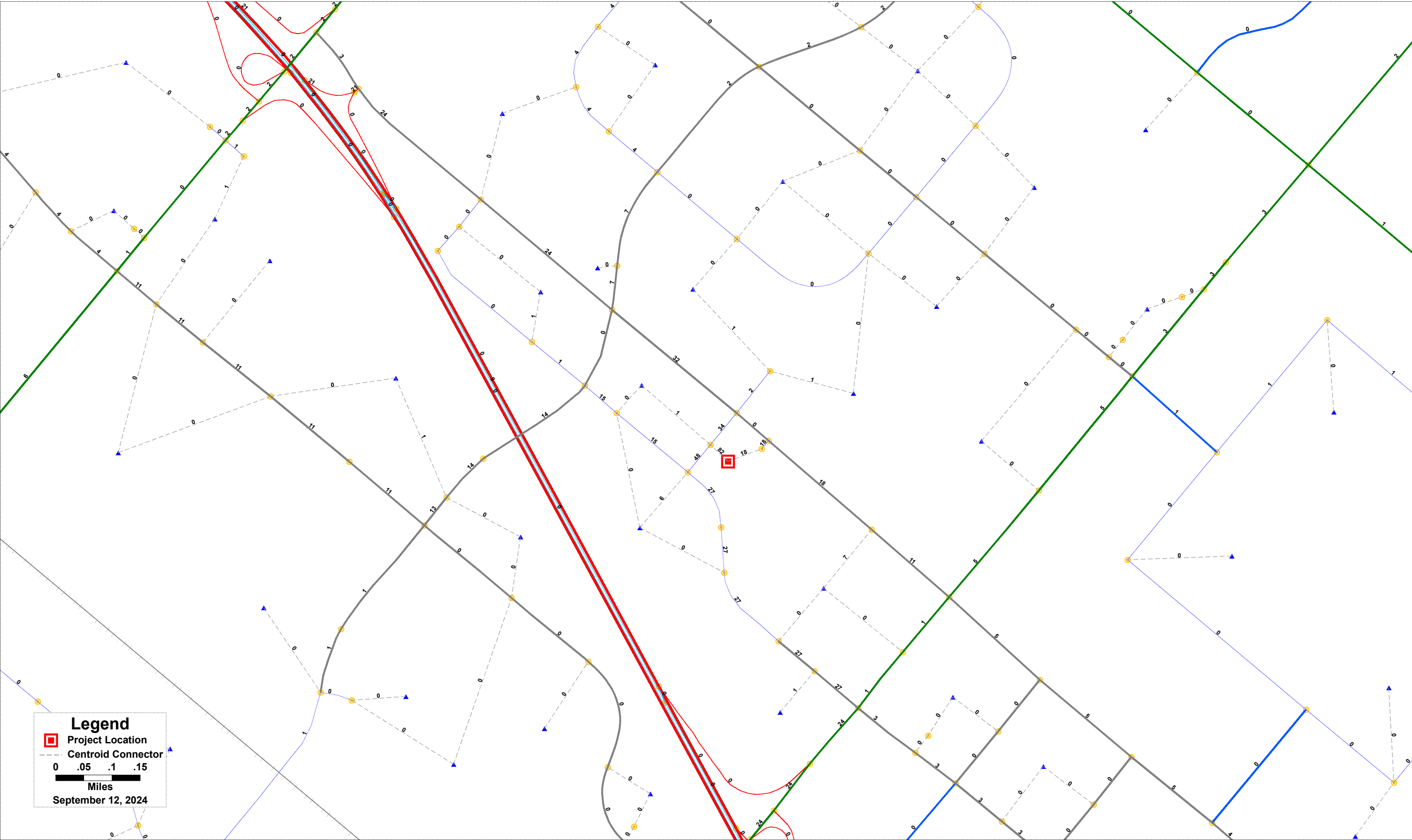
Our Lady of Peace Project PM Outbound Select Zone Distribution Percentages



Our Lady of Peace Project Daily Inbound Select Zone Distribution Percentages



Our Lady of Peace Project Daily Outbound Select Zone Distribution Percentages



APPENDIX D

EXISTING TRAFFIC COUNTS

Location: Irvine
N/S: Yale Avenue
E/W: Trabuco Road



ITAM: 255
Date: 2/27/2024
Day: Tuesday

		Yale Avenue Southbound			Trabuco Road Westbound			Yale Avenue Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		3	12	17	4	25	10	29	13	4	1	14	9	141
7:15 AM		13	15	20	8	52	5	25	21	8	3	18	4	192
7:30 AM		14	49	29	9	37	5	37	58	14	6	32	2	292
7:45 AM		14	78	26	34	93	29	33	95	21	13	48	15	499
8:00 AM		22	103	48	56	107	13	46	78	27	19	52	13	584
8:15 AM		27	108	34	41	132	9	44	48	31	5	42	18	539
8:30 AM		12	95	31	31	98	11	60	59	20	6	36	14	473
8:45 AM		25	93	17	20	115	12	29	40	17	6	54	17	445
TOTAL VOLUMES:		130	553	222	203	659	94	303	412	142	59	296	92	3165

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	75	384	139	162	430	62	183	280	99	43	178	60	2095

PEAK HR FACTOR:	0.864	0.898	0.930	0.836	0.897
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		Yale Avenue Southbound			Trabuco Road Westbound			Yale Avenue Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		18	75	17	32	74	18	29	94	32	19	74	21	503
4:15 PM		23	70	16	15	63	15	23	106	44	23	69	12	479
4:30 PM		20	77	16	18	88	31	22	72	23	19	51	19	456
4:45 PM		22	73	26	19	55	25	22	95	35	24	66	16	478
5:00 PM		27	90	17	26	58	18	24	105	46	21	57	22	511
5:15 PM		23	64	9	21	58	21	18	99	49	16	99	33	510
5:30 PM		15	121	14	34	50	14	21	146	52	15	86	18	586
5:45 PM		19	87	20	29	55	20	9	102	51	24	84	22	522
6:00 PM		38	61	17	20	40	11	29	132	64	16	76	17	521
6:15 PM		21	74	18	17	53	15	23	82	45	16	94	26	484
TOTAL VOLUMES:		226	792	170	231	594	188	220	1033	441	193	756	206	5050

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	95	333	60	104	203	66	77	479	216	71	345	90	2139

PEAK HR FACTOR:	0.813	0.897	0.858	0.855	0.913
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Location: Irvine
N/S: Yale Avenue
E/W: Trabuco Road



ITAM: 255
Date: 2/29/2024
Day: Thursday

		Yale Avenue Southbound			Trabuco Road Westbound			Yale Avenue Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		3	12	25	2	34	2	29	20	2	4	20	7	160
7:15 AM		7	24	20	6	32	9	24	23	14	5	23	7	194
7:30 AM		10	42	26	11	46	4	36	33	17	8	24	2	259
7:45 AM		15	69	23	34	57	28	28	63	16	13	37	8	391
8:00 AM		37	79	30	58	89	16	38	114	38	14	49	17	579
8:15 AM		27	124	34	43	90	17	44	65	27	11	43	21	546
8:30 AM		26	119	35	21	69	6	34	42	10	14	42	12	430
8:45 AM		18	101	22	19	71	9	20	56	11	7	60	14	408
TOTAL VOLUMES:		143	570	215	194	488	91	253	416	135	76	298	88	2967

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	108	423	121	141	319	48	136	277	86	46	194	64	1963

PEAK HR FACTOR:	0.881	0.779	0.657	0.938	0.848
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		Yale Avenue Southbound			Trabuco Road Westbound			Yale Avenue Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		24	58	17	25	70	9	21	90	27	23	57	14	435
4:15 PM		14	84	20	14	56	29	24	113	37	13	92	15	511
4:30 PM		19	64	16	11	58	18	25	110	35	22	73	23	474
4:45 PM		23	81	22	15	82	24	24	93	20	24	59	22	489
5:00 PM		20	98	18	18	68	11	19	130	31	22	82	8	525
5:15 PM		14	94	18	26	67	23	15	162	31	22	68	27	567
5:30 PM		22	101	17	22	62	21	19	147	52	27	95	20	605
5:45 PM		20	79	21	36	79	19	22	113	56	22	89	19	575
6:00 PM		18	72	11	20	48	16	24	101	53	23	79	27	492
6:15 PM		16	73	17	12	49	14	24	93	34	25	76	16	449
TOTAL VOLUMES:		190	804	177	199	639	184	217	1152	376	223	770	191	5122

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	76	372	74	102	276	74	75	552	170	93	334	74	2272

PEAK HR FACTOR:	0.932	0.843	0.914	0.882	0.939
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Location: Irvine
N/S: Yale Avenue
E/W: Roosevelt



ITAM: 257
Date: 2/27/2024
Day: Tuesday

		Yale Avenue Southbound			Roosevelt Westbound			Yale Avenue Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		5	20	1	26	2	13	1	34	10	0	5	4	121
7:15 AM		6	18	1	25	6	13	0	39	8	3	8	11	138
7:30 AM		8	51	1	30	3	36	0	66	13	11	9	13	241
7:45 AM		16	101	5	55	5	52	4	93	26	12	16	8	393
8:00 AM		41	134	7	85	10	40	0	115	28	5	9	10	484
8:15 AM		21	143	4	78	19	24	6	106	56	1	6	18	482
8:30 AM		21	124	1	47	8	26	3	94	35	3	4	17	383
8:45 AM		24	81	2	45	6	17	1	67	24	2	3	10	282
TOTAL VOLUMES:		142	672	22	391	59	221	15	614	200	37	60	91	2524

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	99	502	17	265	42	142	13	408	145	21	35	53	1742

PEAK HR FACTOR:	0.849	0.831	0.842	0.757	0.900
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		Yale Avenue Southbound			Roosevelt Westbound			Yale Avenue Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		32	96	4	56	13	33	5	128	62	2	11	6	448
4:15 PM		25	77	5	36	11	27	3	136	54	0	6	14	394
4:30 PM		27	83	0	51	8	35	2	92	51	1	2	7	359
4:45 PM		34	79	2	20	12	23	9	119	62	1	7	11	379
5:00 PM		35	94	5	50	8	37	10	135	59	4	16	12	465
5:15 PM		36	81	5	50	6	26	13	143	87	1	10	10	468
5:30 PM		41	106	5	64	6	48	9	167	91	1	8	11	557
5:45 PM		32	118	4	51	8	27	7	160	70	3	12	4	496
6:00 PM		23	67	6	59	19	36	5	166	69	2	9	12	473
6:15 PM		35	80	4	54	10	23	16	123	74	3	7	15	444
TOTAL VOLUMES:		320	881	40	491	101	315	79	1369	679	18	88	102	4483

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	132	372	20	224	39	137	34	636	317	7	39	37	1994

PEAK HR FACTOR:	0.851	0.847	0.924	0.902	0.895
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Location: Irvine
N/S: Yale Avenue
E/W: Roosevelt



ITAM: 257
Date: 2/29/2024
Day: Thursday

		Yale Avenue Southbound			Roosevelt Westbound			Yale Avenue Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		7	15	0	20	5	11	1	43	11	0	4	5	122
7:15 AM		7	25	3	21	6	10	0	48	15	0	5	7	147
7:30 AM		8	42	0	35	4	22	1	62	16	4	11	13	218
7:45 AM		17	101	1	65	2	29	3	79	36	11	9	11	364
8:00 AM		20	117	7	95	2	58	2	121	36	12	7	9	486
8:15 AM		47	140	4	76	8	29	3	91	54	4	6	10	472
8:30 AM		34	114	7	37	5	11	5	77	35	1	10	14	350
8:45 AM		18	104	2	40	8	15	1	70	28	2	3	13	304
TOTAL VOLUMES:		158	658	24	389	40	185	16	591	231	34	55	82	2463

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	118	472	19	273	17	127	13	368	161	28	32	44	1672

PEAK HR FACTOR:	0.797	0.673	0.852	0.839	0.860
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		Yale Avenue Southbound			Roosevelt Westbound			Yale Avenue Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		12	87	3	56	11	37	8	106	54	1	14	6	395
4:15 PM		27	84	3	29	13	33	4	148	51	1	6	9	408
4:30 PM		23	73	2	42	19	40	4	117	41	2	10	11	384
4:45 PM		23	97	2	41	8	20	7	118	53	1	9	9	388
5:00 PM		30	78	8	43	9	38	6	141	68	2	7	5	435
5:15 PM		36	97	8	61	11	41	11	162	74	4	14	12	531
5:30 PM		29	111	1	55	11	47	4	169	76	1	9	7	520
5:45 PM		43	103	6	55	8	35	7	163	70	0	17	5	512
6:00 PM		29	85	5	50	17	37	7	137	54	0	9	11	441
6:15 PM		25	68	1	32	10	21	8	117	57	2	9	4	354
TOTAL VOLUMES:		277	883	39	464	117	349	66	1378	598	14	104	79	4368

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	137	396	20	221	47	160	29	631	274	5	49	35	2004

PEAK HR FACTOR:	0.910	0.947	0.938	0.742	0.944
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City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Tu AM
Site Code : 19224028
Start Date : 2/27/2024
Page No : 1

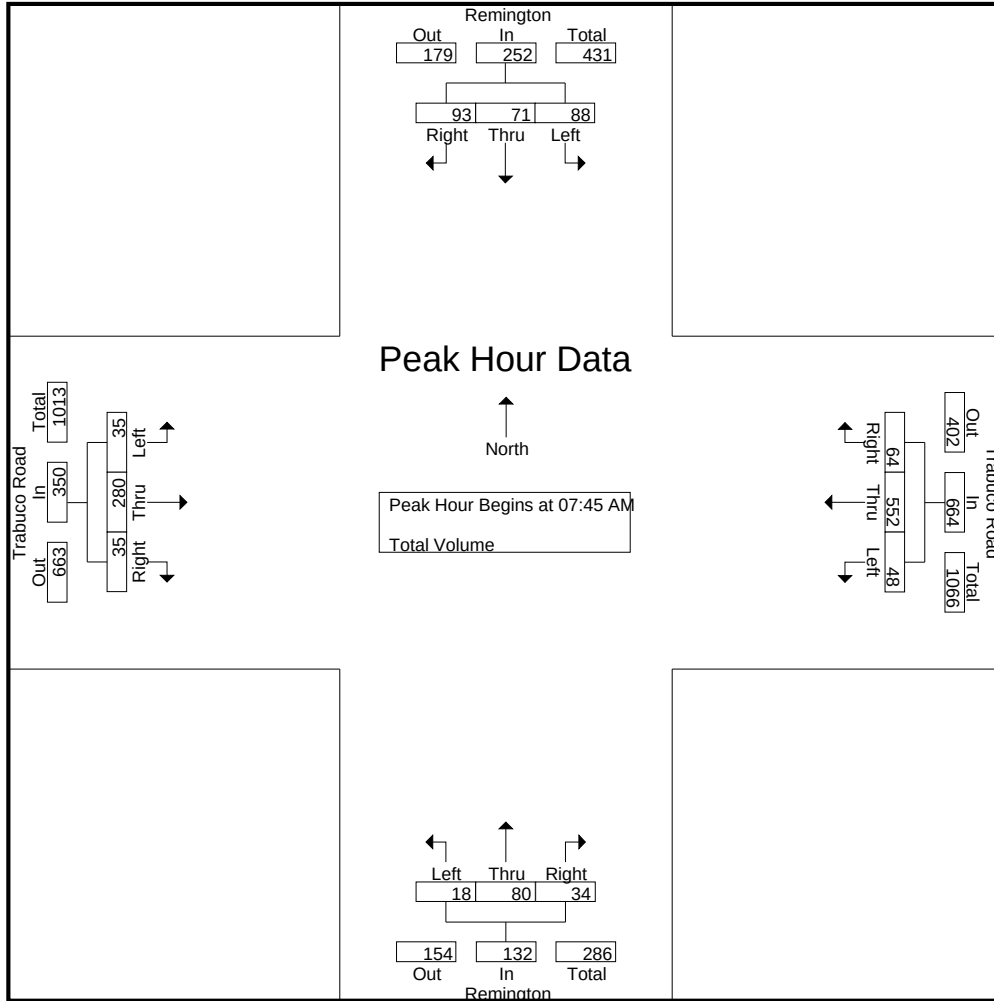
Groups Printed- Total Volume

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	0	14	22	3	25	5	33	9	5	15	29	1	17	5	23	107
07:15 AM	15	3	18	36	0	35	8	43	8	1	11	20	3	32	3	38	137
07:30 AM	15	6	21	42	3	40	7	50	11	3	8	22	6	51	6	63	177
07:45 AM	15	9	16	40	12	127	8	147	9	23	11	43	2	71	9	82	312
Total	53	18	69	140	18	227	28	273	37	32	45	114	12	171	23	206	733
08:00 AM	24	30	32	86	16	146	38	200	3	42	11	56	13	68	9	90	432
08:15 AM	37	26	28	91	10	146	8	164	3	13	7	23	17	82	8	107	385
08:30 AM	12	6	17	35	10	133	10	153	3	2	5	10	3	59	9	71	269
08:45 AM	16	5	17	38	7	116	6	129	1	3	6	10	4	81	12	97	274
Total	89	67	94	250	43	541	62	646	10	60	29	99	37	290	38	365	1360
Grand Total	142	85	163	390	61	768	90	919	47	92	74	213	49	461	61	571	2093
Apprch %	36.4	21.8	41.8		6.6	83.6	9.8		22.1	43.2	34.7		8.6	80.7	10.7		
Total %	6.8	4.1	7.8	18.6	2.9	36.7	4.3	43.9	2.2	4.4	3.5	10.2	2.3	22	2.9	27.3	

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	15	9	16	40	12	127	8	147	9	23	11	43	2	71	9	82	312
08:00 AM	24	30	32	86	16	146	38	200	3	42	11	56	13	68	9	90	432
08:15 AM	37	26	28	91	10	146	8	164	3	13	7	23	17	82	8	107	385
08:30 AM	12	6	17	35	10	133	10	153	3	2	5	10	3	59	9	71	269
Total Volume	88	71	93	252	48	552	64	664	18	80	34	132	35	280	35	350	1398
% App. Total	34.9	28.2	36.9		7.2	83.1	9.6		13.6	60.6	25.8		10	80	10		
PHF	.595	.592	.727	.692	.750	.945	.421	.830	.500	.476	.773	.589	.515	.854	.972	.818	.809

City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Tu AM
Site Code : 19224028
Start Date : 2/27/2024
Page No : 2



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

	07:30 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	15	6	21	42	12	127	8	147	11	3	8	22	13	68	9	90
+15 mins.	15	9	16	40	16	146	38	200	9	23	11	43	17	82	8	107
+30 mins.	24	30	32	86	10	146	8	164	3	42	11	56	3	59	9	71
+45 mins.	37	26	28	91	10	133	10	153	3	13	7	23	4	81	12	97
Total Volume	91	71	97	259	48	552	64	664	26	81	37	144	37	290	38	365
% App. Total	35.1	27.4	37.5		7.2	83.1	9.6		18.1	56.2	25.7		10.1	79.5	10.4	
PHF	.615	.592	.758	.712	.750	.945	.421	.830	.591	.482	.841	.643	.544	.884	.792	.853

City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Tu PM
Site Code : 19224028
Start Date : 2/27/2024
Page No : 1

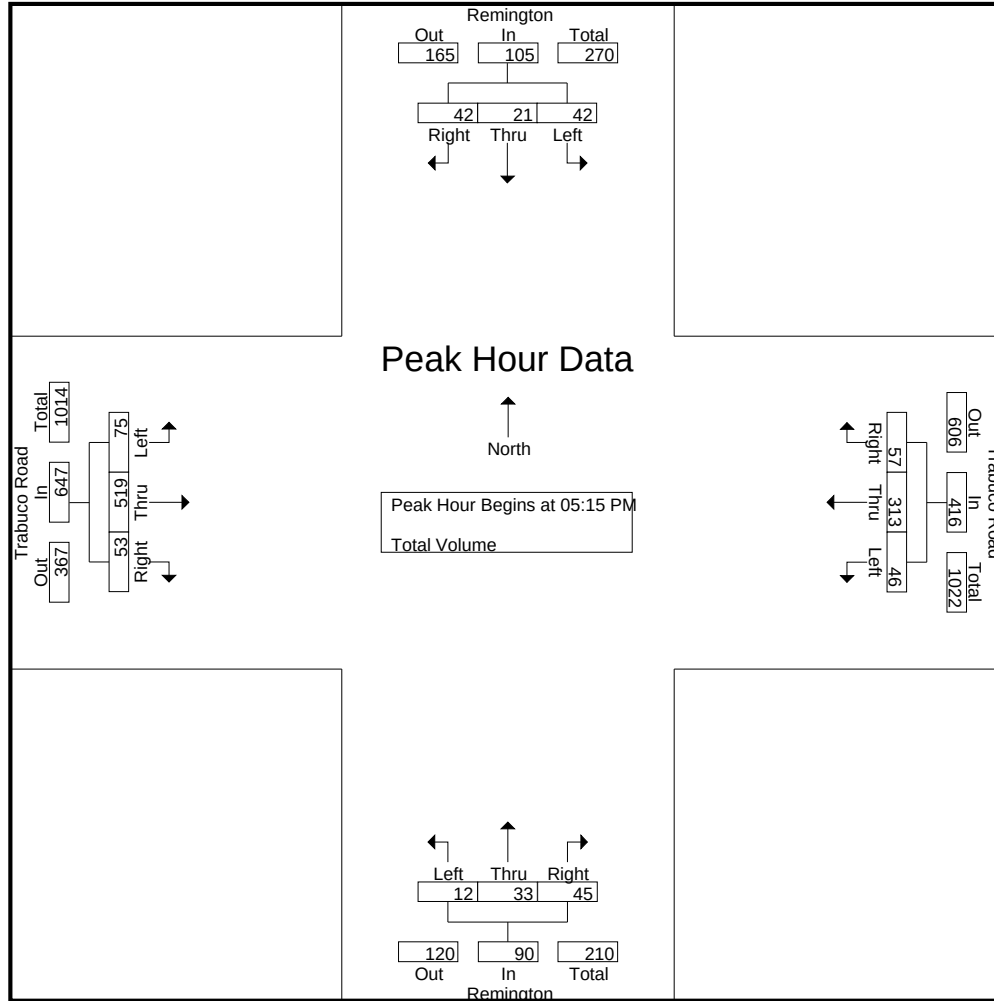
Groups Printed- Total Volume

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	10	10	29	13	104	11	128	6	5	14	25	12	82	13	107	289
04:15 PM	7	5	10	22	12	98	20	130	4	12	9	25	19	102	10	131	308
04:30 PM	9	3	17	29	9	112	15	136	3	5	16	24	14	68	10	92	281
04:45 PM	15	7	12	34	15	84	10	109	2	4	9	15	18	91	12	121	279
Total	40	25	49	114	49	398	56	503	15	26	48	89	63	343	45	451	1157
05:00 PM	15	4	9	28	8	96	18	122	1	6	11	18	13	107	5	125	293
05:15 PM	12	4	12	28	15	86	13	114	0	10	8	18	19	133	16	168	328
05:30 PM	9	9	11	29	9	87	10	106	2	12	15	29	19	122	12	153	317
05:45 PM	11	5	11	27	13	82	18	113	4	2	13	19	21	117	10	148	307
Total	47	22	43	112	45	351	59	455	7	30	47	84	72	479	43	594	1245
06:00 PM	10	3	8	21	9	58	16	83	6	9	9	24	16	147	15	178	306
06:15 PM	0	2	8	10	8	75	15	98	0	5	7	12	15	121	23	159	279
Grand Total	97	52	108	257	111	882	146	1139	28	70	111	209	166	1090	126	1382	2987
Apprch %	37.7	20.2	42		9.7	77.4	12.8		13.4	33.5	53.1		12	78.9	9.1		
Total %	3.2	1.7	3.6	8.6	3.7	29.5	4.9	38.1	0.9	2.3	3.7	7	5.6	36.5	4.2	46.3	

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	12	4	12	28	15	86	13	114	0	10	8	18	19	133	16	168	328
05:30 PM	9	9	11	29	9	87	10	106	2	12	15	29	19	122	12	153	317
05:45 PM	11	5	11	27	13	82	18	113	4	2	13	19	21	117	10	148	307
06:00 PM	10	3	8	21	9	58	16	83	6	9	9	24	16	147	15	178	306
Total Volume	42	21	42	105	46	313	57	416	12	33	45	90	75	519	53	647	1258
% App. Total	40	20	40		11.1	75.2	13.7		13.3	36.7	50		11.6	80.2	8.2		
PHF	.875	.583	.875	.905	.767	.899	.792	.912	.500	.688	.750	.776	.893	.883	.828	.909	.959

City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Tu PM
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Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:15 PM				05:15 PM			
+0 mins.	9	3	17	29	13	104	11	128	0	10	8	18	19	133	16	168
+15 mins.	15	7	12	34	12	98	20	130	2	12	15	29	19	122	12	153
+30 mins.	15	4	9	28	9	112	15	136	4	2	13	19	21	117	10	148
+45 mins.	12	4	12	28	15	84	10	109	6	9	9	24	16	147	15	178
Total Volume	51	18	50	119	49	398	56	503	12	33	45	90	75	519	53	647
% App. Total	42.9	15.1	42		9.7	79.1	11.1		13.3	36.7	50		11.6	80.2	8.2	
PHF	.850	.643	.735	.875	.817	.888	.700	.925	.500	.688	.750	.776	.893	.883	.828	.909

City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Th AM
Site Code : 19224028
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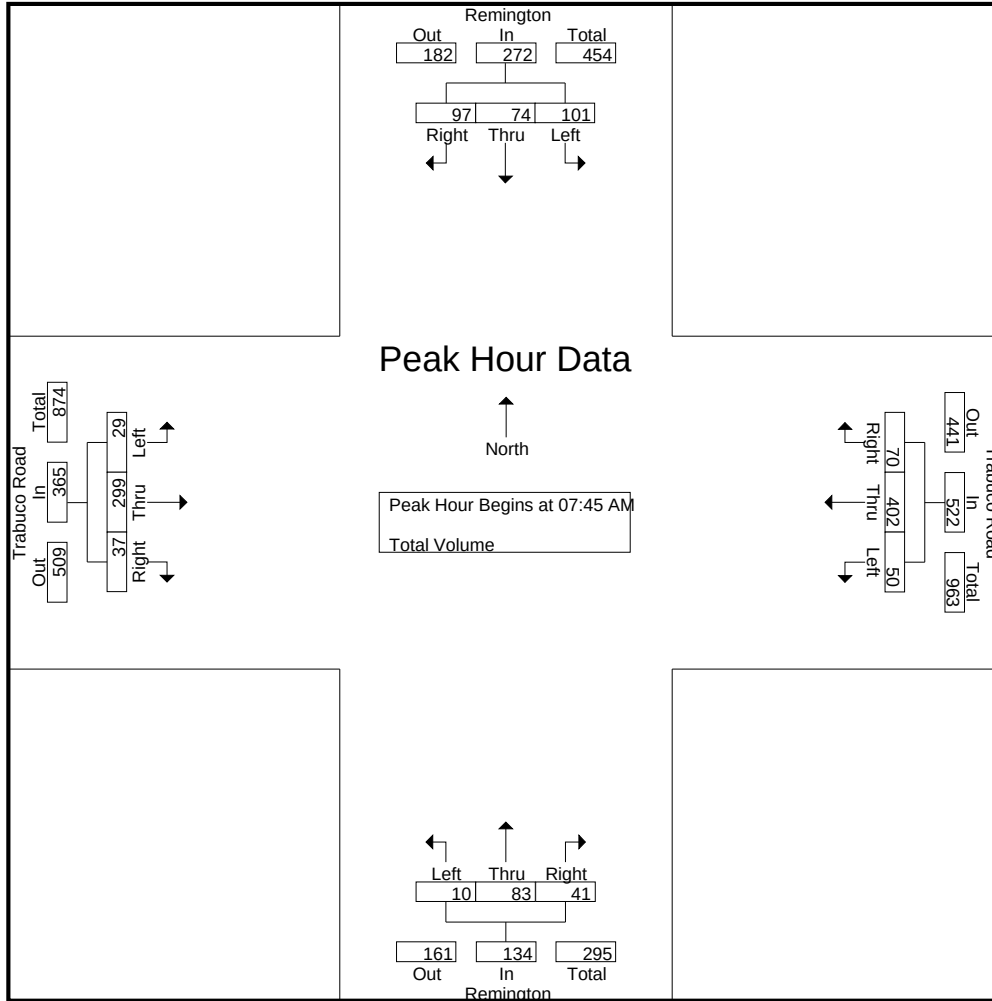
Groups Printed- Total Volume

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	1	16	25	0	18	6	24	4	5	4	13	2	24	2	28	90
07:15 AM	13	1	16	30	3	41	13	57	6	4	12	22	4	30	4	38	147
07:30 AM	13	4	19	36	9	48	8	65	5	4	9	18	6	46	7	59	178
07:45 AM	21	12	23	56	11	84	13	108	5	18	19	42	4	55	7	66	272
Total	55	18	74	147	23	191	40	254	20	31	44	95	16	155	20	191	687
08:00 AM	27	26	31	84	14	130	40	184	0	58	12	70	9	108	7	124	462
08:15 AM	35	32	22	89	11	105	9	125	4	6	4	14	10	79	8	97	325
08:30 AM	18	4	21	43	14	83	8	105	1	1	6	8	6	57	15	78	234
08:45 AM	14	3	15	32	25	72	2	99	2	2	6	10	9	68	15	92	233
Total	94	65	89	248	64	390	59	513	7	67	28	102	34	312	45	391	1254
Grand Total	149	83	163	395	87	581	99	767	27	98	72	197	50	467	65	582	1941
Apprch %	37.7	21	41.3		11.3	75.7	12.9		13.7	49.7	36.5		8.6	80.2	11.2		
Total %	7.7	4.3	8.4	20.4	4.5	29.9	5.1	39.5	1.4	5	3.7	10.1	2.6	24.1	3.3	30	

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	21	12	23	56	11	84	13	108	5	18	19	42	4	55	7	66	272
08:00 AM	27	26	31	84	14	130	40	184	0	58	12	70	9	108	7	124	462
08:15 AM	35	32	22	89	11	105	9	125	4	6	4	14	10	79	8	97	325
08:30 AM	18	4	21	43	14	83	8	105	1	1	6	8	6	57	15	78	234
Total Volume	101	74	97	272	50	402	70	522	10	83	41	134	29	299	37	365	1293
% App. Total	37.1	27.2	35.7		9.6	77	13.4		7.5	61.9	30.6		7.9	81.9	10.1		
PHF	.721	.578	.782	.764	.893	.773	.438	.709	.500	.358	.539	.479	.725	.692	.617	.736	.700

City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Th AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:15 AM				08:00 AM			
+0 mins.	21	12	23	56	11	84	13	108	6	4	12	22	9	108	7	124
+15 mins.	27	26	31	84	14	130	40	184	5	4	9	18	10	79	8	97
+30 mins.	35	32	22	89	11	105	9	125	5	18	19	42	6	57	15	78
+45 mins.	18	4	21	43	14	83	8	105	0	58	12	70	9	68	15	92
Total Volume	101	74	97	272	50	402	70	522	16	84	52	152	34	312	45	391
% App. Total	37.1	27.2	35.7		9.6	77	13.4		10.5	55.3	34.2		8.7	79.8	11.5	
PHF	.721	.578	.782	.764	.893	.773	.438	.709	.667	.362	.684	.543	.850	.722	.750	.788

City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Th PM
Site Code : 19224028
Start Date : 2/29/2024
Page No : 1

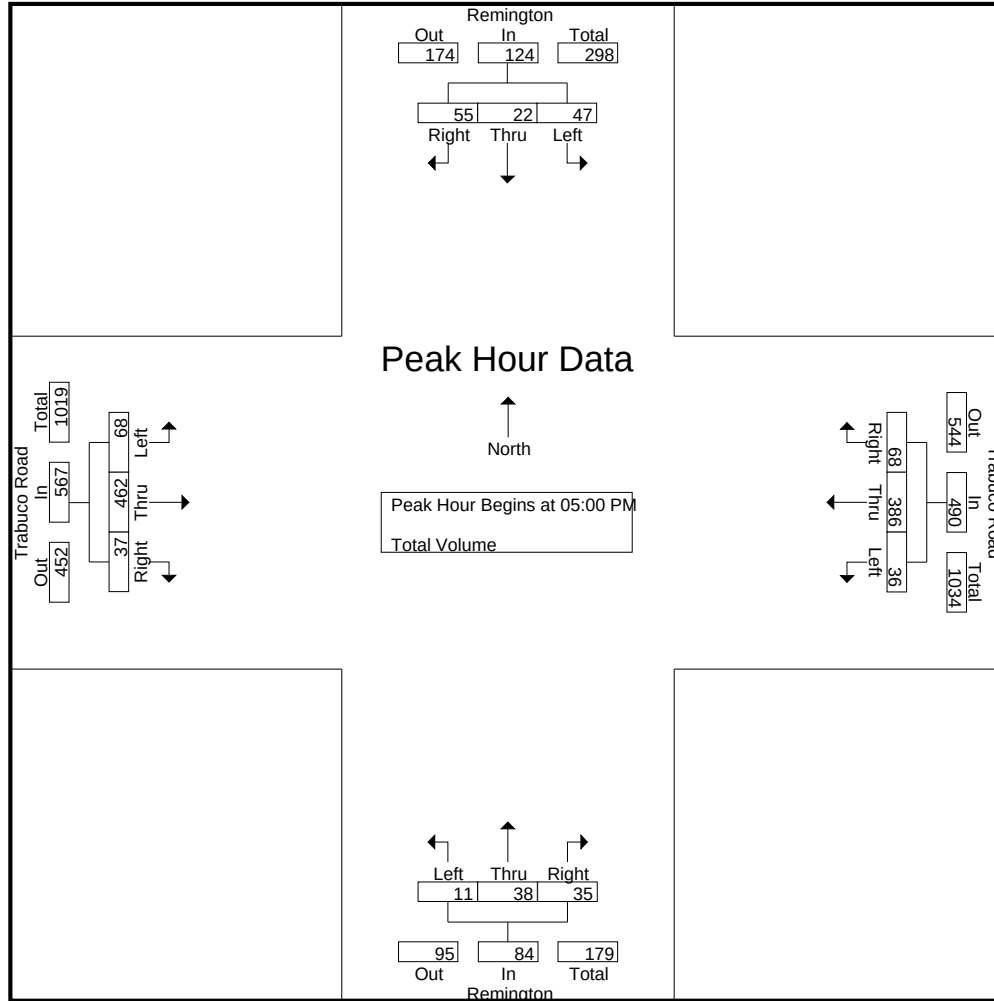
Groups Printed- Total Volume

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	4	7	17	10	83	7	100	1	6	3	10	8	76	17	101	228
04:15 PM	15	7	8	30	9	92	14	115	2	5	3	10	14	113	11	138	293
04:30 PM	13	6	11	30	6	81	12	99	1	8	7	16	15	96	10	121	266
04:45 PM	9	6	7	22	13	118	16	147	2	12	10	24	8	85	9	102	295
Total	43	23	33	99	38	374	49	461	6	31	23	60	45	370	47	462	1082
05:00 PM	15	6	15	36	6	85	24	115	4	7	11	22	20	102	7	129	302
05:15 PM	9	7	15	31	7	94	16	117	1	6	9	16	12	99	7	118	282
05:30 PM	13	2	15	30	10	88	15	113	3	12	7	22	23	128	13	164	329
05:45 PM	10	7	10	27	13	119	13	145	3	13	8	24	13	133	10	156	352
Total	47	22	55	124	36	386	68	490	11	38	35	84	68	462	37	567	1265
06:00 PM	7	2	10	19	12	68	16	96	3	9	10	22	19	121	11	151	288
06:15 PM	12	2	10	24	10	66	10	86	0	4	7	11	13	110	8	131	252
Grand Total	109	49	108	266	96	894	143	1133	20	82	75	177	145	1063	103	1311	2887
Apprch %	41	18.4	40.6		8.5	78.9	12.6		11.3	46.3	42.4		11.1	81.1	7.9		
Total %	3.8	1.7	3.7	9.2	3.3	31	5	39.2	0.7	2.8	2.6	6.1	5	36.8	3.6	45.4	

	Remington Southbound				Trabuco Road Westbound				Remington Northbound				Trabuco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	6	15	36	6	85	24	115	4	7	11	22	20	102	7	129	302
05:15 PM	9	7	15	31	7	94	16	117	1	6	9	16	12	99	7	118	282
05:30 PM	13	2	15	30	10	88	15	113	3	12	7	22	23	128	13	164	329
05:45 PM	10	7	10	27	13	119	13	145	3	13	8	24	13	133	10	156	352
Total Volume	47	22	55	124	36	386	68	490	11	38	35	84	68	462	37	567	1265
% App. Total	37.9	17.7	44.4		7.3	78.8	13.9		13.1	45.2	41.7		12	81.5	6.5		
PHF	.783	.786	.917	.861	.692	.811	.708	.845	.688	.731	.795	.875	.739	.868	.712	.864	.898

City of Irvine
N/S: Remington
E/W: Trabuco Road
Weather: Clear

File Name : 256_IRV_Rem_Tra Th PM
Site Code : 19224028
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Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				05:30 PM			
+0 mins.	15	6	15	36	13	118	16	147	2	12	10	24	23	128	13	164
+15 mins.	9	7	15	31	6	85	24	115	4	7	11	22	13	133	10	156
+30 mins.	13	2	15	30	7	94	16	117	1	6	9	16	19	121	11	151
+45 mins.	10	7	10	27	10	88	15	113	3	12	7	22	13	110	8	131
Total Volume	47	22	55	124	36	385	71	492	10	37	37	84	68	492	42	602
% App. Total	37.9	17.7	44.4		7.3	78.3	14.4		11.9	44	44		11.3	81.7	7	
PHF	.783	.786	.917	.861	.692	.816	.740	.837	.625	.771	.841	.875	.739	.925	.808	.918

Location: Irvine
 N/S: Remington
 E/W: Trabuco Road



ITAM: 256
 Date: 2/27/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Remington	East Leg Trabuco Road	South Leg Remington	West Leg Trabuco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	3	1	5
7:15 AM	2	0	2	0	4
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	6	2	11

	North Leg Remington	East Leg Trabuco Road	South Leg Remington	West Leg Trabuco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	1	2
4:15 PM	0	0	0	0	0
4:30 PM	0	1	1	1	3
4:45 PM	1	1	1	0	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	2	1	3
5:30 PM	0	0	6	0	6
5:45 PM	0	0	0	0	0
6:00 PM	0	0	6	0	6
6:15 PM	0	0	0	0	0
TOTAL VOLUMES:	2	2	16	3	23

Location: Irvine
 N/S: Remington
 E/W: Trabuco Road



ITAM: 256
 Date: 2/27/2024
 Day: Tuesday

BICYCLES

	Southbound Remington			Westbound Trabuco Road			Northbound Remington			Eastbound Trabuco Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	2	0	0	1	0	0	1	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	3	0	0	1	0	0	1	0	6

	Southbound Remington			Westbound Trabuco Road			Northbound Remington			Eastbound Trabuco Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	2	1	0	1	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	1	0	0	1	5	1	0	2	0	0	3	0	13

Location: Irvine
 N/S: Remington
 E/W: Trabuco Road



ITAM: 256
 Date: 2/29/2024
 Day: Thursday

PEDESTRIANS

	North Leg Remington	East Leg Trabuco Road	South Leg Remington	West Leg Trabuco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	0	2
7:15 AM	1	0	3	1	5
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	1	0	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	2	0	8	1	11

	North Leg Remington	East Leg Trabuco Road	South Leg Remington	West Leg Trabuco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	1	0	2
4:15 PM	4	0	0	0	4
4:30 PM	0	2	1	0	3
4:45 PM	1	2	3	0	6
5:00 PM	0	1	1	0	2
5:15 PM	0	0	1	1	2
5:30 PM	0	1	1	0	2
5:45 PM	1	0	2	0	3
6:00 PM	1	0	0	0	1
6:15 PM	0	0	0	0	0
TOTAL VOLUMES:	8	6	10	1	25

Location: Irvine
 N/S: Remington
 E/W: Trabuco Road



ITAM: 256
 Date: 2/29/2024
 Day: Thursday

BICYCLES

	Southbound Remington			Westbound Trabuco Road			Northbound Remington			Eastbound Trabuco Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	3
7:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	3	0	0	1	0	0	0	0	6
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	1	4	0	0	2	1	0	2	0	12

	Southbound Remington			Westbound Trabuco Road			Northbound Remington			Eastbound Trabuco Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
TOTAL VOLUMES:	0	1	0	1	2	0	0	4	0	0	9	0	17

City of Irvine
N/S: Remington
E/W: Danvill Street
Weather: Clear

File Name : 01_IRV_Rem_Dan AM
Site Code : 00324491
Start Date : 5/21/2024
Page No : 1

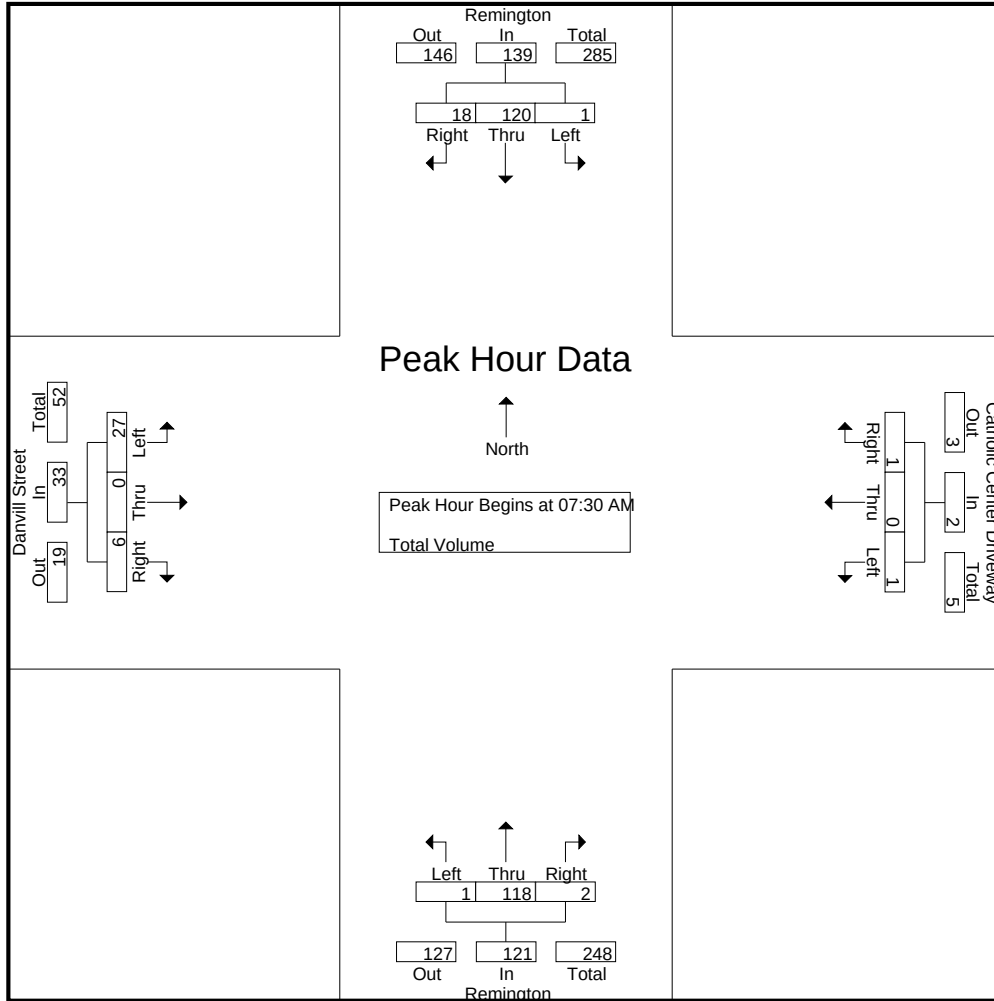
Groups Printed- Total Volume

	Remington Southbound				Catholic Center Driveway Westbound				Remington Northbound				Danvill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	1	3	2	0	12	14	0	7	0	7	2	0	3	5	29
07:15 AM	0	7	1	8	1	0	1	2	1	11	0	12	1	0	2	3	25
07:30 AM	0	11	0	11	0	0	0	0	1	20	0	21	5	0	0	5	37
07:45 AM	1	26	2	29	0	0	0	0	0	39	1	40	9	0	2	11	80
Total	1	46	4	51	3	0	13	16	2	77	1	80	17	0	7	24	171
08:00 AM	0	43	9	52	1	0	1	2	0	50	0	50	11	0	1	12	116
08:15 AM	0	40	7	47	0	0	0	0	0	9	1	10	2	0	3	5	62
08:30 AM	2	11	2	15	0	0	2	2	0	6	0	6	0	0	1	1	24
08:45 AM	0	12	1	13	0	0	0	0	0	5	0	5	3	0	0	3	21
Total	2	106	19	127	1	0	3	4	0	70	1	71	16	0	5	21	223
Grand Total	3	152	23	178	4	0	16	20	2	147	2	151	33	0	12	45	394
Apprch %	1.7	85.4	12.9		20	0	80		1.3	97.4	1.3		73.3	0	26.7		
Total %	0.8	38.6	5.8	45.2	1	0	4.1	5.1	0.5	37.3	0.5	38.3	8.4	0	3	11.4	

	Remington Southbound				Catholic Center Driveway Westbound				Remington Northbound				Danvill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	11	0	11	0	0	0	0	1	20	0	21	5	0	0	5	37
07:45 AM	1	26	2	29	0	0	0	0	0	39	1	40	9	0	2	11	80
08:00 AM	0	43	9	52	1	0	1	2	0	50	0	50	11	0	1	12	116
08:15 AM	0	40	7	47	0	0	0	0	0	9	1	10	2	0	3	5	62
Total Volume	1	120	18	139	1	0	1	2	1	118	2	121	27	0	6	33	295
% App. Total	0.7	86.3	12.9		50	0	50		0.8	97.5	1.7		81.8	0	18.2		
PHF	.250	.698	.500	.668	.250	.000	.250	.250	.250	.590	.500	.605	.614	.000	.500	.688	.636

City of Irvine
N/S: Remington
E/W: Danvill Street
Weather: Clear

File Name : 01_IRV_Rem_Dan AM
Site Code : 00324491
Start Date : 5/21/2024
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	1	26	2	29	2	0	12	14	1	11	0	12	5	0	0	5
+15 mins.	0	43	9	52	1	0	1	2	1	20	0	21	9	0	2	11
+30 mins.	0	40	7	47	0	0	0	0	0	39	1	40	11	0	1	12
+45 mins.	2	11	2	15	0	0	0	0	0	50	0	50	2	0	3	5
Total Volume	3	120	20	143	3	0	13	16	2	120	1	123	27	0	6	33
% App. Total	2.1	83.9	14		18.8	0	81.2		1.6	97.6	0.8		81.8	0	18.2	
PHF	.375	.698	.556	.688	.375	.000	.271	.286	.500	.600	.250	.615	.614	.000	.500	.688

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City of Irvine
N/S: Remington
E/W: Danvill Street
Weather: Clear

File Name : 01_IRV_Rem_Dan PM
Site Code : 00324491
Start Date : 5/21/2024
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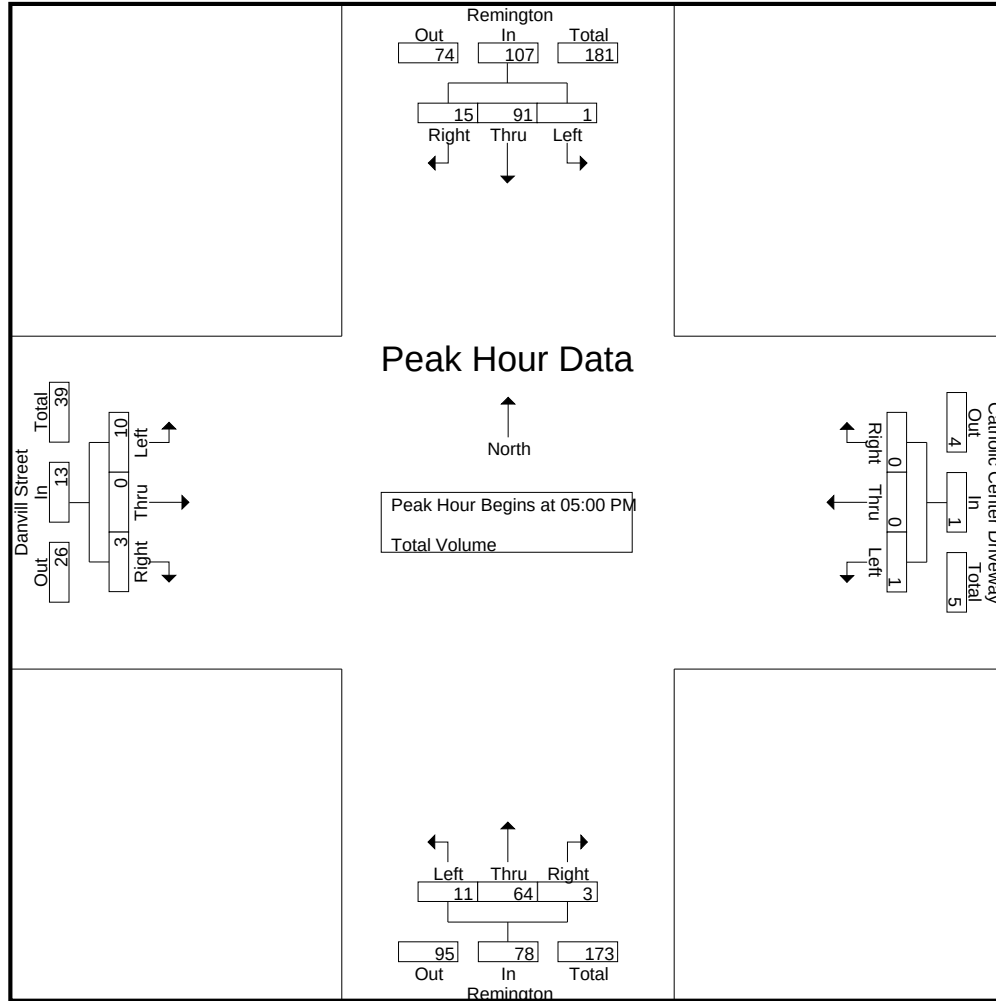
Groups Printed- Total Volume

	Remington Southbound				Catholic Center Driveway Westbound				Remington Northbound				Danvill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	25	3	28	0	0	0	0	1	23	1	25	3	0	1	4	57
04:15 PM	1	20	3	24	0	0	0	0	0	11	0	11	1	0	1	2	37
04:30 PM	0	11	2	13	3	0	0	3	1	15	1	17	0	0	2	2	35
04:45 PM	0	28	1	29	0	1	1	2	1	13	1	15	2	0	3	5	51
Total	1	84	9	94	3	1	1	5	3	62	3	68	6	0	7	13	180
05:00 PM	0	19	2	21	0	0	0	0	0	16	1	17	0	0	0	0	38
05:15 PM	0	17	5	22	0	0	0	0	4	16	0	20	4	0	1	5	47
05:30 PM	1	20	2	23	1	0	0	1	4	15	0	19	3	0	0	3	46
05:45 PM	0	35	6	41	0	0	0	0	3	17	2	22	3	0	2	5	68
Total	1	91	15	107	1	0	0	1	11	64	3	78	10	0	3	13	199
Grand Total	2	175	24	201	4	1	1	6	14	126	6	146	16	0	10	26	379
Apprch %	1	87.1	11.9		66.7	16.7	16.7		9.6	86.3	4.1		61.5	0	38.5		
Total %	0.5	46.2	6.3	53	1.1	0.3	0.3	1.6	3.7	33.2	1.6	38.5	4.2	0	2.6	6.9	

	Remington Southbound				Catholic Center Driveway Westbound				Remington Northbound				Danvill Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	19	2	21	0	0	0	0	0	16	1	17	0	0	0	0	38
05:15 PM	0	17	5	22	0	0	0	0	4	16	0	20	4	0	1	5	47
05:30 PM	1	20	2	23	1	0	0	1	4	15	0	19	3	0	0	3	46
05:45 PM	0	35	6	41	0	0	0	0	3	17	2	22	3	0	2	5	68
Total Volume	1	91	15	107	1	0	0	1	11	64	3	78	10	0	3	13	199
% App. Total	0.9	85	14		100	0	0		14.1	82.1	3.8		76.9	0	23.1		
PHF	.250	.650	.625	.652	.250	.000	.000	.250	.688	.941	.375	.886	.625	.000	.375	.650	.732

City of Irvine
N/S: Remington
E/W: Danvill Street
Weather: Clear

File Name : 01_IRV_Rem_Dan PM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	19	2	21	0	0	0	0	0	16	1	17	3	0	1	4
+15 mins.	0	17	5	22	0	0	0	0	4	16	0	20	1	0	1	2
+30 mins.	1	20	2	23	3	0	0	3	4	15	0	19	0	0	2	2
+45 mins.	0	35	6	41	0	1	1	2	3	17	2	22	2	0	3	5
Total Volume	1	91	15	107	3	1	1	5	11	64	3	78	6	0	7	13
% App. Total	0.9	85	14		60	20	20		14.1	82.1	3.8		46.2	0	53.8	
PHF	.250	.650	.625	.652	.250	.250	.250	.417	.688	.941	.375	.886	.500	.000	.583	.650

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City of Irvine
N/S: Remington
E/W: Roosevelt
Weather: Clear

File Name : 02_IRV_Rem_Roo AM
Site Code : 00324491
Start Date : 5/21/2024
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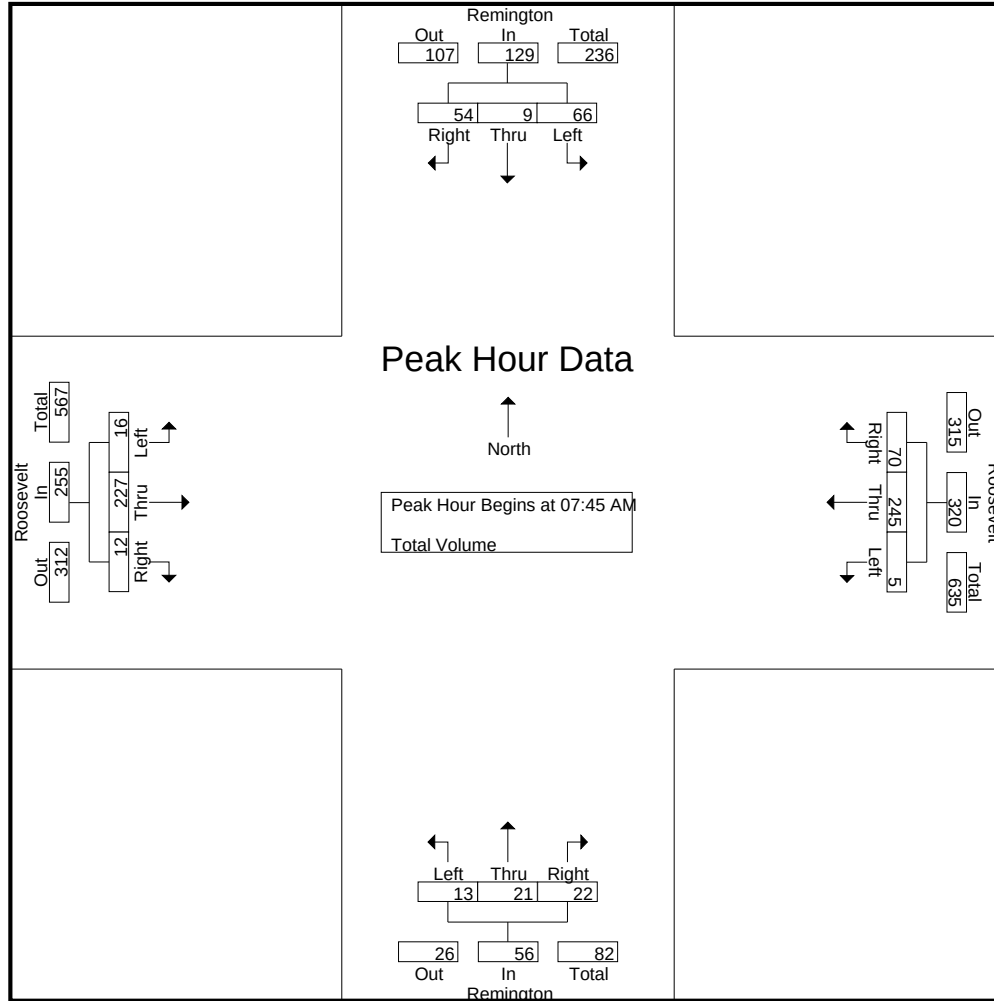
Groups Printed- Total Volume

	Remington Southbound				Roosevelt Westbound				Remington Northbound				Roosevelt Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	4	7	1	19	4	24	2	2	0	4	1	7	1	9	44
07:15 AM	6	1	3	10	3	17	6	26	3	3	4	10	3	19	0	22	68
07:30 AM	8	0	2	10	1	43	7	51	4	9	6	19	5	29	1	35	115
07:45 AM	12	0	17	29	2	67	23	92	4	12	5	21	5	34	2	41	183
Total	29	1	26	56	7	146	40	193	13	26	15	54	14	89	4	107	410
08:00 AM	24	3	18	45	1	74	38	113	1	5	7	13	7	47	4	58	229
08:15 AM	25	3	15	43	1	77	7	85	4	0	6	10	3	78	2	83	221
08:30 AM	5	3	4	12	1	27	2	30	4	4	4	12	1	68	4	73	127
08:45 AM	7	0	5	12	1	45	2	48	3	1	9	13	1	49	5	55	128
Total	61	9	42	112	4	223	49	276	12	10	26	48	12	242	15	269	705
Grand Total	90	10	68	168	11	369	89	469	25	36	41	102	26	331	19	376	1115
Apprch %	53.6	6	40.5		2.3	78.7	19		24.5	35.3	40.2		6.9	88	5.1		
Total %	8.1	0.9	6.1	15.1	1	33.1	8	42.1	2.2	3.2	3.7	9.1	2.3	29.7	1.7	33.7	

	Remington Southbound				Roosevelt Westbound				Remington Northbound				Roosevelt Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	12	0	17	29	2	67	23	92	4	12	5	21	5	34	2	41	183
08:00 AM	24	3	18	45	1	74	38	113	1	5	7	13	7	47	4	58	229
08:15 AM	25	3	15	43	1	77	7	85	4	0	6	10	3	78	2	83	221
08:30 AM	5	3	4	12	1	27	2	30	4	4	4	12	1	68	4	73	127
Total Volume	66	9	54	129	5	245	70	320	13	21	22	56	16	227	12	255	760
% App. Total	51.2	7	41.9		1.6	76.6	21.9		23.2	37.5	39.3		6.3	89	4.7		
PHF	.660	.750	.750	.717	.625	.795	.461	.708	.813	.438	.786	.667	.571	.728	.750	.768	.830

City of Irvine
N/S: Remington
E/W: Roosevelt
Weather: Clear

File Name : 02_IRV_Rem_Roo AM
Site Code : 00324491
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	12	0	17	29	1	43	7	51	3	3	4	10	7	47	4	58
+15 mins.	24	3	18	45	2	67	23	92	4	9	6	19	3	78	2	83
+30 mins.	25	3	15	43	1	74	38	113	4	12	5	21	1	68	4	73
+45 mins.	5	3	4	12	1	77	7	85	1	5	7	13	1	49	5	55
Total Volume	66	9	54	129	5	261	75	341	12	29	22	63	12	242	15	269
% App. Total	51.2	7	41.9		1.5	76.5	22		19	46	34.9		4.5	90	5.6	
PHF	.660	.750	.750	.717	.625	.847	.493	.754	.750	.604	.786	.750	.429	.776	.750	.810

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City of Irvine
N/S: Remington
E/W: Roosevelt
Weather: Clear

File Name : 02_IRV_Rem_Roo PM
Site Code : 00324491
Start Date : 5/21/2024
Page No : 1

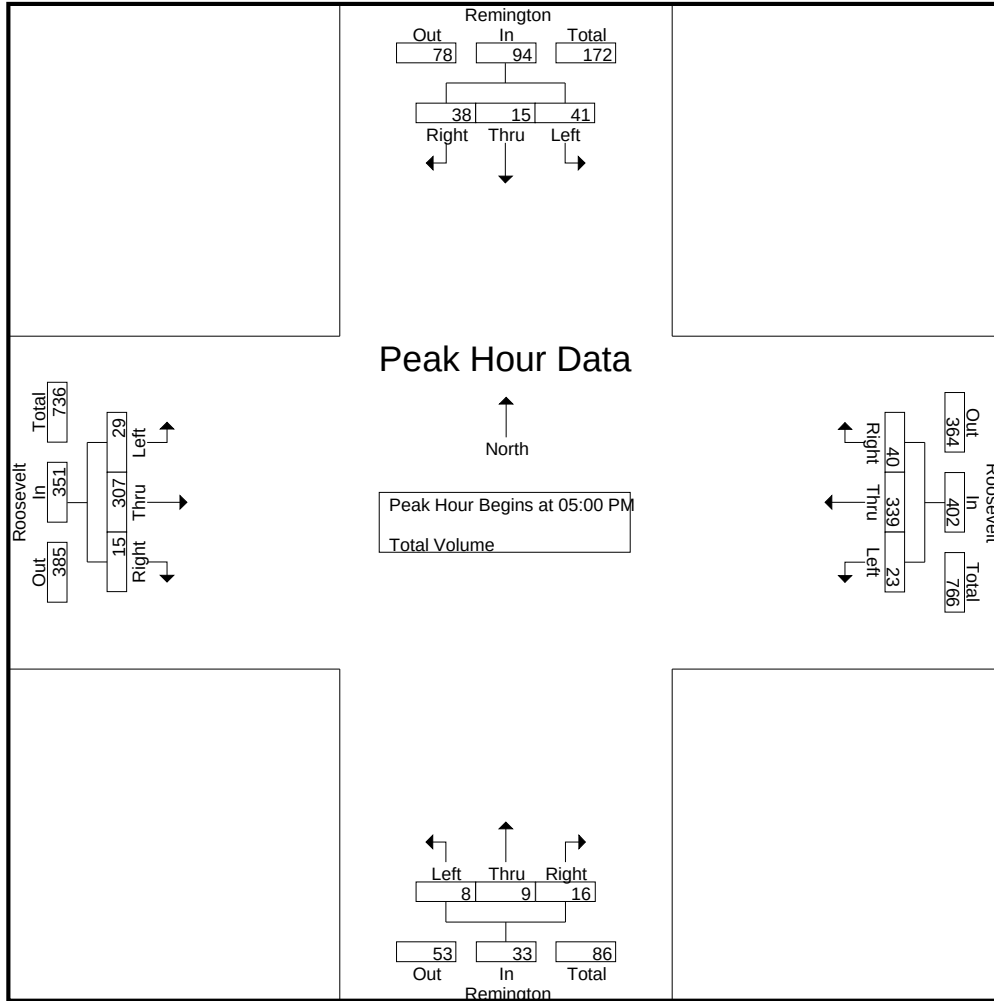
Groups Printed- Total Volume

	Remington Southbound				Roosevelt Westbound				Remington Northbound				Roosevelt Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	3	7	25	6	74	10	90	3	4	3	10	11	70	6	87	212
04:15 PM	12	5	4	21	4	63	6	73	2	2	1	5	3	45	3	51	150
04:30 PM	9	3	5	17	3	62	8	73	1	4	3	8	4	51	6	61	159
04:45 PM	16	3	13	32	2	62	9	73	4	0	1	5	7	62	8	77	187
Total	52	14	29	95	15	261	33	309	10	10	8	28	25	228	23	276	708
05:00 PM	5	3	10	18	6	77	5	88	3	5	6	14	7	67	2	76	196
05:15 PM	9	4	5	18	7	76	12	95	2	1	3	6	5	101	6	112	231
05:30 PM	9	3	8	20	6	116	15	137	2	1	4	7	4	62	6	72	236
05:45 PM	18	5	15	38	4	70	8	82	1	2	3	6	13	77	1	91	217
Total	41	15	38	94	23	339	40	402	8	9	16	33	29	307	15	351	880
Grand Total	93	29	67	189	38	600	73	711	18	19	24	61	54	535	38	627	1588
Apprch %	49.2	15.3	35.4		5.3	84.4	10.3		29.5	31.1	39.3		8.6	85.3	6.1		
Total %	5.9	1.8	4.2	11.9	2.4	37.8	4.6	44.8	1.1	1.2	1.5	3.8	3.4	33.7	2.4	39.5	

	Remington Southbound				Roosevelt Westbound				Remington Northbound				Roosevelt Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	3	10	18	6	77	5	88	3	5	6	14	7	67	2	76	196
05:15 PM	9	4	5	18	7	76	12	95	2	1	3	6	5	101	6	112	231
05:30 PM	9	3	8	20	6	116	15	137	2	1	4	7	4	62	6	72	236
05:45 PM	18	5	15	38	4	70	8	82	1	2	3	6	13	77	1	91	217
Total Volume	41	15	38	94	23	339	40	402	8	9	16	33	29	307	15	351	880
% App. Total	43.6	16	40.4		5.7	84.3	10		24.2	27.3	48.5		8.3	87.5	4.3		
PHF	.569	.750	.633	.618	.821	.731	.667	.734	.667	.450	.667	.589	.558	.760	.625	.783	.932

City of Irvine
N/S: Remington
E/W: Roosevelt
Weather: Clear

File Name : 02_IRV_Rem_Roo PM
Site Code : 00324491
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	15	3	7	25	6	77	5	88	1	4	3	8	7	67	2	76
+15 mins.	12	5	4	21	7	76	12	95	4	0	1	5	5	101	6	112
+30 mins.	9	3	5	17	6	116	15	137	3	5	6	14	4	62	6	72
+45 mins.	16	3	13	32	4	70	8	82	2	1	3	6	13	77	1	91
Total Volume	52	14	29	95	23	339	40	402	10	10	13	33	29	307	15	351
% App. Total	54.7	14.7	30.5		5.7	84.3	10		30.3	30.3	39.4		8.3	87.5	4.3	
PHF	.813	.700	.558	.742	.821	.731	.667	.734	.625	.500	.542	.589	.558	.760	.625	.783

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



ITAM: 285
Date: 2/27/2024
Day: Tuesday

		Jeffrey Road Southbound			Trabuco Road Westbound			Jeffrey Road Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		4	172	12	33	16	4	7	85	13	19	14	11	390
7:15 AM		6	273	9	44	22	13	5	106	24	19	26	18	565
7:30 AM		8	308	22	65	30	11	4	117	28	25	31	29	678
7:45 AM		31	429	52	60	82	27	17	182	27	31	34	20	992
8:00 AM		61	346	80	83	110	35	17	167	51	51	46	33	1080
8:15 AM		48	424	63	69	85	23	15	204	48	34	45	29	1087
8:30 AM		28	351	51	78	86	12	21	168	40	33	45	22	935
8:45 AM		17	385	45	90	58	15	16	167	35	21	44	23	916
TOTAL VOLUMES:		203	2688	334	522	489	140	102	1196	266	233	285	185	6643

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	168	1550	246	290	363	97	70	721	166	149	170	104	4094

PEAK HR FACTOR:	0.918	0.822	0.896	0.813	0.942
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		Jeffrey Road Southbound			Trabuco Road Westbound			Jeffrey Road Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		24	168	24	61	89	24	22	382	64	67	61	22	1008
4:15 PM		32	203	23	61	57	21	31	370	55	60	67	27	1007
4:30 PM		22	151	26	73	83	36	36	401	74	53	60	21	1036
4:45 PM		24	254	25	52	52	25	19	437	79	51	41	20	1079
5:00 PM		18	152	24	62	78	28	34	386	85	64	90	23	1044
5:15 PM		21	242	20	64	62	28	22	472	82	62	52	26	1153
5:30 PM		24	175	32	64	62	24	18	421	99	81	84	24	1108
5:45 PM		30	212	31	61	52	26	26	463	96	63	72	33	1165
6:00 PM		14	166	16	50	58	28	24	412	101	87	102	16	1074
6:15 PM		16	203	24	54	41	10	17	415	89	64	59	21	1013
TOTAL VOLUMES:		225	1926	245	602	634	250	249	4159	824	652	688	233	10687

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	89	795	99	239	234	106	90	1768	378	293	310	99	4500

PEAK HR FACTOR:	0.868	0.940	0.956	0.856	0.966
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Location: Irvine
N/S: Jeffrey Road
E/W: Trabuco Road



ITAM: 285
Date: 2/29/2024
Day: Thursday

		Jeffrey Road Southbound			Trabuco Road Westbound			Jeffrey Road Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		4	147	7	37	12	12	8	60	14	15	15	12	343
7:15 AM		11	280	7	34	14	10	6	100	21	19	17	20	539
7:30 AM		5	311	22	75	37	9	8	94	29	30	34	19	673
7:45 AM		14	444	45	65	55	19	18	184	29	29	35	30	967
8:00 AM		20	310	75	91	93	13	18	155	31	53	73	31	963
8:15 AM		43	462	57	60	62	13	17	199	49	46	42	34	1084
8:30 AM		60	371	39	100	59	25	19	183	48	33	51	28	1016
8:45 AM		38	382	34	76	41	24	17	212	42	23	28	26	943
TOTAL VOLUMES:		195	2707	286	538	373	125	111	1187	263	248	295	200	6528

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	137	1587	216	316	269	70	72	721	157	161	201	123	4030

PEAK HR FACTOR:	0.863	0.831	0.896	0.772	0.929
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		Jeffrey Road Southbound			Trabuco Road Westbound			Jeffrey Road Northbound			Trabuco Road Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		18	159	15	71	67	22	28	419	63	41	45	16	964
4:15 PM		24	250	17	61	54	21	33	472	60	54	63	18	1127
4:30 PM		19	195	19	74	61	34	36	413	63	58	63	21	1056
4:45 PM		20	272	34	64	61	22	37	514	73	49	54	12	1212
5:00 PM		22	202	26	63	70	28	28	461	75	59	74	42	1150
5:15 PM		25	242	20	55	49	17	30	492	85	47	48	20	1130
5:30 PM		22	204	26	71	79	37	26	441	102	82	86	28	1204
5:45 PM		27	257	35	62	67	27	29	496	88	64	75	31	1258
6:00 PM		18	157	21	61	67	26	27	403	87	72	76	18	1033
6:15 PM		27	183	15	38	39	13	10	398	70	63	73	20	949
TOTAL VOLUMES:		222	2121	228	620	614	247	284	4509	766	589	657	226	11083

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	96	905	107	251	265	109	113	1890	350	252	283	121	4742

PEAK HR FACTOR:	0.868	0.836	0.960	0.837	0.942
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Location: Irvine
N/S: Jeffrey Road
E/W: Roosevelt



ITAM: 286
Date: 5/21/2024
Day: Tuesday

		Jeffrey Road Southbound			Roosevelt Westbound			Jeffrey Road Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		3	198	3	56	12	10	22	73	22	4	4	35	442
7:15 AM		1	314	6	73	10	13	19	123	39	6	5	57	666
7:30 AM		5	326	14	117	25	18	32	143	45	7	8	65	805
7:45 AM		8	462	30	103	33	29	50	145	43	13	13	84	1013
8:00 AM		10	388	20	143	80	86	43	146	49	24	23	81	1093
8:15 AM		11	511	22	123	59	81	32	155	48	12	31	78	1163
8:30 AM		11	528	17	111	18	15	35	119	50	9	33	68	1014
8:45 AM		19	458	36	89	20	13	35	176	48	10	10	72	986
TOTAL VOLUMES:		68	3185	148	815	257	265	268	1080	344	85	127	540	7182

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	40	1889	89	480	190	211	160	565	190	58	100	311	4283

PEAK HR FACTOR:	0.907	0.713	0.961	0.916	0.921
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		Jeffrey Road Southbound			Roosevelt Westbound			Jeffrey Road Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		17	196	38	73	38	32	86	389	104	47	54	87	1161
4:15 PM		28	237	51	46	30	7	91	475	93	28	33	44	1163
4:30 PM		13	217	27	58	34	22	93	434	74	47	26	77	1122
4:45 PM		10	275	79	38	28	19	88	515	113	29	25	61	1280
5:00 PM		12	233	46	66	31	22	93	437	110	64	39	95	1248
5:15 PM		15	276	64	41	25	13	127	605	124	48	33	55	1426
5:30 PM		17	201	51	61	47	30	95	473	118	80	51	108	1332
5:45 PM		8	252	56	51	35	20	112	579	152	41	19	76	1401
6:00 PM		13	178	23	71	35	18	75	452	105	67	49	95	1181
6:15 PM		18	221	46	41	20	24	83	537	129	27	32	75	1253
TOTAL VOLUMES:		151	2286	481	546	323	207	943	4896	1122	478	361	773	12567

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	52	962	217	219	138	85	427	2094	504	233	142	334	5407

PEAK HR FACTOR:	0.867	0.801	0.883	0.742	0.948
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Location: Irvine
N/S: Jeffrey Road
E/W: Roosevelt



ITAM: 286
Date: 5/23/2024
Day: Thursday

		Jeffrey Road Southbound			Roosevelt Westbound			Jeffrey Road Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
7:00 AM		3	175	4	57	12	9	15	74	24	5	4	34	416
7:15 AM		3	322	4	63	18	13	22	112	33	5	1	35	631
7:30 AM		7	301	9	112	17	18	30	132	57	14	11	81	789
7:45 AM		9	434	32	93	34	19	44	162	51	14	12	86	990
8:00 AM		4	375	25	116	71	35	26	159	48	21	19	117	1016
8:15 AM		13	459	24	123	51	35	30	170	55	13	35	66	1074
8:30 AM		14	428	20	139	22	93	47	134	65	10	34	74	1080
8:45 AM		9	424	29	100	26	64	43	157	38	8	12	68	978
TOTAL VOLUMES:		62	2918	147	803	251	286	257	1100	371	90	128	561	6974

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	40	1696	101	471	178	182	147	625	219	58	100	343	4160

PEAK HR FACTOR:	0.926	0.818	0.964	0.798	0.963
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		Jeffrey Road Southbound			Roosevelt Westbound			Jeffrey Road Northbound			Roosevelt Eastbound			TOTAL
		SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	
4:00 PM		17	231	34	60	25	23	100	348	91	31	46	73	1079
4:15 PM		11	258	47	36	16	18	98	430	99	29	20	52	1114
4:30 PM		15	228	37	56	25	14	95	405	74	56	29	65	1099
4:45 PM		12	271	55	51	26	19	92	506	94	35	16	62	1239
5:00 PM		19	207	39	57	24	16	80	432	121	69	30	81	1175
5:15 PM		16	269	62	52	31	28	99	556	128	39	31	67	1378
5:30 PM		16	208	48	59	36	15	75	464	110	72	45	104	1252
5:45 PM		14	251	56	48	32	27	97	538	108	32	27	83	1313
6:00 PM		12	196	28	58	20	27	75	407	105	72	64	102	1166
6:15 PM		19	224	37	40	23	14	79	463	99	41	28	79	1146
TOTAL VOLUMES:		151	2343	443	517	258	201	890	4549	1029	476	336	768	11961

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES:	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
	65	935	205	216	123	86	351	1990	467	212	133	335	5118

PEAK HR FACTOR:	0.868	0.957	0.897	0.769	0.929
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Counts Unlimited, Inc

City of Irvine
Jeffrey Road
B/ Trabuco Road - Roosevelt
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

IRV006
Site Code: 003-24491

Start Time	5/22/2024 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		38	252			21	228				
12:15		25	256			24	267				
12:30		37	248			13	251				
12:45		22	300	122	1056	23	298	81	1044	203	2100
01:00		15	259			11	277				
01:15		14	290			9	238				
01:30		14	302			9	330				
01:45		12	278	55	1129	8	285	37	1130	92	2259
02:00		19	264			8	301				
02:15		12	258			5	270				
02:30		6	348			8	319				
02:45		4	312	41	1182	10	324	31	1214	72	2396
03:00		5	464			2	288				
03:15		6	414			7	333				
03:30		5	368			9	267				
03:45		12	419	28	1665	15	296	33	1184	61	2849
04:00		6	477			9	243				
04:15		7	526			22	286				
04:30		18	462			30	272				
04:45		26	517	57	1982	24	338	85	1139	142	3121
05:00		15	574			37	256				
05:15		47	534			48	284				
05:30		34	532			72	232				
05:45		49	633	145	2273	91	286	248	1058	393	3331
06:00		44	481			121	236				
06:15		59	470			112	272				
06:30		76	383			124	233				
06:45		91	388	270	1722	157	271	514	1012	784	2734
07:00		87	336			197	213				
07:15		133	228			279	207				
07:30		144	276			319	198				
07:45		194	234	558	1074	471	184	1266	802	1824	1876
08:00		182	238			399	171				
08:15		222	218			459	175				
08:30		264	228			415	139				
08:45		254	217	922	901	484	130	1757	615	2679	1516
09:00		182	199			352	116				
09:15		157	155			394	112				
09:30		186	140			346	94				
09:45		176	143	701	637	300	97	1392	419	2093	1056
10:00		145	108			259	116				
10:15		180	101			246	66				
10:30		194	88			303	49				
10:45		188	61	707	358	272	35	1080	266	1787	624
11:00		226	61			287	39				
11:15		212	68			276	34				
11:30		204	37			299	30				
11:45		245	38	887	204	261	32	1123	135	2010	339
Total		4493	14183	4493	14183	7647	10018	7647	10018	12140	24201
Combined Total		18676		18676		17665		17665		36341	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	922	-	-	-	1757	-	-	-	-	-
P.H.F.		0.873				0.908					
PM Peak	-	-	05:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	2273	-	-	-	1264	-	-	-	-
P.H.F.			0.898				0.949				
Percentage		24.1%	75.9%			43.3%	56.7%				
ADT/AADT		ADT 36,341	AADT 36,341								

Counts Unlimited, Inc

City of Irvine
Remington
B/ Trabuco Road - Roosevelt
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

IRV007
Site Code: 003-24491

Start Time	5/22/2024 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	3			2	9				
12:15		1	13			0	16				
12:30		0	6			0	21				
12:45		2	15	3	37	2	16	4	62	7	99
01:00		0	31			0	35				
01:15		0	20			0	35				
01:30		0	42			0	27				
01:45		0	20	0	113	0	46	0	143	0	256
02:00		0	16			0	13				
02:15		0	8			0	18				
02:30		0	8			0	17				
02:45		0	9	0	41	0	34	0	82	0	123
03:00		0	16			0	20				
03:15		0	15			0	35				
03:30		0	12			2	24				
03:45		0	18	0	61	1	29	3	108	3	169
04:00		0	19			1	28				
04:15		1	16			0	21				
04:30		0	24			0	20				
04:45		1	15	2	74	3	26	4	95	6	169
05:00		2	38			2	32				
05:15		4	27			2	19				
05:30		0	19			0	34				
05:45		3	27	9	111	2	33	6	118	15	229
06:00		2	24			2	31				
06:15		3	23			2	25				
06:30		4	15			5	30				
06:45		5	13	14	75	1	22	10	108	24	183
07:00		7	7			6	15				
07:15		11	11			8	13				
07:30		18	12			16	21				
07:45		38	17	74	47	31	20	61	69	135	116
08:00		61	12			52	14				
08:15		14	9			51	15				
08:30		8	22			14	20				
08:45		14	8	97	51	25	20	142	69	239	120
09:00		14	18			16	21				
09:15		9	13			15	15				
09:30		9	12			14	10				
09:45		8	9	40	52	20	6	65	52	105	104
10:00		15	3			14	4				
10:15		14	3			15	2				
10:30		6	3			10	4				
10:45		11	4	46	13	20	8	59	18	105	31
11:00		10	3			10	4				
11:15		13	3			11	7				
11:30		17	0			19	3				
11:45		8	1	48	7	10	1	50	15	98	22
Total		333	682	333	682	404	939	404	939	737	1621
Combined Total		1015		1015		1343		1343		2358	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	131	-	-	-	150	-	-	-	-	-
P.H.F.		0.537				0.721					
PM Peak	-	-	01:00	-	-	-	01:00	-	-	-	-
Vol.	-	-	113	-	-	-	143	-	-	-	-
P.H.F.			0.673				0.777				
Percentage		32.8%	67.2%			30.1%	69.9%				
ADT/AADT		ADT 2,358	AADT 2,358								

Counts Unlimited, Inc

City of Irvine
Roosevelt
B/ Remington - Jeffrey Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

IRV003
Site Code: 003-24491

Start Time	5/22/2024 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	35			3	43				
12:15		3	47			5	36				
12:30		3	42			3	48				
12:45		5	56	21	180	1	48	12	175	33	355
01:00		2	54			4	47				
01:15		2	55			1	49				
01:30		4	66			1	62				
01:45		1	69	9	244	2	50	8	208	17	452
02:00		0	44			0	71				
02:15		2	84			2	52				
02:30		1	69			0	54				
02:45		3	81	6	278	0	66	2	243	8	521
03:00		0	60			0	47				
03:15		1	102			2	76				
03:30		4	76			0	121				
03:45		3	100	8	338	0	103	2	347	10	685
04:00		0	89			0	102				
04:15		7	95			1	82				
04:30		9	78			0	97				
04:45		30	69	46	331	2	80	3	361	49	692
05:00		20	88			4	103				
05:15		14	91			29	102				
05:30		10	105			5	108				
05:45		7	89	51	373	4	108	42	421	93	794
06:00		16	97			6	126				
06:15		14	112			8	94				
06:30		25	79			10	88				
06:45		22	80	77	368	17	80	41	388	118	756
07:00		24	55			11	82				
07:15		49	48			26	43				
07:30		58	47			43	60				
07:45		76	67	207	217	64	40	144	225	351	442
08:00		91	46			119	60				
08:15		124	41			98	44				
08:30		94	56			38	59				
08:45		72	40	381	183	43	44	298	207	679	390
09:00		61	49			34	48				
09:15		48	52			24	27				
09:30		46	29			30	37				
09:45		58	26	213	156	27	36	115	148	328	304
10:00		42	14			24	33				
10:15		34	9			35	22				
10:30		38	16			25	14				
10:45		41	20	155	59	33	10	117	79	272	138
11:00		52	10			31	9				
11:15		39	7			44	5				
11:30		48	1			36	5				
11:45		40	8	179	26	37	7	148	26	327	52
Total		1353	2753	1353	2753	932	2828	932	2828	2285	5581
Combined Total		4106		4106		3760		3760		7866	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	385	-	-	-	324	-	-	-	-	-
P.H.F.		0.776				0.681					
PM Peak	-	-	05:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	403	-	-	-	444	-	-	-	-
P.H.F.			0.900				0.881				
Percentage		33.0%	67.0%			24.8%	75.2%				
ADT/AADT		ADT 7,866	AADT 7,866								

Counts Unlimited, Inc

City of Irvine
Roosevelt
B/ Yale Avenue - Remington
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

IRV002
Site Code: 003-24491

Start Time	5/22/2024 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	29			1	36				
12:15		2	41			1	40				
12:30		2	33			2	38				
12:45		3	42	15	145	1	33	5	147	20	292
01:00		2	52			2	48				
01:15		1	37			1	52				
01:30		1	59			0	51				
01:45		2	42	6	190	2	44	5	195	11	385
02:00		0	42			0	61				
02:15		2	75			0	46				
02:30		1	58			0	54				
02:45		2	74	5	249	0	66	0	227	5	476
03:00		0	59			0	45				
03:15		0	79			0	74				
03:30		1	66			1	124				
03:45		1	97	2	301	0	102	1	345	3	646
04:00		0	76			0	92				
04:15		5	88			0	73				
04:30		7	82			0	80				
04:45		15	63	27	309	2	74	2	319	29	628
05:00		13	90			2	95				
05:15		4	105			23	78				
05:30		6	96			3	101				
05:45		3	98	26	389	7	95	35	369	61	758
06:00		5	97			8	116				
06:15		5	98			7	74				
06:30		6	84			11	74				
06:45		15	66	31	345	15	72	41	336	72	681
07:00		14	53			8	68				
07:15		21	40			26	34				
07:30		28	41			47	56				
07:45		50	67	113	201	88	34	169	192	282	393
08:00		66	38			110	50				
08:15		94	47			123	41				
08:30		68	43			40	45				
08:45		48	37	276	165	52	38	325	174	601	339
09:00		34	44			42	43				
09:15		30	47			33	18				
09:30		29	20			31	24				
09:45		38	17	131	128	34	28	140	113	271	241
10:00		32	13			18	24				
10:15		30	10			33	17				
10:30		23	8			20	6				
10:45		21	17	106	48	31	7	102	54	208	102
11:00		30	9			28	6				
11:15		20	8			41	5				
11:30		33	4			29	5				
11:45		30	8	113	29	30	2	128	18	241	47
Total		851	2499	851	2499	953	2489	953	2489	1804	4988
Combined Total		3350		3350		3442		3442		6792	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	278	-	-	-	368	-	-	-	-	-
P.H.F.		0.739				0.748					
PM Peak	-	-	05:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	396	-	-	-	392	-	-	-	-
P.H.F.			0.943				0.790				
Percentage		25.4%	74.6%			27.7%	72.3%				
ADT/AADT		ADT 6,792		AADT 6,792							

Counts Unlimited, Inc

City of Irvine
 Trabuco Road
 B/ Remington - Jeffrey Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

IRV005
 Site Code: 003-24491

Start Time	5/22/2024 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	49			7	68				
12:15		1	44			8	89				
12:30		2	62			9	85				
12:45		3	78	10	233	6	66	30	308	40	541
01:00		1	80			6	85				
01:15		1	96			1	104				
01:30		1	88			6	114				
01:45		0	84	3	348	1	76	14	379	17	727
02:00		0	71			2	96				
02:15		3	116			2	100				
02:30		0	107			1	109				
02:45		2	136	5	430	4	86	9	391	14	821
03:00		0	125			3	110				
03:15		0	146			7	92				
03:30		1	114			1	110				
03:45		0	138	1	523	2	112	13	424	14	947
04:00		0	136			2	135				
04:15		2	94			2	160				
04:30		0	112			4	216				
04:45		1	102	3	444	3	212	11	723	14	1167
05:00		2	144			5	234				
05:15		3	110			4	214				
05:30		9	140			11	259				
05:45		8	118	22	512	17	272	37	979	59	1491
06:00		7	113			17	276				
06:15		4	88			19	224				
06:30		20	76			32	188				
06:45		20	58	51	335	30	149	98	837	149	1172
07:00		16	64			34	128				
07:15		36	60			50	94				
07:30		62	68			84	73				
07:45		112	92	226	284	84	70	252	365	478	649
08:00		147	50			113	80				
08:15		116	43			108	63				
08:30		84	35			110	58				
08:45		99	32	446	160	70	44	401	245	847	405
09:00		68	47			88	52				
09:15		51	26			62	51				
09:30		56	20			74	36				
09:45		78	16	253	109	68	35	292	174	545	283
10:00		52	14			60	30				
10:15		68	16			64	23				
10:30		47	16			70	14				
10:45		61	14	228	60	70	10	264	77	492	137
11:00		59	6			70	9				
11:15		55	9			68	10				
11:30		70	7			81	11				
11:45		53	3	237	25	80	10	299	40	536	65
Total		1485	3463	1485	3463	1720	4942	1720	4942	3205	8405
Combined Total		4948		4948		6662		6662		11610	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	459	-	-	-	415	-	-	-	-	-
P.H.F.		0.781				0.918					
PM Peak	-	-	03:15	-	-	-	05:30	-	-	-	-
Vol.	-	-	534	-	-	-	1031	-	-	-	-
P.H.F.			0.914				0.934				
Percentage		30.0%	70.0%			25.8%	74.2%				
ADT/AADT		ADT 11,610	AADT 11,610								

City of Irvine
 Trabuco Road
 B/ Yale Avenue - Remington
 24 Hour Directional Volume Count

Counts Unlimited, Inc

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

IRV004
 Site Code: 003-24491

Start Time	5/22/2024 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	48			7	65				
12:15		1	46			10	72				
12:30		0	50			8	72				
12:45		2	60	3	204	7	70	32	279	35	483
01:00		0	57			3	89				
01:15		0	80			3	83				
01:30		1	76			5	110				
01:45		0	79	1	292	2	74	13	356	14	648
02:00		1	72			2	100				
02:15		1	98			2	99				
02:30		1	98			2	89				
02:45		2	115	5	383	1	96	7	384	12	767
03:00		0	110			2	100				
03:15		1	139			2	102				
03:30		2	88			1	111				
03:45		1	124	4	461	1	110	6	423	10	884
04:00		0	122			2	121				
04:15		3	97			1	178				
04:30		2	102			1	182				
04:45		3	115	8	436	6	212	10	693	18	1129
05:00		5	112			5	224				
05:15		8	125			4	191				
05:30		11	104			8	272				
05:45		12	124	36	465	14	265	31	952	67	1417
06:00		7	105			13	260				
06:15		12	72			22	218				
06:30		24	70			21	195				
06:45		26	50	69	297	28	126	84	799	153	1096
07:00		25	60			30	120				
07:15		44	58			39	86				
07:30		52	56			56	75				
07:45		132	75	253	249	80	84	205	365	458	614
08:00		133	47			96	78				
08:15		114	37			84	60				
08:30		78	31			105	68				
08:45		102	25	427	140	70	50	355	256	782	396
09:00		72	42			82	60				
09:15		48	33			58	70				
09:30		49	15			65	40				
09:45		69	13	238	103	60	33	265	203	503	306
10:00		58	7			59	34				
10:15		57	15			60	26				
10:30		53	15			62	20				
10:45		46	12	214	49	56	14	237	94	451	143
11:00		56	5			56	12				
11:15		54	5			59	15				
11:30		62	3			68	12				
11:45		48	4	220	17	70	13	253	52	473	69
Total		1478	3096	1478	3096	1498	4856	1498	4856	2976	7952
Combined Total		4574		4574		6354		6354		10928	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	457	-	-	-	365	-	-	-	-	-
P.H.F.		0.859				0.869					
PM Peak	-	-	03:15	-	-	-	05:30	-	-	-	-
Vol.	-	-	473	-	-	-	1015	-	-	-	-
P.H.F.			0.851				0.933				
Percentage		32.3%	67.7%			23.6%	76.4%				
ADT/AADT		ADT 10,928	AADT 10,928								

City of Irvine
Yale Avenue
B/ Trabuco Road - Roosevelt
24 Hour Directional Volume Count

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

IRV001
Site Code: 003-24491

Start Time	5/22/2024 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	90			9	60				
12:15		2	98			3	68				
12:30		4	82			4	72				
12:45		3	75	17	345	4	70	20	270	37	615
01:00		3	125			7	79				
01:15		4	136			7	92				
01:30		4	122			1	106				
01:45		3	100	14	483	3	104	18	381	32	864
02:00		2	88			2	62				
02:15		3	108			2	81				
02:30		2	124			1	80				
02:45		1	114	8	434	2	128	7	351	15	785
03:00		1	106			0	112				
03:15		4	123			2	102				
03:30		5	145			1	116				
03:45		2	144	12	518	2	114	5	444	17	962
04:00		2	172			1	150				
04:15		6	150			2	132				
04:30		6	135			3	102				
04:45		3	176	17	633	7	122	13	506	30	1139
05:00		10	168			2	142				
05:15		17	182			2	171				
05:30		18	206			11	128				
05:45		12	196	57	752	8	150	23	591	80	1343
06:00		23	270			9	116				
06:15		17	148			15	122				
06:30		24	148			18	116				
06:45		50	110	114	676	22	94	64	448	178	1124
07:00		45	98			24	92				
07:15		68	85			31	99				
07:30		96	80			58	56				
07:45		150	94	359	357	127	94	240	341	599	698
08:00		158	113			188	44				
08:15		130	90			164	54				
08:30		98	70			72	62				
08:45		104	56	490	329	120	45	544	205	1034	534
09:00		120	64			88	44				
09:15		84	52			54	27				
09:30		72	35			64	23				
09:45		72	34	348	185	75	21	281	115	629	300
10:00		78	34			60	26				
10:15		80	18			67	21				
10:30		80	17			58	19				
10:45		106	12	344	81	50	20	235	86	579	167
11:00		78	9			53	13				
11:15		76	11			55	7				
11:30		84	14			60	6				
11:45		62	5	300	39	71	9	239	35	539	74
Total		2080	4832	2080	4832	1689	3773	1689	3773	3769	8605
Combined Total		6912		6912		5462		5462		12374	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	536	-	-	-	551	-	-	-	-	-
P.H.F.		0.848				0.733					
PM Peak	-	-	05:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	854	-	-	-	591	-	-	-	-
P.H.F.			0.791				0.864				
Percentage		30.1%	69.9%			30.9%	69.1%				
ADT/AADT		ADT 12,374	AADT 12,374								

APPENDIX E

HCM WORKSHEETS

Intersection												
Int Delay, s/veh	479.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	290	36	49	477	67	14	82	38	95	73	95
Future Vol, veh/h	32	290	36	49	477	67	14	82	38	95	73	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	387	48	65	636	89	19	109	51	127	97	127
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	435	0	0	993	1352	217	1145	1331	363
Stage 1	-	-	-	-	-	-	496	496	-	811	811	-
Stage 2	-	-	-	-	-	-	497	856	-	333	520	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	873	-	-	1121	-	-	200	149	787	155	153	634
Stage 1	-	-	-	-	-	-	524	544	-	339	391	-
Stage 2	-	-	-	-	-	-	523	373	-	654	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	873	-	-	1121	-	-	45	133	787	~ 25	137	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	45	133	-	~ 25	137	-
Stage 1	-	-	-	-	-	-	499	517	-	320	368	-
Stage 2	-	-	-	-	-	-	290	351	-	459	504	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.83			0.69			239.71			\$ 2330.73		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	137	873	-	-	1121	-	-	60				
HCM Lane V/C Ratio	1.3	0.049	-	-	0.058	-	-	5.878				
HCM Control Delay (s/veh)	239.7	9.3	-	-	8.4	-	-	\$ 2330.7				
HCM Lane LOS	F	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	11.2	0.2	-	-	0.2	-	-	39.7				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	491	45	41	350	63	12	36	40	45	22	49
Future Vol, veh/h	72	491	45	41	350	63	12	36	40	45	22	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	528	48	44	376	68	13	39	43	48	24	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	444	0	0	576	0	0	995	1239	288	937	1230	222
Stage 1	-	-	-	-	-	-	707	707	-	498	498	-
Stage 2	-	-	-	-	-	-	288	532	-	438	731	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1112	-	-	993	-	-	199	174	708	220	176	782
Stage 1	-	-	-	-	-	-	392	436	-	522	542	-
Stage 2	-	-	-	-	-	-	695	524	-	567	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1112	-	-	993	-	-	143	155	708	141	157	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	155	-	141	157	-
Stage 1	-	-	-	-	-	-	365	406	-	499	518	-
Stage 2	-	-	-	-	-	-	591	500	-	448	396	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1			0.79			30.15			39.99		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	1112	-	-	993	-	-	223
HCM Lane V/C Ratio	0.401	0.07	-	-	0.044	-	-	0.56
HCM Control Delay (s/veh)	30.1	8.5	-	-	8.8	-	-	40
HCM Lane LOS	D	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.8	0.2	-	-	0.1	-	-	3.1

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	227	12	5	245	70	13	21	22	66	9	54
Future Vol, veh/h	16	227	12	5	245	70	13	21	22	66	9	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	273	14	6	295	84	16	25	27	80	11	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	288	0	0	625	704	273	632	634	295
Stage 1	-	-	-	-	-	-	312	312	-	307	307	-
Stage 2	-	-	-	-	-	-	313	392	-	325	327	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1179	-	-	1274	-	-	397	362	765	393	397	744
Stage 1	-	-	-	-	-	-	698	658	-	703	661	-
Stage 2	-	-	-	-	-	-	698	607	-	688	648	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1274	-	-	345	354	765	345	388	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	354	-	345	388	-
Stage 1	-	-	-	-	-	-	687	647	-	699	658	-
Stage 2	-	-	-	-	-	-	623	604	-	627	637	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.51			0.12			14.52			17.17		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	445	1179	-	-	1274	-	-	450
HCM Lane V/C Ratio	0.151	0.016	-	-	0.005	-	-	0.346
HCM Control Delay (s/veh)	14.5	8.1	-	-	7.8	-	-	17.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	1.5

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	307	15	23	339	40	8	9	16	41	15	38
Future Vol, veh/h	29	307	15	23	339	40	8	9	16	41	15	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	330	16	25	365	43	9	10	17	44	16	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	346	0	0	815	849	330	811	823	365
Stage 1	-	-	-	-	-	-	392	392	-	414	414	-
Stage 2	-	-	-	-	-	-	422	457	-	397	409	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1151	-	-	1213	-	-	296	298	711	298	309	680
Stage 1	-	-	-	-	-	-	632	606	-	616	593	-
Stage 2	-	-	-	-	-	-	609	568	-	628	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1151	-	-	1213	-	-	252	284	711	268	294	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	284	-	268	294	-
Stage 1	-	-	-	-	-	-	615	590	-	603	581	-
Stage 2	-	-	-	-	-	-	546	556	-	587	580	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.68			0.46			15.34			18.76		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1151	-	-	1213	-	-	362
HCM Lane V/C Ratio	0.092	0.027	-	-	0.02	-	-	0.279
HCM Control Delay (s/veh)	15.3	8.2	-	-	8	-	-	18.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	1.1

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	164	5	5	111	53	11	26	52	64	21	17
Future Vol, veh/h	35	164	5	5	111	53	11	26	52	64	21	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	178	5	5	121	58	12	28	57	70	23	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	184	0	0	397	443	178	400	391	121
Stage 1	-	-	-	-	-	-	254	254	-	132	132	-
Stage 2	-	-	-	-	-	-	143	189	-	268	260	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1398	-	-	1391	-	-	563	509	865	560	544	931
Stage 1	-	-	-	-	-	-	750	697	-	872	787	-
Stage 2	-	-	-	-	-	-	860	744	-	737	693	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1391	-	-	512	493	865	479	527	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	512	493	-	479	527	-
Stage 1	-	-	-	-	-	-	730	678	-	869	784	-
Stage 2	-	-	-	-	-	-	815	741	-	642	674	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.31			0.22			11.36			13.53		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1398	-	-	1391	-	-	532
HCM Lane V/C Ratio	0.146	0.027	-	-	0.004	-	-	0.208
HCM Control Delay (s/veh)	11.4	7.6	-	-	7.6	-	-	13.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.8

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	91	12	19	394	23	5	2	8	16	7	14
Future Vol, veh/h	8	91	12	19	394	23	5	2	8	16	7	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	98	13	20	424	25	5	2	9	17	8	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	448	0	0	111	0	0	583	604	98	581	592	424
Stage 1	-	-	-	-	-	-	115	115	-	465	465	-
Stage 2	-	-	-	-	-	-	468	489	-	116	128	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1112	-	-	1479	-	-	424	412	958	425	419	630
Stage 1	-	-	-	-	-	-	890	800	-	578	563	-
Stage 2	-	-	-	-	-	-	575	549	-	889	790	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1112	-	-	1479	-	-	397	403	958	410	410	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	403	-	410	410	-
Stage 1	-	-	-	-	-	-	883	794	-	570	555	-
Stage 2	-	-	-	-	-	-	546	542	-	871	784	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.6			0.33			11.39			13.32		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	579	1112	-	-	1479	-	-	473
HCM Lane V/C Ratio	0.028	0.008	-	-	0.014	-	-	0.084
HCM Control Delay (s/veh)	11.4	8.3	-	-	7.5	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	163	5	6	112	55	10	26	53	65	21	16
Future Vol, veh/h	34	163	5	6	112	55	10	26	53	65	21	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	177	5	7	122	60	11	28	58	71	23	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	183	0	0	397	446	177	400	391	122
Stage 1	-	-	-	-	-	-	251	251	-	135	135	-
Stage 2	-	-	-	-	-	-	146	195	-	265	257	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1394	-	-	1392	-	-	563	507	866	560	544	929
Stage 1	-	-	-	-	-	-	753	699	-	869	785	-
Stage 2	-	-	-	-	-	-	856	740	-	740	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1392	-	-	513	492	866	479	527	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	513	492	-	479	527	-
Stage 1	-	-	-	-	-	-	733	681	-	864	781	-
Stage 2	-	-	-	-	-	-	812	736	-	645	677	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.29			0.26			11.32			13.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	666	1394	-	-	1392	-	-	529
HCM Lane V/C Ratio	0.145	0.027	-	-	0.005	-	-	0.21
HCM Control Delay (s/veh)	11.3	7.7	-	-	7.6	-	-	13.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.8

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	93	11	19	394	23	5	2	8	16	7	14
Future Vol, veh/h	8	93	11	19	394	23	5	2	8	16	7	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	100	12	20	424	25	5	2	9	17	8	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	448	0	0	112	0	0	585	606	100	583	594	424
Stage 1	-	-	-	-	-	-	117	117	-	465	465	-
Stage 2	-	-	-	-	-	-	468	489	-	118	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1112	-	-	1478	-	-	422	411	956	424	418	630
Stage 1	-	-	-	-	-	-	887	799	-	578	563	-
Stage 2	-	-	-	-	-	-	575	549	-	886	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1112	-	-	1478	-	-	396	402	956	409	409	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	402	-	409	409	-
Stage 1	-	-	-	-	-	-	881	792	-	570	555	-
Stage 2	-	-	-	-	-	-	546	542	-	869	783	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.59	0.33	11.41	13.33
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	578	1112	-	-	1478	-	-	472
HCM Lane V/C Ratio	0.028	0.008	-	-	0.014	-	-	0.084
HCM Control Delay (s/veh)	11.4	8.3	-	-	7.5	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	146	5	5	111	47	14	29	46	53	22	20
Future Vol, veh/h	40	146	5	5	111	47	14	29	46	53	22	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	159	5	5	121	51	15	32	50	58	24	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	164	0	0	389	428	159	393	383	121
Stage 1	-	-	-	-	-	-	246	246	-	132	132	-
Stage 2	-	-	-	-	-	-	143	183	-	261	251	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1405	-	-	1414	-	-	570	519	887	567	551	931
Stage 1	-	-	-	-	-	-	758	703	-	872	787	-
Stage 2	-	-	-	-	-	-	859	749	-	744	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1414	-	-	514	501	887	485	531	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	501	-	485	531	-
Stage 1	-	-	-	-	-	-	735	681	-	869	784	-
Stage 2	-	-	-	-	-	-	811	746	-	648	677	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.6			0.23			11.51			13.02		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	650	1405	-	-	1414	-	-	552
HCM Lane V/C Ratio	0.149	0.031	-	-	0.004	-	-	0.187
HCM Control Delay (s/veh)	11.5	7.6	-	-	7.6	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.7

HCM 7th TWSC
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Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	88	13	20	375	24	5	2	8	15	8	14
Future Vol, veh/h	8	88	13	20	375	24	5	2	8	15	8	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	95	14	22	403	26	5	2	9	16	9	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	109	0	0	562	584	95	559	572	403
Stage 1	-	-	-	-	-	-	112	112	-	446	446	-
Stage 2	-	-	-	-	-	-	451	472	-	113	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1130	-	-	1482	-	-	437	424	962	440	430	647
Stage 1	-	-	-	-	-	-	893	803	-	591	574	-
Stage 2	-	-	-	-	-	-	588	559	-	892	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1482	-	-	409	414	962	424	421	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	414	-	424	421	-
Stage 1	-	-	-	-	-	-	886	797	-	583	566	-
Stage 2	-	-	-	-	-	-	558	551	-	875	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.36	11.26	13.06
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	592	1130	-	-	1482	-	-	487
HCM Lane V/C Ratio	0.027	0.008	-	-	0.015	-	-	0.082
HCM Control Delay (s/veh)	11.3	8.2	-	-	7.5	-	-	13.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	146	5	5	114	48	14	29	46	54	22	21
Future Vol, veh/h	40	146	5	5	114	48	14	29	46	54	22	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	159	5	5	124	52	15	32	50	59	24	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	164	0	0	392	433	159	396	386	124
Stage 1	-	-	-	-	-	-	246	246	-	135	135	-
Stage 2	-	-	-	-	-	-	147	187	-	261	251	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1400	-	-	1414	-	-	567	516	887	564	548	927
Stage 1	-	-	-	-	-	-	758	703	-	869	785	-
Stage 2	-	-	-	-	-	-	856	745	-	744	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1400	-	-	1414	-	-	510	498	887	482	529	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	510	498	-	482	529	-
Stage 1	-	-	-	-	-	-	735	681	-	865	782	-
Stage 2	-	-	-	-	-	-	806	742	-	648	677	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.6			0.23			11.54			13.09		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	647	1400	-	-	1414	-	-	550
HCM Lane V/C Ratio	0.149	0.031	-	-	0.004	-	-	0.192
HCM Control Delay (s/veh)	11.5	7.7	-	-	7.6	-	-	13.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.7

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	88	12	20	376	23	5	2	8	16	8	14
Future Vol, veh/h	8	88	12	20	376	23	5	2	8	16	8	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	95	13	22	404	25	5	2	9	17	9	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	108	0	0	563	584	95	560	572	404
Stage 1	-	-	-	-	-	-	112	112	-	447	447	-
Stage 2	-	-	-	-	-	-	452	472	-	113	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1130	-	-	1483	-	-	437	424	962	439	430	646
Stage 1	-	-	-	-	-	-	893	803	-	591	573	-
Stage 2	-	-	-	-	-	-	587	559	-	892	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1483	-	-	409	414	962	423	421	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	414	-	423	421	-
Stage 1	-	-	-	-	-	-	886	797	-	582	565	-
Stage 2	-	-	-	-	-	-	557	551	-	875	787	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.61	0.36	11.26	13.12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	591	1130	-	-	1483	-	-	484
HCM Lane V/C Ratio	0.027	0.008	-	-	0.014	-	-	0.084
HCM Control Delay (s/veh)	11.3	8.2	-	-	7.5	-	-	13.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

HCM 7th TWSC
5: Remington & Roosevelt

BO App NP AM
BO App NP AM

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	152	5	6	112	53	12	30	59	63	23	17
Future Vol, veh/h	33	152	5	6	112	53	12	30	59	63	23	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	165	5	7	122	58	13	33	64	68	25	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	171	0	0	384	429	165	388	377	122
Stage 1	-	-	-	-	-	-	237	237	-	135	135	-
Stage 2	-	-	-	-	-	-	147	192	-	253	242	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1407	-	-	574	518	879	571	554	929
Stage 1	-	-	-	-	-	-	766	709	-	869	785	-
Stage 2	-	-	-	-	-	-	855	741	-	751	705	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1407	-	-	521	503	879	481	538	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	503	-	481	538	-
Stage 1	-	-	-	-	-	-	747	691	-	865	781	-
Stage 2	-	-	-	-	-	-	808	738	-	646	687	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.33			0.27			11.38			13.48		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	674	1396	-	-	1407	-	-	536				
HCM Lane V/C Ratio	0.163	0.026	-	-	0.005	-	-	0.209				
HCM Control Delay (s/veh)	11.4	7.6	-	-	7.6	-	-	13.5				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.8				

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	89	13	19	385	24	5	2	7	15	8	15
Future Vol, veh/h	9	89	13	19	385	24	5	2	7	15	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	96	14	20	414	26	5	2	8	16	9	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	110	0	0	574	596	96	571	584	414
Stage 1	-	-	-	-	-	-	115	115	-	455	455	-
Stage 2	-	-	-	-	-	-	459	481	-	116	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1120	-	-	1481	-	-	430	417	961	432	424	638
Stage 1	-	-	-	-	-	-	890	800	-	585	569	-
Stage 2	-	-	-	-	-	-	582	554	-	889	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1481	-	-	401	408	961	417	414	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	408	-	417	414	-
Stage 1	-	-	-	-	-	-	882	793	-	577	561	-
Stage 2	-	-	-	-	-	-	551	546	-	872	783	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v 0.67		0.33	11.51	13.16
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	568	1120	-	-	1481	-	-	482
HCM Lane V/C Ratio	0.027	0.009	-	-	0.014	-	-	0.085
HCM Control Delay (s/veh)	11.5	8.2	-	-	7.5	-	-	13.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	151	5	6	113	52	13	30	58	63	23	18
Future Vol, veh/h	34	151	5	6	113	52	13	30	58	63	23	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	164	5	7	123	57	14	33	63	68	25	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	170	0	0	386	430	164	390	379	123
Stage 1	-	-	-	-	-	-	238	238	-	136	136	-
Stage 2	-	-	-	-	-	-	148	192	-	254	243	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1408	-	-	572	517	880	569	553	928
Stage 1	-	-	-	-	-	-	765	708	-	867	784	-
Stage 2	-	-	-	-	-	-	854	741	-	750	704	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1396	-	-	1408	-	-	518	501	880	479	536	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	501	-	479	536	-
Stage 1	-	-	-	-	-	-	745	690	-	863	780	-
Stage 2	-	-	-	-	-	-	806	738	-	646	686	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.37			0.27			11.43			13.49		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	670	1396	-	-	1408	-	-	537
HCM Lane V/C Ratio	0.164	0.026	-	-	0.005	-	-	0.211
HCM Control Delay (s/veh)	11.4	7.6	-	-	7.6	-	-	13.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.8

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	89	12	19	384	23	6	2	8	16	8	15
Future Vol, veh/h	8	89	12	19	384	23	6	2	8	16	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	180	195	-	170	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	96	13	20	413	25	6	2	9	17	9	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	109	0	0	571	591	96	568	580	413
Stage 1	-	-	-	-	-	-	113	113	-	454	454	-
Stage 2	-	-	-	-	-	-	458	478	-	114	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1122	-	-	1482	-	-	432	419	961	434	426	639
Stage 1	-	-	-	-	-	-	892	802	-	586	569	-
Stage 2	-	-	-	-	-	-	583	555	-	891	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1482	-	-	403	410	961	419	417	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	410	-	419	417	-
Stage 1	-	-	-	-	-	-	885	796	-	578	562	-
Stage 2	-	-	-	-	-	-	552	548	-	874	786	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.6			0.33			11.51			13.18		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	570	1122	-	-	1482	-	-	482
HCM Lane V/C Ratio	0.03	0.008	-	-	0.014	-	-	0.087
HCM Control Delay (s/veh)	11.5	8.2	-	-	7.5	-	-	13.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

APPENDIX F

OCTA AND IRVINE CONNECT BUS INFORMATION

North County System Map



- 1

Local Routes (1-99)

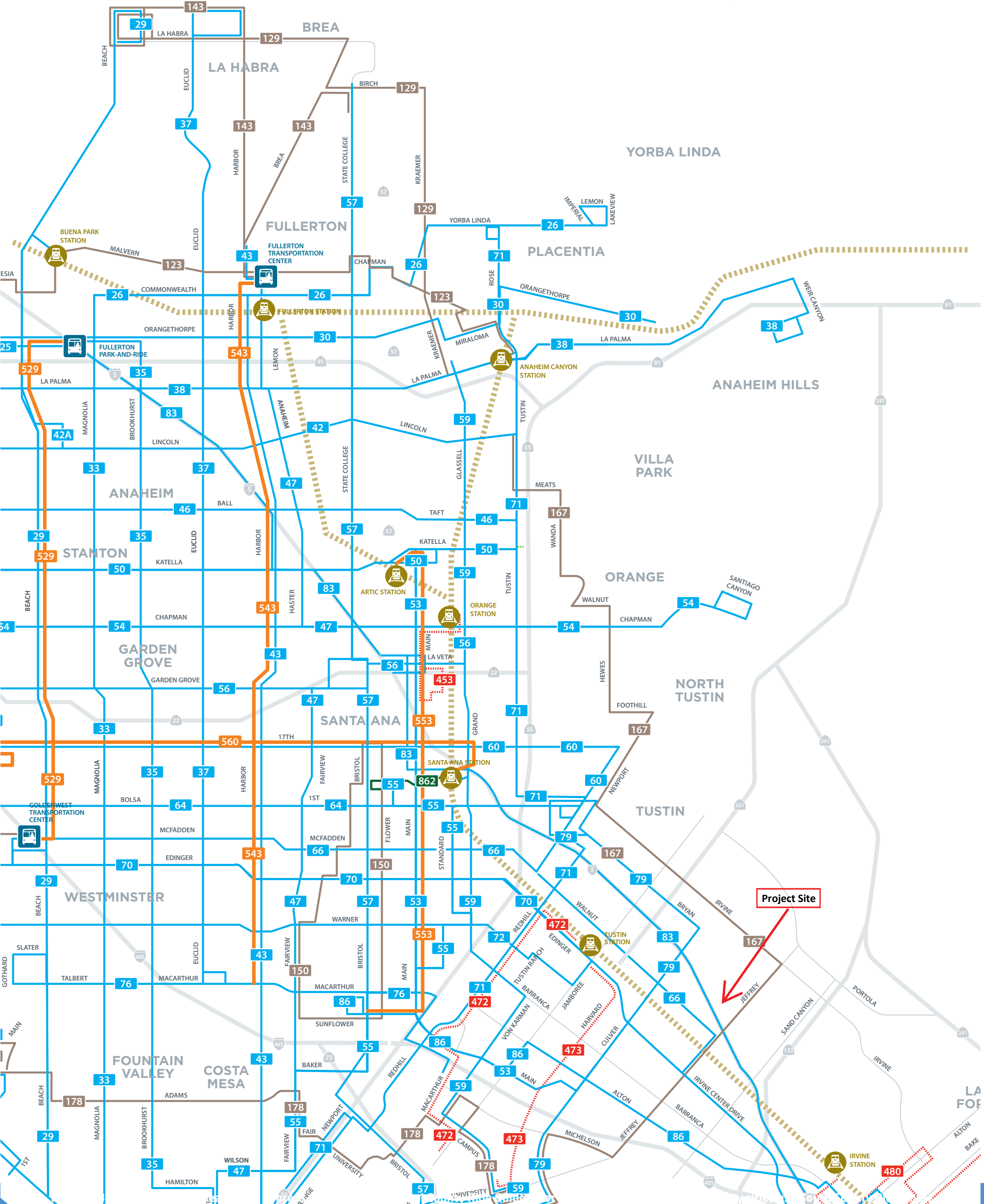
100

Community Routes (100-199)
- 400

Metrolink Stationlink Routes (400-499)
Weekday Rush Hour Only
- 500

OC Bus Rapid Limited Stop Service (500-599)
- 800

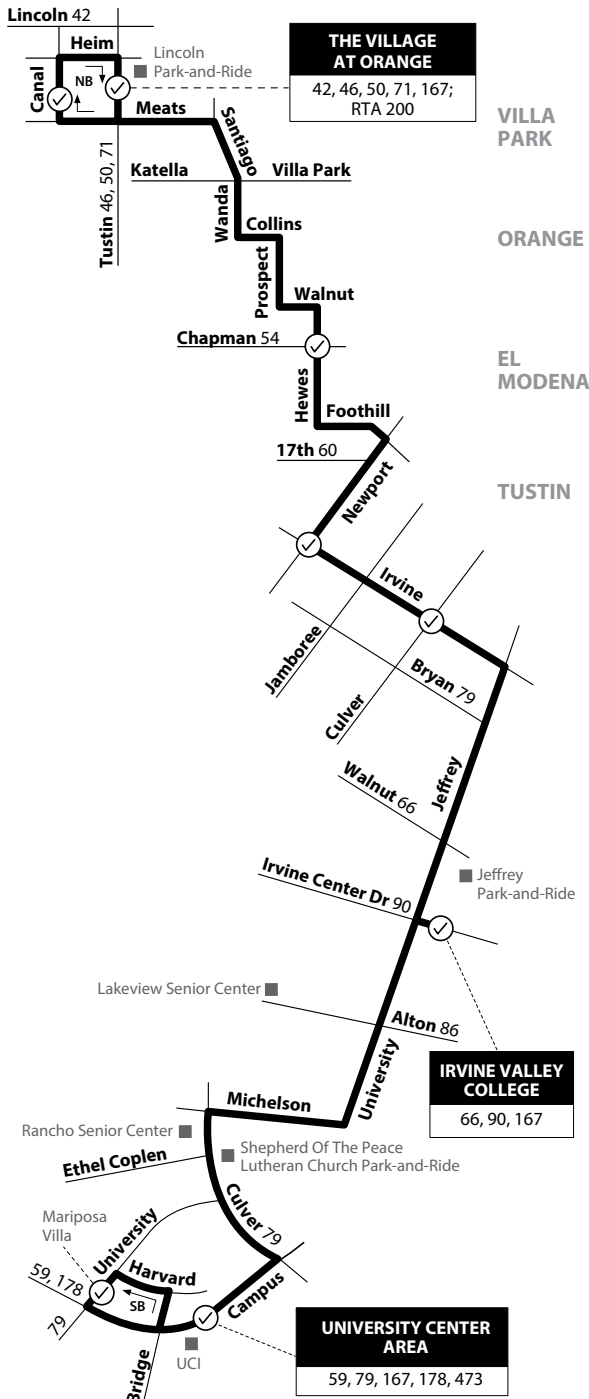
City Shuttle

Rail StationsOC Bus Transit Centers

NOTE: No weekend service.
NOTA: No hay servicio los fines de semana.

Orange to Irvine
via Hewes St / Irvine Blvd / Jeffrey Rd

167



Monday - Friday
NORTHBOUND To: Orange

Mariposa Villa	University Center	Irvine Valley College	Irvine & Culver	Newport & Old Irvine	Hewes & Chapman	Canal & Meats
5:18	5:20	5:37	5:50	5:59	6:08	6:24
6:13	6:15	6:32	6:45	6:54	7:03	7:19
6:57	7:00	7:23	7:40	7:54	8:07	8:25
7:52	7:56	8:20	8:35	8:46	8:58	9:17
8:47	8:51	9:15	9:30	9:41	9:53	10:12
9:41	9:45	10:10	10:25	10:35	10:45	11:01
10:38	10:42	11:05	11:20	11:31	11:42	12:02
11:33	11:37	12:00	12:15	12:26	12:37	12:57
12:17	12:21	12:47	1:07	1:23	1:35	1:55
1:09	1:14	1:44	2:05	2:16	2:23	2:43
2:23	2:28	2:53	3:11	3:24	3:35	3:53
3:18	3:23	3:48	4:06	4:19	4:30	4:48
4:03	4:08	4:36	5:01	5:15	5:27	5:46
5:04	5:08	5:36	5:56	6:07	6:18	6:36
5:59	6:03	6:31	6:51	7:02	7:13	7:31
7:06	7:10	7:35	7:51	8:00	8:10	8:25
8:06	8:10	8:35	8:51	9:00	9:10	9:25
9:06	9:10	9:35	9:51	10:00	10:10	10:25
10:06	10:10	10:35	10:51	11:00	11:10	11:25

Monday - Friday
SOUTHBOUND To: Irvine

Canal & Meats	Village At Orange	Hewes & Chapman	Irvine & Newport	Irvine & Culver	Irvine Valley College	University Center	Mariposa Villa
5:08	5:11	5:25	5:36	5:45	6:00	6:22	6:26
5:51	5:55	6:13	6:28	6:40	7:00	7:27	7:32
6:46	6:50	7:08	7:23	7:35	7:55	8:22	8:27
7:46	7:49	8:05	8:18	8:30	8:47	9:15	9:20
8:41	8:44	9:00	9:13	9:25	9:42	10:10	10:15
9:36	9:39	9:55	10:08	10:20	10:37	11:05	11:10
10:31	10:34	10:50	11:03	11:15	11:32	12:00	12:05
11:23	11:27	11:44	11:58	12:10	12:28	12:52	12:58
12:18	12:22	12:39	12:53	1:05	1:23	1:47	1:53
1:08	1:12	1:32	1:48	2:00	2:18	2:43	2:48
2:05	2:09	2:28	2:43	2:55	3:11	3:37	3:44
3:15	3:18	3:36	3:49	4:01	4:17	4:42	4:45
4:14	4:18	4:35	4:49	5:01	5:17	5:43	5:49
5:14	5:18	5:35	5:49	6:01	6:17	6:43	6:49
6:20	6:23	6:38	6:51	7:01	7:15	7:40	7:43
7:20	7:23	7:38	7:51	8:01	8:15	8:40	8:43
8:20	8:23	8:38	8:51	9:01	9:15	9:40	9:43
9:20	9:23	9:38	9:51	10:01	10:15	10:40	10:43

Route Map



Map Key

- Route
- Stops
- Train Station
- School
- Points of Interest
- Bike Trail

APPENDIX G

VMT WORKSHEET

ITAM PROJECT VMT SUMMARY REPORT

V 1.8-080824

	PROJECT INFORMATION	Project #:	1
		Name:	Our Lady of Peace
		Description:	68 multi-family residential dwelling units
		Type:	Residential
Project Vehicle Miles Travelled (VMT)	ORANGE COUNTY	Total	4,458
		Residential	4,010
		Non-Residential	448
		Population	160
Project Population and Employment		Employment	-
		Other VMT Contributor ³	25
		Project VMT Rate	Residential
VMT Rate Threshold Goal		Non-Residential	
		Residential	14.88
		Non-Residential	41.36
		Applicable Measure(s)	21.67
		Threshold Goal	14.88
		Net VMT Rate Percentage Increase ¹	31.33%
		Significant VMT Impact?	Yes

MITIGATION MEASURES

On-Site	☒	2.5%
Off-Site	☐	5.0%
Additional Mitigation ²	☐	
Significant VMT Impact Mitigated?	28.8%	NO

Notes:

1- For Mixed-Use projects, the "Net VMT Rate Percentage Increase" is based on the higher of Residential or Non-Residential VMT rate.

2- Sufficient justification must be provided to support additional mitigation.

3- Refer to City of Irvine VMT Guidelines for the application of other VMT contributors.