

RIVERSIDE COUNTY - ORANGE COUNTY MAJOR INVESTMENT STUDY

FINAL PROJECT REPORT: LOCALLY PREFERRED STRATEGY REPORT

APPENDIX B: FORECAST YEAR 2030 PEAK HOUR VOLUME/CAPACITY RATIOS FOR THE LOCALLY PREFERRED STRATEGY

Prepared for:

Orange County Transportation Authority

In cooperation with:

**Riverside County Transportation Commission
Foothill-Eastern Transportation Corridor Agency**



JANUARY 2006

Peak Hour Volume/Capacity Ratios (Freeway/Tollway Mainline)
Riverside County/Orange County MIS LPS

Location	Direction	Lanes	Pk Hr Capacity	AM Peak Hour			PM Peak Hour			ADT
				Volume	V/C	LOS	Volume	V/C	LOS	
MIS CORRIDOR										
1. SR-91 w/o Lakeview Ave	EB	6+2H	15,500	9,840	.63	C	12,210	.79	D	347,000
	WB	6+2H	15,500	11,940	.77	D	10,190	.66	C	
2. SR-91 w/o Imperial Hwy	EB	6+2H	15,500	9,290	.60	C	11,510	.74	D	324,000
	WB	6+2H	15,500	11,290	.73	D	9,400	.61	C	
3. SR-91 w/o Fairmont Blvd	EB	6+2H	15,500	9,470	.61	C	10,920	.70	C	312,000
	WB	6+2H	15,500	10,820	.70	C	9,390	.61	C	
4. SR-91 w/o Weir Canyon Rd	EB	6+2H	15,500	9,280	.60	C	10,530	.68	C	302,000
	WB	6+2H	15,500	10,690	.69	C	9,380	.61	C	
5. SR-91 w/o SR-241	EB	6+2H	15,500	9,690	.63	C	10,490	.68	C	286,000
	WB	6+2H	15,500	10,260	.66	C	9,190	.59	C	
6. SR-91 w/o Green River Rd	EB	5+2H	13,500	8,550	.63	C	11,070	.82	D	300,000
	WB	5+2H	13,500	10,050	.74	D	8,730	.65	C	
7. SR-91 w/o SR-71	EB	5+2H	13,500	9,080	.67	C	10,560	.78	D	299,000
	WB	5+2H	13,500	9,460	.70	C	8,900	.66	C	
8. SR-91 w/o Auto Center Dr	EB	5+2H	13,500	8,490	.63	C	12,290	.91	E	293,000
	WB	5+2H	13,500	12,700	.94	E	9,370	.69	C	
9. SR-91 w/o Maple St	EB	5+2H	13,500	8,090	.60	C	12,250	.91	E	290,000
	WB	5+2H	13,500	12,480	.92	E	9,090	.67	C	
10. SR-91 e/o Maple St	EB	5+2H	13,500	8,140	.60	C	11,500	.85	D	287,000
	WB	5+2H	13,500	11,800	.87	D	8,950	.66	C	
11. SR-91 w/o Lincoln Ave	EB	5+2H	13,500	8,140	.60	C	11,500	.85	D	287,000
	WB	5+2H	13,500	11,800	.87	D	8,950	.66	C	
12. SR-91 w/o Grand Blvd	EB	5+2H	13,500	8,290	.61	C	10,920	.81	D	286,000
	WB	5+2H	13,500	11,010	.82	D	8,840	.65	C	
13. SR-91 w/o Main St	EB	5+2H	13,500	8,100	.60	C	10,040	.74	D	276,000
	WB	5+2H	13,500	10,010	.74	D	8,430	.62	C	
14. SR-91 w/o I-15	EB	5+2H	13,500	8,010	.59	C	9,440	.70	C	269,000
	WB	5+2H	13,500	9,670	.72	D	8,560	.63	C	
15. Corridor A w/o SR-71	EB	2	4000	1,900	.48	B	2,570	.64	C	72,000
	WB	2	4000	2,790	.70	C	2,400	.60	C	
16. Corridor A e/o SR-71	EB	2	4000	3,120	.78	D	3,990	1.00	E	105,000
	WB	2	4000	3,900	.98	E	3,060	.77	D	
17. Corridor A w/o I-15	EB	2	4000	3,120	.78	D	3,990	1.00	E	105,000
	WB	2	4000	3,900	.98	E	3,060	.77	D	
18. Corridor B w/o I-15	EB	2	4000	1,810	.45	B	3,890	.97	E	72,000
	WB	2	4000	3,850	.96	E	2,290	.57	C	
19. New SR-74 w/o I-15	EB	2	4000	0	.00	A	0	.00	A	0
	WB	2	4000	0	.00	A	0	.00	A	
20. SR-74 at RC/OC Boundary	EB	1	4000	540	.14	A	570	.14	A	14,000
	WB	1	4000	540	.14	A	500	.13	A	

Peak Hour Volume/Capacity Ratios (Freeway/Tollway Mainline)
Riverside County/Orange County MIS LPS

Location	Direction	Lanes	Pk Hr Capacity	AM Peak Hour			PM Peak Hour			ADT
				Volume	V/C	LOS	Volume	V/C	LOS	
NON-MIS CORRIDOR FREEWAYS/TOLLWAYS										
101. I-5 s/o SR-22	NB	5+1H	11,600	12,420	1.07	F	12,790	1.10	F	347,000
	SB	5+1H	11,600	12,460	1.07	F	12,080	1.04	F	
102. I-5 n/o 17th St	NB	5+1H	11,600	12,830	1.11	F	12,600	1.09	F	339,000
	SB	5+1H	11,600	11,690	1.01	F	12,110	1.04	F	
103. I-5 n/o Grand Blvd	NB	5+1H	11,600	12,680	1.09	F	12,390	1.07	F	344,000
	SB	5+1H	11,600	11,930	1.03	F	12,290	1.06	F	
104. I-5 n/o 4th St	NB	5+1H	11,600	12,880	1.11	F	12,290	1.06	F	349,000
	SB	5+1H	11,600	12,190	1.05	F	12,960	1.12	F	
105. I-5 n/o SR-55	NB	5+1H	11,600	13,630	1.18	F	12,890	1.11	F	344,000
	SB	5+1H	11,600	11,870	1.02	F	12,630	1.09	F	
106. I-5 s/o SR-55	NB	5+1H	11,600	13,830	1.19	F	12,140	1.05	F	342,000
	SB	5+1H	11,600	11,440	.99	E	12,970	1.12	F	
107. I-5 n/o Red Hill Ave	NB	5+1H	11,600	13,200	1.14	F	11,600	1.00	E	326,000
	SB	5+1H	11,600	10,940	.94	E	12,410	1.07	F	
108. I-5 n/o Tustin Ranch Rd	NB	5+1H	11,600	13,100	1.13	F	11,610	1.00	E	350,000
	SB	5+1H	11,600	10,950	.94	E	12,350	1.06	F	
109. I-5 n/o Jamboree Rd	NB	5+1H	11,600	12,850	1.11	F	11,320	.98	E	339,000
	SB	5+1H	11,600	10,590	.91	E	11,950	1.03	F	
110. I-5 n/o Culver Dr	NB	5+1H	11,600	12,520	1.08	F	11,290	.97	E	329,000
	SB	5+1H	11,600	10,320	.89	D	11,570	1.00	E	
111. I-5 n/o Jeffrey Rd	NB	5+1H	11,600	11,290	.97	E	10,440	.90	E	304,000
	SB	5+1H	11,600	10,090	.87	D	11,130	.96	E	
112. I-5 n/o Sand Canyon Rd	NB	5+1H	11,600	11,230	.97	E	10,360	.89	D	296,000
	SB	5+1H	11,600	9,780	.84	D	11,000	.95	E	
113. I-5 n/o Alton Pkwy	NB	4+1H	9,600	9,210	.96	E	8,870	.92	E	284,000
	SB	4+1H	9,600	8,540	.89	D	8,340	.87	D	
114. I-5 n/o I-405	NB	4+1H	9,600	9,100	.95	E	8,030	.84	D	264,000
	SB	4+1H	9,600	5,890	.61	C	6,470	.67	C	
115. I-5 s/o I-405	NB	9+2H	21,500	18,510	.86	D	13,950	.65	C	458,000
	SB	9+2H	21,500	12,530	.58	C	16,280	.76	D	
116. I-5 n/o Lake Forest Dr	NB	8+2H	19,500	17,710	.91	E	13,370	.69	C	458,000
	SB	8+2H	19,500	11,720	.60	C	15,930	.82	D	
117. I-5 n/o El Toro Rd	NB	6+1H	13,600	17,250	1.27	F	12,750	.94	E	453,000
	SB	6+1H	13,600	10,700	.79	D	15,020	1.10	F	
118. I-5 n/o Alicia Pkwy	NB	4+1H	9,600	15,330	1.60	F	11,390	1.19	F	431,000
	SB	4+1H	9,600	9,140	.95	E	12,810	1.33	F	
119. I-5 n/o La Paz Rd	NB	4+1H	9,600	12,520	1.30	F	9,800	1.02	F	391,000
	SB	4+1H	9,600	8,400	.88	D	11,060	1.15	F	
120. I-5 n/o Oso Pkwy	NB	4+1H	9,600	10,790	1.12	F	8,790	.92	E	378,000
	SB	4+1H	9,600	7,720	.80	D	9,970	1.04	F	
121. I-5 n/o Crown Valley Pkwy	NB	4+1H	9,600	9,120	.95	E	7,930	.83	D	350,000
	SB	4+1H	9,600	7,260	.76	D	8,980	.94	E	
122. I-5 n/o Avery Pkwy	NB	4+1H	9,600	7,570	.79	D	6,870	.72	D	304,000
	SB	4+1H	9,600	6,760	.70	C	8,120	.85	D	
123. I-5 n/o Junipero Serra Rd	NB	6+1H	13,600	11,400	.84	D	8,950	.66	C	307,000
	SB	6+1H	13,600	8,030	.59	C	10,980	.81	D	
124. I-5 n/o Ortega Hwy	NB	5+1H	11,600	10,530	.91	E	8,280	.71	C	299,000
	SB	5+1H	11,600	7,390	.64	C	10,040	.87	D	
125. I-5 s/o Ortega Hwy	NB	4+1H	9,600	9,790	1.02	F	7,780	.81	D	273,000
	SB	4+1H	9,600	6,730	.70	C	9,150	.95	E	

Peak Hour Volume/Capacity Ratios (Freeway/Tollway Mainline)
Riverside County/Orange County MIS LPS

Location	Direction	Lanes	Pk Hr Capacity	AM Peak Hour			PM Peak Hour			ADT
				Volume	V/C	LOS	Volume	V/C	LOS	
NON-MIS CORRIDOR FREEWAYS/TOLLWAYS (continued)										
126. I-15 n/o Limonite Ave	NB	4	8,000	9,410	1.18	F	9,020	1.13	F	237,000
	SB	4	8,000	7,850	.98	E	9,850	1.23	F	
127. I-15 n/o Fourth St	NB	4	8,000	8,240	1.03	F	9,240	1.16	F	234,000
	SB	4	8,000	8,260	1.03	F	9,000	1.13	F	
128. I-15 n/o Second St	NB	4	8,000	8,240	1.03	F	9,240	1.16	F	242,000
	SB	4	8,000	8,260	1.03	F	9,000	1.13	F	
129. I-15 n/o Hidden Valley Pkwy	NB	4	8,000	8,710	1.09	F	9,950	1.24	F	261,000
	SB	4	8,000	8,810	1.10	F	9,650	1.21	F	
130. I-15 n/o SR-91	NB	4	8,000	8,500	1.06	F	9,740	1.22	F	260,000
	SB	4	8,000	8,800	1.10	F	9,450	1.18	F	
131. I-15 n/o Magnolia Ave	NB	5	10,000	10,670	1.07	F	10,110	1.01	F	300,000
	SB	5	10,000	9,240	.92	E	10,760	1.08	F	
132. I-15 n/o Ontario Ave	NB	5	10,000	10,420	1.04	F	9,180	.92	E	276,000
	SB	5	10,000	7,730	.77	D	10,240	1.02	F	
133. I-15 n/o El Cerrito Rd	NB	4	8,000	9,730	1.22	F	8,510	1.06	F	256,000
	SB	4	8,000	6,890	.86	D	9,720	1.22	F	
134. I-15 n/o Cajalco Rd	NB	4	8,000	10,030	1.25	F	8,800	1.10	F	264,000
	SB	4	8,000	7,210	.90	E	9,900	1.24	F	
135. I-15 n/o Weirick Rd	NB	4	8,000	10,470	1.31	F	8,350	1.04	F	256,000
	SB	4	8,000	6,010	.75	D	10,050	1.26	F	
136. I-15 n/o Temescal Canyon Rd	NB	4	8,000	9,960	1.25	F	7,740	.97	E	245,000
	SB	4	8,000	5,710	.71	C	10,000	1.25	F	
137. I-15 s/o Temescal Canyon Rd	NB	4	8,000	9,240	1.16	F	7,910	.99	E	240,000
	SB	4	8,000	5,760	.72	D	9,730	1.22	F	
138. I-15 n/o Lake St	NB	4	8,000	9,130	1.14	F	7,800	.98	E	238,000
	SB	4	8,000	5,840	.73	D	9,640	1.21	F	
139. I-15 n/o Nichols Rd	NB	4	8,000	9,200	1.15	F	7,170	.90	E	227,000
	SB	4	8,000	5,250	.66	C	9,340	1.17	F	
140. I-15 n/o SR-74	NB	4	8,000	8,340	1.04	F	7,030	.88	D	215,000
	SB	4	8,000	5,200	.65	C	8,680	1.09	F	
141. I-15 n/o Main St	NB	4	8,000	8,570	1.07	F	7,830	.98	E	232,000
	SB	4	8,000	6,060	.76	D	9,100	1.14	F	
142. I-15 n/o Railroad Canyon Rd	NB	4	8,000	8,090	1.01	F	7,890	.99	E	229,000
	SB	4	8,000	6,330	.79	D	8,860	1.11	F	
143. I-405 s/o SR-55	NB	5+1H	11,600	10,820	.93	E	10,520	.91	E	341,000
	SB	5+1H	11,600	11,290	.97	E	11,150	.96	E	
144. I-405 n/o Jeffrey Rd	NB	4+1H	9,600	11,180	1.16	F	8,630	.90	E	304,000
	SB	4+1H	9,600	7,690	.80	D	10,560	1.10	F	
145. I-405 n/o Sand Canyon Rd	NB	4+1H	9,600	11,060	1.15	F	8,400	.88	D	303,000
	SB	4+1H	9,600	7,620	.79	D	10,590	1.10	F	
146. I-405 n/o SR-133	NB	4+1H	9,600	11,300	1.18	F	7,550	.79	D	275,000
	SB	4+1H	9,600	6,870	.72	D	10,520	1.10	F	
147. I-405 n/o Irvine Center Dr	NB	4+1H	9,600	9,280	.97	E	6,340	.66	C	219,000
	SB	4+1H	9,600	6,980	.73	D	8,880	.93	E	
148. I-405 n/o I-5	NB	4+1H	9,600	9,410	.98	E	5,920	.62	C	209,000
	SB	4+1H	9,600	5,130	.53	C	7,870	.82	D	
149. SR-22 w/o Main St	EB	3+1H	7,600	7,050	.93	E	8,380	1.10	F	190,000
	WB	3+1H	7,600	7,840	1.03	F	7,060	.93	E	
150. SR-22 w/o Glassell St/Grand Ave	EB	3+1H	7,600	5,840	.77	D	8,070	1.06	F	183,000
	WB	3+1H	7,600	7,450	.98	E	6,350	.84	D	

Peak Hour Volume/Capacity Ratios (Freeway/Tollway Mainline)
Riverside County/Orange County MIS LPS

Location	Direction	Lanes	Pk Hr Capacity	AM Peak Hour			PM Peak Hour			ADT
				Volume	V/C	LOS	Volume	V/C	LOS	
NON-MIS CORRIDOR FREEWAYS/TOLLWAYS (continued)										
151. SR-22 w/o Tustin Ave	EB	3+1H	7,600	5,430	.71	C	7,650	1.01	F	177,000
	WB	3+1H	7,600	7,180	.94	E	6,080	.80	D	
152. SR-22 w/o SR-55	EB	3+1H	7,600	4,810	.63	C	6,810	.90	E	155,000
	WB	3+1H	7,600	6,260	.82	D	5,320	.70	C	
153. SR-55 s/o SR-91	NB	4+1H	9,600	7,660	.80	D	9,460	.99	E	258,000
	SB	4+1H	9,600	9,510	.99	E	8,220	.86	D	
154. SR-55 n/o Katella Ave	NB	4+1H	9,600	7,810	.81	D	9,680	1.01	F	251,000
	SB	4+1H	9,600	8,770	.91	E	7,740	.81	D	
155. SR-55 n/o Chapman Ave	NB	4+1H	9,600	7,930	.83	D	9,480	.99	E	253,000
	SB	4+1H	9,600	8,880	.93	E	7,940	.83	D	
156. SR-55 n/o SR-22	NB	4+1H	9,600	8,910	.93	E	10,850	1.13	F	284,000
	SB	4+1H	9,600	9,900	1.03	F	8,800	.92	E	
157. SR-55 s/o SR-22	NB	4+1H	9,600	10,240	1.07	F	10,170	1.06	F	293,000
	SB	4+1H	9,600	9,660	1.01	F	9,570	1.00	E	
158. SR-55 n/o Irvine Blvd	NB	4+1H	9,600	8,880	.93	E	9,230	.96	E	259,000
	SB	4+1H	9,600	8,640	.90	E	8,290	.86	D	
159. SR-55 n/o I-5	NB	4+1H	9,600	8,660	.90	E	9,200	.96	E	258,000
	SB	4+1H	9,600	8,700	.91	E	8,330	.87	D	
160. SR-55 s/o I-5	NB	4+1H	9,600	8,510	.89	D	11,880	1.24	F	305,000
	SB	4+1H	9,600	11,870	1.24	F	9,010	.94	E	
161. SR-55 n/o Edinger Ave	NB	4+1H	9,600	7,490	.78	D	11,250	1.17	F	288,000
	SB	4+1H	9,600	11,840	1.23	F	8,340	.87	D	
162. SR-55 n/o I-405	NB	4+1H	9,600	7,100	.74	D	10,800	1.13	F	274,000
	SB	4+1H	9,600	11,210	1.17	F	7,940	.83	D	
163. SR-71 s/o SR-60	NB	3	6,000	5,750	.96	E	4,280	.71	C	103,000
	SB	3	6,000	3,480	.58	C	5,650	.94	E	
164. SR-71 n/o Euclid Ave	NB	3	6,000	4,880	.81	D	4,850	.81	D	104,000
	SB	3	6,000	4,270	.71	C	5,330	.89	D	
165. SR-71 n/o SR-91	NB	3	6,000	5,660	.94	E	6,320	1.05	F	130,000
	SB	3	6,000	5,530	.92	E	6,680	1.11	F	
166. SR-91 e/o SR-57	EB	3+1H	7,600	7,090	.93	E	8,740	1.15	F	251,000
	WB	3+1H	7,600	7,990	1.05	F	7,170	.94	E	
167. SR-91 w/o Tustin Ave	EB	3+1H	7,600	6,250	.82	D	8,590	1.13	F	246,000
	WB	3+1H	7,600	8,300	1.09	F	6,820	.90	E	
168. SR-91 w/o SR-55	EB	3+1H	7,600	6,240	.82	D	8,720	1.15	F	251,000
	WB	3+1H	7,600	8,650	1.14	F	6,930	.91	E	
169. SR-91 w/o McKinley St	EB	4+1H	9,600	8,750	.91	E	9,620	1.00	E	259,000
	WB	4+1H	9,600	9,140	.95	E	9,500	.99	E	
170. SR-91 w/o Pierce St	EB	4+1H	9,600	9,650	1.01	F	10,140	1.06	F	277,000
	WB	4+1H	9,600	9,430	.98	E	10,390	1.08	F	
171. SR-91 w/o Magnolia Ave	EB	3+1H	7,600	8,650	1.14	F	8,790	1.16	F	244,000
	WB	3+1H	7,600	8,120	1.07	F	9,310	1.23	F	
172. SR-91 w/o La Sierra Ave	EB	3+1H	7,600	8,670	1.14	F	8,330	1.10	F	238,000
	WB	3+1H	7,600	7,620	1.00	E	9,390	1.24	F	
173. SR-91 w/o Tyler St	EB	3+1H	7,600	8,990	1.18	F	8,650	1.14	F	245,000
	WB	3+1H	7,600	7,450	.98	E	9,970	1.31	F	
174. SR-91 w/o Van Buren Blvd	EB	3+1H	7,600	9,350	1.23	F	9,020	1.19	F	253,000
	WB	3+1H	7,600	7,560	.99	E	10,290	1.35	F	
175. SR-91 w/o Adams St	EB	3+1H	7,600	9,370	1.23	F	8,740	1.15	F	251,000
	WB	3+1H	7,600	7,320	.96	E	10,450	1.38	F	

Peak Hour Volume/Capacity Ratios (Freeway/Tollway Mainline)
Riverside County/Orange County MIS LPS

Location	Direction	Lanes	Pk Hr Capacity	AM Peak Hour			PM Peak Hour			ADT
				Volume	V/C	LOS	Volume	V/C	LOS	
NON-MIS CORRIDOR FREEWAYS/TOLLWAYS (continued)										
176. SR-91 w/o Madison St	EB	3+1H	7,600	9,190	1.21	F	8,700	1.14	F	248,000
	WB	3+1H	7,600	7,280	.96	E	10,360	1.36	F	
177. SR-91 w/o Arlington Ave	EB	3+1H	7,600	9,110	1.20	F	9,150	1.20	F	255,000
	WB	3+1H	7,600	7,750	1.02	F	10,560	1.39	F	
178. SR-91 w/o Central Ave	EB	3+1H	7,600	9,190	1.21	F	9,500	1.25	F	258,000
	WB	3+1H	7,600	7,850	1.03	F	10,340	1.36	F	
179. SR-91 w/o 14th St/MLK Blvd	EB	3+1H	7,600	9,320	1.23	F	10,220	1.34	F	273,000
	WB	3+1H	7,600	8,640	1.14	F	10,860	1.43	F	
180. SR-133 n/o Irvine Blvd	NB	4	8,000	2,620	.33	B	8,810	1.10	F	127,000
	SB	4	8,000	8,880	1.11	F	3,110	.39	B	
181. SR-133 s/o Irvine Blvd	NB	3	6,000	2,200	.37	B	8,080	1.35	F	113,000
	SB	3	6,000	8,010	1.34	F	2,660	.44	B	
182. SR-133 n/o I-5	NB	4	8,000	2,810	.35	B	8,260	1.03	F	118,000
	SB	4	8,000	7,720	.97	E	2,970	.37	B	
183. SR-133 s/o I-5	NB	3	6,000	3,000	.50	B	5,240	.87	D	57,000
	SB	3	6,000	4,870	.81	D	3,360	.56	C	
184. SR-133 n/o I-405	NB	3	6,000	3,100	.52	C	3,840	.64	C	63,000
	SB	3	6,000	4,090	.68	C	3,480	.58	C	
185. SR-133 s/o I-405	NB	2	4,000	2,340	.59	C	1,790	.45	B	48,000
	SB	2	4,000	1,240	.31	B	1,860	.47	B	
186. SR-241 s/o SR-91	NB	3	6,000	5,270	.88	D	6,360	1.06	F	94,000
	SB	3	6,000	6,300	1.05	F	4,210	.70	C	
187. SR-241 n/o Chapman Ave	NB	3	6,000	5,560	.93	E	6,990	1.17	F	101,000
	SB	3	6,000	6,960	1.16	F	4,400	.73	D	
188. SR-241 n/o Jeffrey Rd	NB	3	6,000	4,150	.69	C	4,770	.80	D	86,000
	SB	3	6,000	4,810	.80	D	3,280	.55	C	
189. SR-241 n/o SR-133	NB	3	6,000	4,340	.72	D	4,170	.70	C	80,000
	SB	3	6,000	4,000	.67	C	3,340	.56	C	
190. SR-241 s/o SR-133	NB	4	8,000	6,870	.86	D	4,220	.53	C	94,000
	SB	4	8,000	3,860	.48	B	5,580	.70	C	
191. SR-241 n/o Alton Pkwy	NB	4	8,000	7,790	.97	E	5,090	.64	C	110,000
	SB	4	8,000	4,840	.61	C	6,420	.80	D	
192. SR-241 s/o Alton Pkwy	NB	4	8,000	7,710	.96	E	4,870	.61	C	108,000
	SB	4	8,000	4,600	.58	C	6,420	.80	D	
193. SR-241 s/o Lake Forest Dr	NB	4	8,000	6,950	.87	D	4,300	.54	C	96,000
	SB	4	8,000	3,900	.49	B	5,850	.73	D	
194. SR-241 n/o Los Alisos Blvd	NB	4	8,000	6,750	.84	D	4,060	.51	C	91,000
	SB	4	8,000	3,670	.46	B	5,550	.69	C	
195. SR-241 n/o Santa Margarita Pkwy	NB	4	8,000	5,990	.75	D	3,760	.47	B	87,000
	SB	4	8,000	3,640	.46	B	4,900	.61	C	
196. SR-241 n/o Antonio Pkwy	NB	3	6,000	4,890	.82	D	3,300	.55	C	67,000
	SB	3	6,000	3,270	.55	C	4,040	.67	C	
197. SR-241 s/o Antonio Pkwy	NB	3	6,000	3,990	.67	C	2,900	.48	B	52,000
	SB	3	6,000	2,950	.49	B	3,280	.55	C	
198. SR-241 n/o Cow Camp Rd	NB	3	6,000	2,770	.46	B	2,700	.45	B	54,000
	SB	3	6,000	2,520	.42	B	2,340	.39	B	
199. SR-241 s/o Cow Camp Rd	NB	2	4,000	2,140	.54	C	2,700	.68	C	49,000
	SB	2	4,000	2,690	.67	C	1,950	.49	B	
200. SR-261 n/o Portola Pkwy	NB	3	6,000	800	.13	A	2,860	.48	B	37,000
	SB	3	6,000	3,750	.63	C	1,100	.18	A	

Peak Hour Volume/Capacity Ratios (Freeway/Tollway Mainline)
Riverside County/Orange County MIS LPS

Location	Direction	Lanes	Pk Hr Capacity	AM Peak Hour			PM Peak Hour			ADT
				Volume	V/C	LOS	Volume	V/C	LOS	
NON-MIS CORRIDOR FREEWAYS/TOLLWAYS (continued)										
201. SR-261 n/o Irvine Blvd	NB	3	6,000	530	.09	A	2,860	.48	B	33,000
	SB	3	6,000	3,590	.60	C	790	.13	A	
202. SR-261 s/o Irvine Blvd	NB	3	6,000	830	.14	A	3,490	.58	C	57,000
	SB	3	6,000	4,160	.69	C	1,360	.23	A	
203. Jamboree Rd n/o Edinger Ave	NB	4	8,000	1,660	.21	A	4,880	.61	C	114,000
	SB	4	8,000	5,170	.65	C	2,780	.35	B	
204. Mid-County Pkwy e/o I-15	EB	3+1H	7,600	4,460	.59	C	4,090	.54	C	90,000
	WB	3+1H	7,600	4,070	.54	C	4,120	.54	C	
205. Mid-County Pkwy w/o La Sierra	EB	3+1H	7,600	4,460	.59	C	4,090	.54	C	90,000
	WB	3+1H	7,600	4,070	.54	C	4,120	.54	C	
205. Mid-County Pkwy e/o La Sierra	EB	3+1H	7,600	2,940	.39	B	3,550	.47	B	86,000
	WB	3+1H	7,600	3,950	.52	C	3,080	.41	B	
207. Mid-County Pkwy w/o I-215	EB	3+1H	7,600	5,920	.78	D	5,420	.71	C	127,000
	WB	3+1H	7,600	5,220	.69	C	5,760	.76	D	