

### INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection: **Boisa Chica/Warner**  
 Date: **(10/24/96)**  
 Condition: **Existing Condition**  
 Lane Capacity: **1700**

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	45	0.026 -	32	0.019 -
NT	2	3400	210	0.062 *	147	0.043 *
NR	0	0	0	0.000	0	0.000
SL	2	3400	333	0.098 *	511	0.150 *
ST	1	1700	28	0.016 -	145	0.085 -
SR	2	3400	257	0.076	440	0.129
EL	1	1700	379	0.223 *	244	0.144 *
ET	3	5100	745	0.146 -	811	0.159 -
ER	0	0	0	0.000	0	0.000
WL	1	1700	42	0.025 -	97	0.057 -
WT	3	5100	981	0.192 *	1206	0.236 *
WR	0	0	0	0.000	0	0.000

N+S Critical Move E+W Critical Move Lost Time NB Right Turn Comp. SB Right Turn Comp. EB Right Turn Comp. WB Right Turn Comp.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">0.160</td></tr> <tr><td style="text-align: center;">0.415</td></tr> <tr><td style="text-align: center;">0.050</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.625</td></tr> <tr><td style="text-align: center;"><b>B</b></td></tr> </table>	0.160	0.415	0.050	0.000	0.000	0.000	0.000	0.000	0.625	<b>B</b>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">0.194</td></tr> <tr><td style="text-align: center;">0.380</td></tr> <tr><td style="text-align: center;">0.050</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.000</td></tr> <tr><td style="text-align: center;">0.624</td></tr> <tr><td style="text-align: center;"><b>B</b></td></tr> </table>	0.194	0.380	0.050	0.000	0.000	0.000	0.000	0.000	0.624	<b>B</b>
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<b>B</b>																								
ICU LOS																								

## INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection: Bolsa Chica/Wamer  
 Date: Sept 5 2002  
 Condition: Existing Condition  
 Lane Capacity: 1700

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	61	0.036 -	46	0.027 -
NT	2	3400	200	0.059 *	175	0.051 *
NR	0	0	0	0.000	0	0.000
SL	2	3400	460	0.135 *	537	0.158 *
ST	1	1700	41	0.024 -	93	0.055 -
SR	2	3400	401	0.118	476	0.140
EL	1	1700	346	0.204 *	294	0.173 *
ET	3	5100	789	0.155 -	847	0.166 -
ER	0	0	0	0.000	0	0.000
WL	1	1700	58	0.034 -	103	0.061 -
WT	3	5100	1133	0.222 *	1363	0.267 *
WR	0	0	0	0.000	0	0.000

N+S Critical Move  
 E+W Critical Move  
 Lost Time  
 NB Right Turn Comp.  
 SB Right Turn Comp.  
 EB Right Turn Comp.  
 WB Right Turn Comp.

ICU  
LOS

0.194
0.426
0.050
0.000
0.000
0.000
0.000
0.000
0.670
<b>B</b>

0.209
0.440
0.050
0.000
0.000
0.000
0.000
0.000
0.700
<b>B</b>

### INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection: Bolsa Chica/Warner  
 Date: 1997 Report  
 Condition: Cumulative  
 Lane Capacity: 1700

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	45	0.026 -	32	0.019 -
NT	2	3400	210	0.062 *	147	0.043 *
NR	0	0	0	0.000	0	0.000
SL	2	3400	341	0.100 *	535	0.157 *
ST	1	1700	28	0.016 -	145	0.085 -
SR	2	3400	257	0.076	440	0.129
EL	1	1700	379	0.223 *	244	0.144 *
ET	3	5100	794	0.156 -	939	0.184 -
ER	0	0	0	0.000	0	0.000
WL	1	1700	42	0.025 -	97	0.057 -
WT	3	5100	1116	0.219 *	1277	0.250 *
WR	0	0	0	0.000	0	0.000

N+S Critical Move  
 E+W Critical Move  
 Lost Time  
 NB Right Turn Comp.  
 SB Right Turn Comp.  
 EB Right Turn Comp.  
 WB Right Turn Comp.

ICU  
LOS

0.162	0.201
0.442	0.394
0.050	0.050
0.000	0.000
0.000	0.000
0.000	0.000
0.000	0.000
<b>0.654</b>	<b>0.645</b>
<b>B</b>	<b>B</b>

### INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection: Bolsa Chica/Warner  
 Date: 2002 Traffic Counts  
 Condition: Existing Plus Project  
 Lane Capacity: 1700

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	61	0.036 -	46	0.027 -
NT	2	3400	200	0.059 *	175	0.051 *
NR	0	0	0	0.000	0	0.000
SL	2	3400	468	0.138 *	561	0.165 *
ST	1	1700	41	0.024 -	93	0.055 -
SR	2	3400	401	0.118	476	0.140
EL	1	1700	346	0.204 *	294	0.173 *
ET	3	5100	793	0.155 -	859	0.168 -
ER	0	0	0	0.000	0	0.000
WL	1	1700	58	0.034 -	103	0.061 -
WT	3	5100	1162	0.228 *	1378	0.270 *
WR	0	0	0	0.000	0	0.000

N+S Critical Move  
 E+W Critical Move  
 Lost Time  
 NB Right Turn Comp.  
 SB Right Turn Comp.  
 EB Right Turn Comp.  
 WB Right Turn Comp.

ICU  
 LOS

0.196	0.216
0.431	0.443
0.050	0.050
0.000	0.000
0.000	0.000
0.000	0.000
0.000	0.000
<b>0.678</b>	<b>0.710</b>
<b>B</b>	<b>C</b>

## INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection: **Graham Street/Warner**  
 Date: **10/24/96**  
 Condition: **Existing Condition**  
 Lane Capacity: **1700**

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	293	0.172 *	208	0.122 *
NT	1	1700	170	0.100 -	94	0.055 -
NR	1	1700	52	0.031	52	0.031
SL	1	1700	47	0.028 -	83	0.049 -
ST	1	1700	129	0.076 *	260	0.153 *
SR	0	0	0	0.000	0	0.000
EL	1	1700	78	0.046 -	88	0.052 -
ET	3	5100	1173	0.230 *	1291	0.253 *
ER	0	0	0	0.000	0	0.000
WL	1	1700	41	0.024 *	70	0.041 *
WT	3	5100	787	0.154 -	1208	0.237 -
WR	0	0	0	0.000	0	0.000

N+S Critical Move  
 E+W Critical Move  
 Lost Time  
 NB Right Turn Comp.  
 SB Right Turn Comp.  
 EB Right Turn Comp.  
 WB Right Turn Comp.

ICU  
 LOS

0.248	0.275
0.254	0.294
0.050	0.050
0.000	0.000
0.000	0.000
0.000	0.000
0.000	0.000
0.552	0.620
A	B

## INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection: **Graham St/Wamer**  
 Date: **8/29/02**  
 Condition: **Existing Condition**  
 Lane Capacity: **1700**

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	178	0.105 *	199	0.117 *
NT	1	1700	114	0.067 -	130	0.076 -
NR	1	1700	42	0.025	26	0.015
SL	1	1700	42	0.025 -	86	0.051 -
ST	1	1700	170	0.100 *	236	0.139 *
SR	0	0	0	0.000	0	0.000
EL	1	1700	87	0.051 -	65	0.038 -
ET	3	5100	1021	0.200 *	1352	0.265 *
ER	0	0	0	0.000	0	0.000
WL	1	1700	28	0.016 *	42	0.025 *
WT	3	5100	674	0.132 -	1130	0.222 -
WR	0	0	0	0.000	0	0.000

N+S Critical Move  
 E+W Critical Move  
 Lost Time  
 NB Right Turn Comp.  
 SB Right Turn Comp.  
 EB Right Turn Comp.  
 WB Right Turn Comp.

ICU  
 LOS

0.205
0.217
0.050
0.000
0.000
0.000
0.000
0.000
0.471
A

0.256
0.290
0.050
0.000
0.000
0.000
0.000
0.596
A

### INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection: **Graham Street/Wamer**  
 Date: **1997 Report**  
 Condition: **Cumulative**  
 Lane Capacity: **1700**

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	342	0.201 *	234	0.138 *
NT	1	1700	186	0.109 -	108	0.064 -
NR	1	1700	75	0.044	64	0.038
SL	1	1700	94	0.055 -	108	0.064 -
ST	1	1700	170	0.100 *	293	0.172 *
SR	0	0	0	0.000	0	0.000
EL	1	1700	91	0.054 -	126	0.074 -
ET	3	5100	1219	0.239 *	1424	0.279 *
ER	0	0	0	0.000	0	0.000
WL	1	1700	51	0.030 *	99	0.058 *
WT	3	5100	865	0.170 -	1298	0.255 -
WR	0	0	0	0.000	0	0.000

N+S Critical Move  
 E+W Critical Move  
 Lost Time  
 NB Right Turn Comp.  
 SB Right Turn Comp.  
 EB Right Turn Comp.  
 WB Right Turn Comp.

ICU  
 LOS

0.301
0.269
0.050
0.000
0.000
0.000
0.000
0.000
<b>0.620</b>
<b>B</b>

0.310
0.337
0.050
0.000
0.000
0.000
0.000
<b>0.697</b>
<b>B</b>

**INTERSECTION CAPACITY UTILIZATION (ICU)**

Intersection:       Graham St/Wamer  
 Date:               8/29/02  
 Condition:         Existing+Project  
 Lane Capacity:     1700

Movement	Number of Lanes	Lane Capacity	AM PEAK		PM PEAK	
			Volume	V/C	Volume	V/C
NL	1	1700	212	0.125 *	217	0.128 *
NT	1	1700	125	0.074 -	136	0.080 -
NR	1	1700	65	0.038	38	0.022
SL	1	1700	42	0.025 -	86	0.051 -
ST	1	1700	175	0.103 *	250	0.147 *
SR	0	0	0	0.000	0	0.000
EL	1	1700	87	0.051 -	65	0.038 -
ET	3	5100	1036	0.203 *	1395	0.274 *
ER	0	0	0	0.000	0	0.000
WL	1	1700	38	0.022 *	71	0.042 *
WT	3	5100	674	0.132 -	1130	0.222 -
WR	0	0	0	0.000	0	0.000

N+S Critical Move  
 E+W Critical Move  
 Lost Time  
 NB Right Turn Comp.  
 SB Right Turn Comp.  
 EB Right Turn Comp.  
 WB Right Turn Comp.

ICU  
 LOS

0.228	0.275
0.225	0.315
0.050	0.050
0.000	0.000
0.000	0.000
0.000	0.000
0.000	0.000
<b>0.503</b>	<b>0.640</b>
<b>A</b>	<b>B</b>