III. EXISTING PLUS PROJECT CONDITIONS

This chapter describes the trip generation, distribution, and assignment of project trips associated with the proposed parking structure and summarizes the “existing plus project” traffic operations.

Transportation System

The roadway network will remain consistent with existing conditions except as follows:

- The main WEPS driveway will form the northern leg of the Hutchison Drive/Dairy Road intersection. This intersection will provide full access to/from the WEPS and will be stop controlled on the northbound and southbound approaches; and

- The bicycle path on the north side of Hutchison Drive will be signed and stripped to only serve westbound bicyclists and an on-street bicycle lane will be constructed on the south side of Hutchison Drive to serve eastbound bicyclists.

Trip Generation

The trip generation rate for the WEPS was based on traffic counts collected in March 2001 during the a.m. and p.m. peak hours at the driveway serving Lot 41 (located south of Lot 45). Although the WEPS will be constructed on Lot 45, parking accumulation rates will still be similar between the existing surface parking in Lot 41 and the WEPS. A parking utilization study conducted by TAPS found that the peak utilization for Lot 41 was 99 percent, indicating that the Lot 41 trip rate minimizes underestimating the number of trips that would be generated by the proposed parking structure. Based on these rates, the WEPS will generate 0.65 trips per parking space during the a.m. peak hour and 0.51 trips per parking space during the p.m. peak hour\(^4\).

In addition to the removal of Lot 45 (290 spaces), Lot 28 (90 spaces) will also be removed with the construction of the proposed WEPS. In addition, the existing on-street Dairy Road parking (68 spaces) will be removed if access to the WEPS is provided on Dairy Road (i.e., access scenarios 1 and 3) and the on-street Bioletti Way parking (51 spaces) will be removed if Bioletti Way provides access to the WEPS (i.e., access scenarios 2 and 3).

---

\(^4\) The trip generation for the proposed project was based on the assumption that the office uses would also be trips generated by the WEPS. To avoid double-counting these trips, they were estimated using only the trip rate for the parking structure element.
The parking study conducted by TAPS found that Lot 45, Lot 28, Bioletti on-street parking, and Dairy Road on-street parking had 98 - 100 percent utilization during peak periods. Therefore, peak hour trip generation rates developed for Lot 41 were also used to develop the number of trips entering/exiting these parking areas during the a.m. and p.m. peak hours. The vehicles currently parking in these areas were “shifted” into the parking garage under “existing plus project” conditions. These trips were assumed to travel to the parking garage using the same roadways as they currently use to travel to campus. Therefore, only traffic volumes at the Hutchison Drive/Dairy Road, Hutchison Drive/Kleiber Hall Drive, and Hutchison Drive/Bioletti Way would change as a result of this “shift” in traffic.

Table 6 summarizes the trip generation rates and the number of a.m. and p.m. peak hour trips generated by the proposed WEPS. As shown, the parking structure would generate 975 total a.m. peak hour trips and 765 total p.m. peak hour trips. Although the total number of vehicles entering/exiting the WEPS will remain the same for each access scenario, the number of “new trips” and the number of “shifted trips” varies due to the elimination of parking spaces on Bioletti Way and/or Dairy Road. This analysis is conservative in that it assumes that the parking garage will have utilization rates similar to the existing surface lots (over 98 percent) upon opening. Therefore, since the actual number of “new vehicle trips” entering/exiting the campus will not fill the garage above its capacity, parking spaces will be available for vehicles “shifting” from eliminated surface lots.

Based on the access provided to/from the south, the WEPS would generate the following number of new trips:

- Scenario 1: If access to/from the south is provided on Dairy Road (i.e., Dairy Road on-street parking is eliminated), the WEPS will generate approximately 680 new a.m. peak hour and 540 new p.m. peak hour trips;

- Scenario 2: If access to/from the south is provided on Bioletti Way (i.e., Bioletti Way on-street parking is eliminated), the WEPS will generate approximately 690 new a.m. peak hour and 550 new p.m. peak hour trips; and

- Scenario 3: If access to/from the south is provided on Dairy Road and Bioletti Way (i.e., Dairy Road and Bioletti Way on-street parking are eliminated), the WEPS will generate approximately 650 new a.m. peak hour and 510 new p.m. peak hour trips.
### Table 6
Trip Generation of WEPS - Existing Conditions

<table>
<thead>
<tr>
<th>Parking Lot/Area</th>
<th>Number of Spaces</th>
<th>AM Peak Hour&lt;sup&gt;1&lt;/sup&gt;</th>
<th>PM Peak Hour&lt;sup&gt;2&lt;/sup&gt;</th>
<th>AM Peak Hour Trips</th>
<th>PM Peak Hour Trips</th>
</tr>
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<tbody>
<tr>
<td>Proposed WEPS Parking Structure</td>
<td>1,500</td>
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<td>975</td>
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<td>214</td>
<td>551</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>765</td>
<td></td>
</tr>
<tr>
<td>LOT 45</td>
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<td>-33</td>
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<td>-46</td>
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</tr>
<tr>
<td>LOT 28</td>
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<td>shifted trips</td>
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<td></td>
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<td>-46</td>
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<tr>
<td>Bioletti Way</td>
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<td>shifted trips</td>
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<tr>
<td>Total Trips</td>
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<td>551</td>
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<td></td>
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<td>765</td>
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<td>Scenario 1: Dairy Road Access Only - Total Shifted Trips</td>
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<td>-59</td>
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<td>Scenario 2: Bioletti Way Access Only - Total Shifted Trips</td>
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<td>546</td>
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<tr>
<td>Scenario 3: Dairy Road &amp; Bioletti Way Access - Total Shifted Trips</td>
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<td>-260</td>
<td>-66</td>
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<td>143</td>
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<td></td>
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<td>511</td>
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</tbody>
</table>

Notes:
1. Trip rate based on the number of vehicles entering/exiting LOT 41 during the AM and PM peak hours.
2. AM peak hour trip rate assumes 80% inbound traffic and 20% outbound traffic.
3. PM peak hour trip rate assumes 28% inbound traffic and 72% outbound traffic.

Trip Distribution

The new inbound and outbound trips were distributed between the WEPS and five major gateways to the campus:

- Russell Boulevard to the east using La Rue Road;
- Russell Boulevard to the west using La Rue Road;
- SR 113 to the north using Hutchison Drive;
- SR 113 to the south using Hutchison Drive; and
- Old Davis Road to the south using Dairy Road and/or Bioletti Way.

Trips were distributed based on daily traffic volumes that were collected on March 6-8, 2001 on La Rue Road, Hutchison Drive, and Old Davis Road. Trips on Hutchison Drive to the west were then allocated to SR 113 to the north and to the south in proportion to the existing traffic volumes using the interchange ramps. Although the WEPS will not provide direct southern access onto Bioletti Way or Dairy Road (i.e., vehicles will travel on or across Hutchison Drive to access these roadways), 30 percent of vehicles are expected to utilize these roadways to travel to/from the south. Trips were distributed to the following campus gateways based on existing campus travel patterns:

- 30 percent on La Rue Road towards Russell Boulevard;
- 40 percent on Hutchison Drive towards SR 113; and
- 30 percent on Old Davis Road towards I-80.

The resulting trip distribution percentages are shown in Figure 3.

Trip Assignment

Trips were assigned to the roadway network based on the shortest path between the WEPS and the three major gateways. The trip assignment assumed that full access would be provided to/from the main WEPS driveway on Hutchison Drive and the secondary driveway on Kleiber Hall Drive. The percentage of vehicles utilizing each WEPS driveway is summarized below for the three access scenarios.

- Scenario 1: Dairy Road Only

  80 percent of vehicles will use the main driveway and 20 percent of vehicles will use the secondary driveway.
NOT TO SCALE
• Scenario 2: Bioletti Way Only

  75 percent of vehicles will use the main driveway and 25 percent of vehicles will use the secondary driveway.

• Scenario 3: Dairy Road and Bioletti Way

  75 percent of vehicles will use the main driveway and 25 percent of vehicles will use the secondary driveway.

Figures 4, 5 and 6 display the “existing plus project” a.m. and p.m. peak hour traffic volumes under access Scenarios 1, 2, and 3, respectively.

Existing Plus Project Traffic Operations

Study Intersections

Tables 7 and 8 summarize the “existing plus project” LOS results for each study intersection during the a.m. and p.m. peak hours. These results assume that full access is provided to/from the WEPS at the Hutchison Drive/Dairy Road intersection and that the main WEPS driveway includes one inbound and one outbound travel lane.

The following results do not account for the effects of bicyclists and pedestrians in the delay calculations for unsignalized intersections. See Chapter VII for consideration of bicycle and pedestrian delay at unsignalized intersections.
PEAK HOUR TRAFFIC VOLUMES
AND LANE CONFIGURATIONS -
EXISTING PLUS PROJECT CONDITIONS
(SCENARIO 2 - BIOLETTI WAY ACCESS)

FIGURE 5
<table>
<thead>
<tr>
<th>Location</th>
<th>Control</th>
<th>Delay - LOS(^1)</th>
<th>No Project</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Worst-Case Movement</td>
<td>Overall Intersection</td>
<td>Worst-Case Movement</td>
<td>Overall Intersection</td>
<td>Worst-Case Movement</td>
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<td>1. Hutchison Dr./SB SR 113 Ramps</td>
<td>TWSC(^2)</td>
<td>17.5 - C</td>
<td>8.9 - A</td>
<td>23.3 - C</td>
<td>12.0 - B</td>
<td>23.4 - C</td>
</tr>
<tr>
<td>2. Hutchison Dr./NB SR 113 Ramps</td>
<td>TWSC</td>
<td>26.5 - D</td>
<td>2.2 - A</td>
<td>38.7 - E</td>
<td>2.7 - A</td>
<td>39.0 - E</td>
</tr>
<tr>
<td>3. Hutchison Dr./Health Sciences Dr.</td>
<td>TWSC</td>
<td>33.1 - D</td>
<td>1.5 - A</td>
<td>&gt; 50.0 - F</td>
<td>1.6 - A</td>
<td>&gt; 50.0 - F</td>
</tr>
<tr>
<td>4. Hutchison Dr./Extension Center Cir.</td>
<td>TWSC</td>
<td>24.8 - C</td>
<td>1.6 - A</td>
<td>37.0 - E</td>
<td>1.8 - A</td>
<td>37.3 - E</td>
</tr>
<tr>
<td>5. Hutchison Dr./La Rue Rd.</td>
<td>Signal(^3)</td>
<td>n.a.</td>
<td>32.1 - C</td>
<td>n.a.</td>
<td>70.1 - E</td>
<td>n.a.</td>
</tr>
<tr>
<td>6. Hutchison Dr./Dairy Rd.</td>
<td>TWSC</td>
<td>19.5 - C</td>
<td>0.8 - A</td>
<td>&gt;50.0 - F</td>
<td>&gt;50.0 - F</td>
<td>&gt;50.0 - F</td>
</tr>
<tr>
<td>7. Hutchison Dr./Kleiber Hall Dr.</td>
<td>AWSC(^4)</td>
<td>n.a.</td>
<td>33.4 - D</td>
<td>n.a.</td>
<td>25.7 - D</td>
<td>n.a.</td>
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<tr>
<td>8. Hutchison Dr./Bioletti Wy.</td>
<td>AWSC</td>
<td>n.a.</td>
<td>9.0 - A</td>
<td>n.a.</td>
<td>8.4 - A</td>
<td>n.a.</td>
</tr>
<tr>
<td>9. La Rue Rd./Bioletti Wy.</td>
<td>TWSC</td>
<td>19.2 - C</td>
<td>2.9 - A</td>
<td>28.2 - D</td>
<td>3.1 - A</td>
<td>34.5 - D</td>
</tr>
<tr>
<td>10. New Davis Rd./California Ave.</td>
<td>TWSC</td>
<td>&gt;50.0 - F</td>
<td>34.9 - D</td>
<td>&gt;50.0 - F</td>
<td>&gt;50.0 - F</td>
<td>&gt;50.0 - F</td>
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<tr>
<td>11. Orchard Park Dr./La Rue Rd.</td>
<td>Signal</td>
<td>n.a.</td>
<td>14.4 - B</td>
<td>n.a.</td>
<td>15.1 - B</td>
<td>n.a.</td>
</tr>
<tr>
<td>12. Russell Blvd./La Rue Rd.</td>
<td>Signal</td>
<td>n.a.</td>
<td>24.3 - C</td>
<td>n.a.</td>
<td>27.4 - C</td>
<td>n.a.</td>
</tr>
<tr>
<td>13. Dairy Rd./La Rue Rd.</td>
<td>TWSC</td>
<td>20.0 - C</td>
<td>1.5 - A</td>
<td>38.3 - E</td>
<td>3.7 - A</td>
<td>20.0 - C</td>
</tr>
</tbody>
</table>

Notes: Shaded boxes indicate unacceptable LOS.
n.a. = Not Applicable. Worst-case movement delay not calculated for AWSC or signalized intersections.

\(^1\) Delay = Average control delay in seconds per vehicle; LOS = Level of Service.
\(^2\) TWSC = Two Way Stop Controlled intersection.
\(^3\) Signal = Intersection controlled by traffic signal.
\(^4\) AWSC = All Way Stop Controlled intersection.

<table>
<thead>
<tr>
<th>Location</th>
<th>Control</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hutchison Dr./SB SR 113 Ramps</td>
<td>TWSC2</td>
<td>10.7 - B</td>
<td>2.8 - A</td>
<td>11.0 - B</td>
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<td>2. Hutchison Dr./NB SR 113 Ramps</td>
<td>TWSC</td>
<td>13.7 - B</td>
<td>0.5 - A</td>
<td>15.1 - C</td>
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<tr>
<td>3. Hutchison Dr./Health Sciences Dr.</td>
<td>TWSC</td>
<td>&gt;50.0 - F</td>
<td>15.3 - C</td>
<td>&gt;50.0 - F</td>
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<td>4. Hutchison Dr./Extension Center Cir.</td>
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<td>4.2 - A</td>
<td>&gt;50.0 - F</td>
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<td>5. Hutchison Dr./La Rue Rd.</td>
<td>Signal3</td>
<td>n.a.</td>
<td>38.7 - D</td>
<td>n.a.</td>
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<td>6. Hutchison Dr./Dairy Rd.</td>
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<td>7. Hutchison Dr./Kleiber Hall Dr.</td>
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<td>n.a.</td>
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<td>9. La Rue Rd./Bioletti Wy.</td>
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<td>10. New Davis Rd./California Ave.</td>
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<td>18.8 - C</td>
<td>12.0 - B</td>
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<td>11. Orchard Park Dr./La Rue Rd.</td>
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<td>n.a.</td>
<td>23.2 - C</td>
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<td>2.4 - A</td>
<td>&gt;50.0 - F</td>
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</tbody>
</table>

Notes: Shaded boxes indicate unacceptable LOS.

1 Delay = Average control delay in seconds per vehicle; LOS = Level of Service.
2 TWSC = Two Way Stop Controlled intersection.
3 Signal = Intersection controlled by traffic signal.
4 AWSC = All Way Stop Controlled intersection.

As shown in Tables 7 and 8, the following intersections will operate unacceptably (i.e., the overall intersection will operate below the LOS threshold) with the implementation of the WEPS:

- **Hutchison Drive/La Rue Road**: This intersection will degrade to LOS E during the a.m. peak hour under existing conditions for each access scenario with the implementation of the WEPS;

- **Hutchison Drive/Dairy Road**: This intersection will degrade to LOS F during the a.m. and p.m. peak hours for each access scenario under existing conditions with the implementation of the WEPS;

- **Hutchison Drive/Kleiber Hall Drive**: This intersection will continue to operate at LOS E during the p.m. peak hour for access Scenario 2 under existing conditions with the implementation of the WEPS (Note: since the delay at this intersection will decrease (i.e., improve) with the construction of the WEPS, this is not considered a significant impact; however, mitigation measures are recommended to improve the LOS to an acceptable level); and

- **New Davis Road/California Avenue**: This intersection will degrade to LOS F during the a.m. peak hour under existing conditions with the implementation of the WEPS.

As shown in Tables 7 and 8, the LOS improves at the Hutchison Drive/Kleiber Hall Drive and Hutchison Drive/Bioletti Way intersections for certain access scenarios with the implementation of the WEPS. This is due to the elimination of nearby surface lots with the construction of the WEPS. Vehicles that currently travel through these two intersections to access the surface lots will instead travel to the WEPS (e.g., the majority of vehicles will use the main WEPS driveway and will not travel on Hutchison Drive east of Dairy Road).

Please note that the LOS results for stop controlled intersections do not include vehicle delay caused by bicyclists and pedestrians traveling through the intersections. Since the 2000 HCM methodology does not include the effects of bicyclists or pedestrians on unsignalized intersections, a micro-simulation analysis was conducted to determine the effects of bicycles and pedestrians at the Hutchison Drive/Dairy Road and Hutchison Drive Kleiber Hall Drive intersections. The results of this analysis are included in Chapter VII of this report.
SR 113/Hutchison Drive Interchange

Table 9 summarizes the ramp junction operations during the a.m. and p.m. peak hours under existing plus project conditions. As shown, the ramp junctions will continue to operate acceptably during the a.m. and p.m. peak hours with the construction of the WEPS under existing conditions.

Impacts to the Transit, Bicycle, and Pedestrians Systems

The Unitrans student transit service uses Hutchison Drive as one of its primary routes for delivering students to campus. As identified above, the proposed project would result in poor intersection operations at the Hutchison Drive/La Rue Road intersection. Consequently, many of the Unitrans buses would experience high delays within the study area. (Buses would not be affected by poor operations at the Hutchison Drive/Dairy Road intersection because they use only the uncontrolled approaches of this intersection.) The mitigation measures identified in Chapter V would return delays to acceptable levels at this intersection.

Although the bicycle facilities in the study area are off-street bike paths, bicyclists would be affected by the construction of the WEPS on Lot 45. Currently, bicyclists can travel on the bike path on the north side of Hutchison Drive between La Rue Road and Kleiber Hall Drive without having to cross vehicle travel lanes. However, the main driveway entrance/exit to the WEPS would cross the bicycle path on the north side of Hutchison Drive. This would increase the number of conflicts between vehicles and bicyclists. In addition, pedestrians crossing Hutchison Drive at Dairy Road (i.e., traveling to/from the north-south bicycle path serving the UC Davis Recreation Center) would experience significantly higher delays waiting for a gap in traffic.
<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Conditions (Without Project)</th>
<th>Existing Plus Project Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mainline (VPH)¹</td>
<td>On/Off-Ramp (VPH)¹</td>
</tr>
<tr>
<td></td>
<td>AM Peak Hour</td>
<td></td>
</tr>
<tr>
<td>Northbound Off-Ramp</td>
<td>1,722</td>
<td>541</td>
</tr>
<tr>
<td>Northbound Loop On-Ramp</td>
<td>1,181</td>
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</tr>
<tr>
<td>Northbound Diagonal On-Ramp</td>
<td>1,184</td>
<td>48</td>
</tr>
<tr>
<td>Southbound Off-Ramp</td>
<td>2,409</td>
<td>531</td>
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<td>Southbound Loop On-Ramp</td>
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<td>Southbound Diagonal On-Ramp</td>
<td>1,960</td>
<td>52</td>
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<td></td>
<td>PM Peak Hour</td>
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<tr>
<td>Northbound Off-Ramp</td>
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<td>Northbound Diagonal On-Ramp</td>
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<td>Southbound Off-Ramp</td>
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<td>Southbound Loop On-Ramp</td>
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<tr>
<td>Southbound Diagonal On-Ramp</td>
<td>1,626</td>
<td>89</td>
</tr>
</tbody>
</table>

Notes:

1 Vehicles per hour.
2 Passenger cars per mile per lane.