THE RANCH PLAN
EIR TRAFFIC REPORT

May 2004

AUSTIN-FOUST ASSOCIATES, INC.

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Chapter 1.0
INTRODUCTION

This traffic study addresses the traffic impacts of the proposed Ranch Plan in unincorporated south Orange County. It has been prepared to provide the traffic and circulation material for the overall project Environmental Impact Report (EIR).

BACKGROUND AND SCOPE

The proposed Ranch Plan involves development in portions of a 22,815 acre area in south Orange County. Figure 1-1 illustrates the location of the project site. The proposed project will develop 14,000 residential dwelling units, plus non-residential uses such as schools, retail centers and business parks on around 8,000 acres. The remainder will be permanent open space.

The scope of work for this traffic study is intended to satisfy the traffic impact analysis requirements of a General Plan Amendment (GPA)/Zone Change (ZC) and development agreement approval. The overall approach can be summarized as follows:

1. Existing Plus Project Analysis: In this part of the traffic study, the project is analyzed in relation to existing conditions (i.e., existing versus existing plus project).

2. Long-Range/Cumulative Impact Analysis: This part of the analysis addresses the proposed project plus cumulative projects using a long-range (year 2025) time frame.

3. Short-Range Analysis: This examines circulation under a short-range (2010) setting based on the level of project development anticipated by 2010.

Chapter 2.0 of this report provides the transportation setting for the impact analysis, and Chapter 3.0 provides a description of the proposed project and project alternatives. Chapter 4.0 then focuses on the potential traffic impacts of the project on existing conditions and the long-term traffic impacts of the project together with cumulative projects. Chapter 5.0 presents transportation improvements to mitigate the project impacts and the cumulative impacts. Chapter 6.0 then discusses short-term project impacts, and Chapter 7.0 analyzes selected project alternatives. Chapter 8.0 addresses a number of special issues.

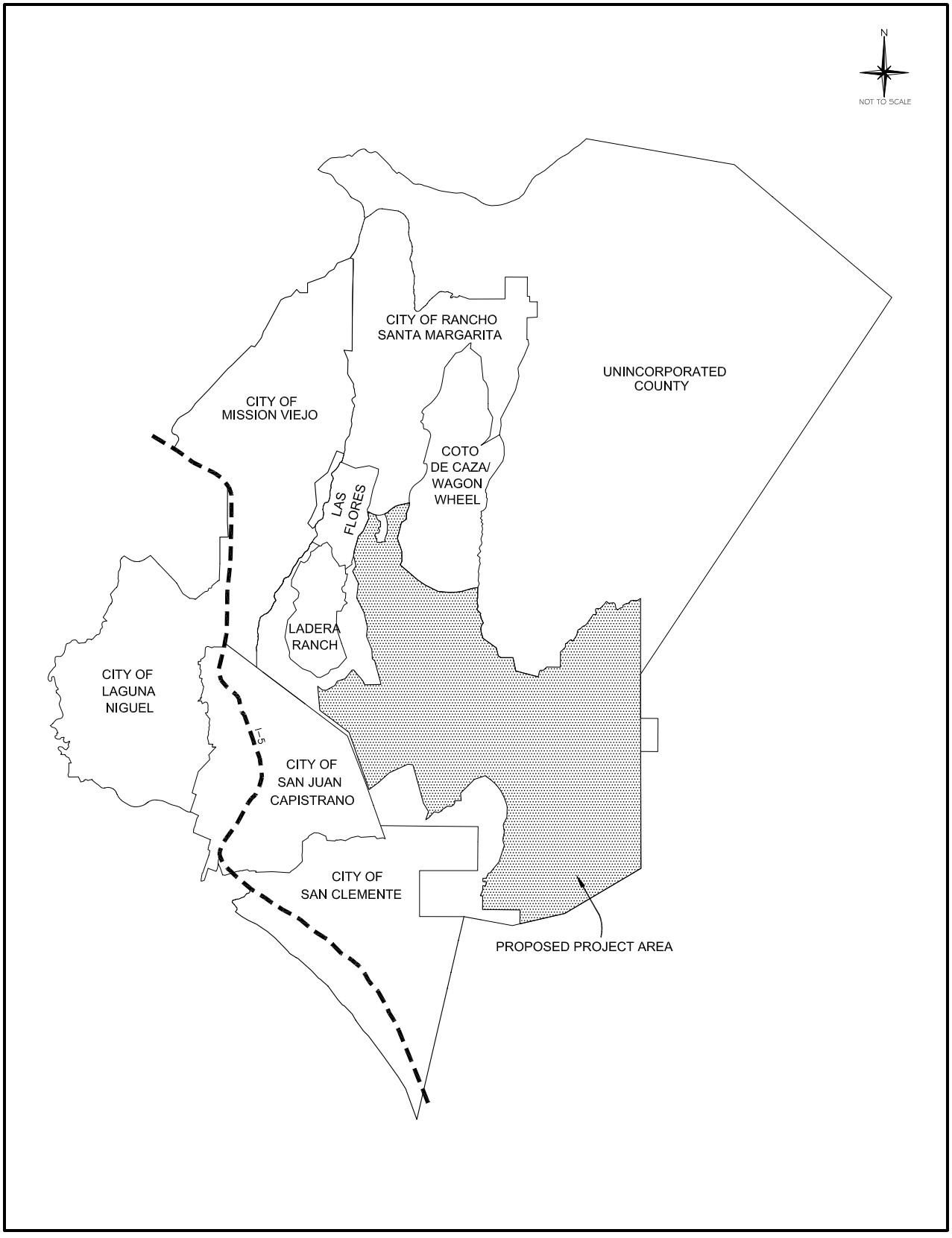


Figure 1-1

PROJECT SITE LOCATION

METHODOLOGY AND ASSUMPTIONS

This section discusses the overall methodology used in the traffic study. It describes the study area, the traffic forecasting methodology, the performance criteria used in evaluating alternatives, and the basic assumptions applied in the analysis.

Traffic Analysis Study Area

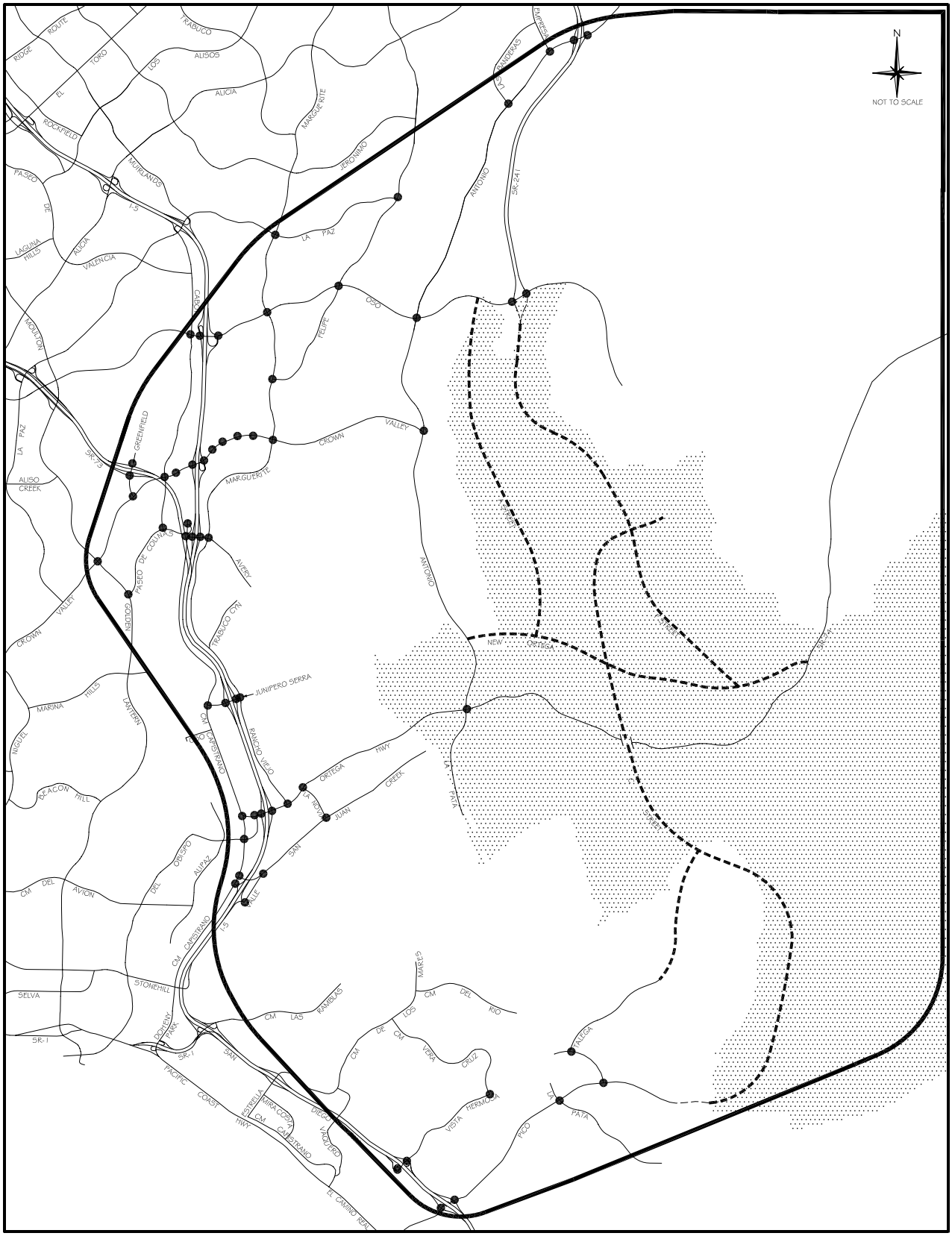
Figure 1-2 illustrates the study area for the traffic analysis. It encompasses all or portions of a number of incorporated cities in south Orange County including the Cities of Mission Viejo, San Juan Capistrano and San Clemente, and also parts of the Cities of Rancho Santa Margarita, Laguna Hills, and Laguna Niguel. Also included is the unincorporated part of Orange County from Rancho Santa Margarita to San Clemente which encompasses the communities of Las Flores, Ladera Ranch, Coto de Caza and Talega and the project area. The following specific criteria were used in defining this study area.

- For arterial roads, the study area includes all facilities where peak hour intersection volume/capacity ratios increase by one percent or more as a result of the project. This is the impact threshold designated in the Growth Management Element of the Orange County General Plan.

- For freeways, the study area includes all facilities where peak hour volumes increase by more than three percent as a result of the project. This is the impact threshold designated in the Orange County Congestion Management Program (CMP).

Traffic Forecasting Methodology

Traffic forecast data for the analysis was prepared using the South (Orange) County Sub-Area Model (SCSAM). This traffic forecasting model is a focused sub-area model derived from the Orange County Transportation Analysis Model (OCTAM) and was specifically designed to provide detailed forecasting capability within the study area. The SCSAM is based on OCTAM Version 3.1 (OCTAM 3.1) which was adopted by the Orange County Transportation Authority (OCTA) in June 2001 together with a set of sub-area model consistency guidelines, which are outlined in the *Orange County Subarea Modeling Guidelines Manual* (Orange County Transportation Authority, June 2001). The SCSAM has been certified by the OCTA as being in compliance with these guidelines. For a complete description of the SCSAM, refer to the *SCSAM Traffic Model Description and Validation Report* (Reference 4 at the end of this chapter).



Legend

- Study Area Boundary
- Intersection Location Analyzed
- Project Roadway
- Project Site

Figure 1-2

STUDY AREA

The traffic forecast data produced by the SCSAM includes average daily traffic (ADT) volumes for arterial roadway and freeway/tollway mainline segments, and AM and PM peak hour volumes for intersection locations on the arterial and freeway/tollway circulation network, freeway ramps, and freeway mainline segments.

The traffic model description and validation report provides statistical data regarding the ability of the model to replicate existing traffic conditions in the traffic analysis study area. The purpose of that information is to show a model validation that achieves certain criteria with respect to the comparison between modeled traffic volumes and actual traffic counts. While the confidence intervals derived from those accuracy levels are a general measure of the corresponding accuracy or uncertainty of the model for forecasting purposes, they are applicable only to new roadways in the study area. Existing roadways, which comprise most of the study area circulation system, have future volumes derived as part of a post-processing step in which existing traffic count data in combination with traffic model data is used to produce the future traffic forecasts. The accuracy limitations of the traffic model therefore apply only to the growth in traffic between existing and future conditions (i.e., the part that is actually "modeled"). For example, a confidence interval of 15 percent would translate to a forecast confidence interval of six percent for a facility with 40 percent traffic growth in the future (15 x 0.40 = 6).

PERFORMANCE CRITERIA

In traffic impact studies, impact criteria are based on two primary measures. The first is "capacity" which establishes the vehicle carrying ability of a road segment and the second is "volume." The volume measure is either a traffic count (in the case of existing volumes) or a traffic forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding level of service (LOS) is defined. Traffic LOSs are designated A through F with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Traffic flow quality for the different LOSs is described in Table 1-1.

Table 1-2 summarizes the V/C ranges that correspond to LOSs A through F for arterial roads and freeway segments. The V/C ranges listed for arterial roads are designated in the Orange County CMP and are also utilized by the County of Orange and by the local jurisdictions in the study area. The V/C ranges listed for freeway segments are based on the V/C and LOS relationships specified in the *Highway Capacity Manual 2000* (HCM 2000) (see Reference 1 at the end of this chapter) for basic freeway sections with free-flow speeds of 105 kilometers per hour (65 miles per hour).

Table 1-1

LEVEL OF SERVICE DESCRIPTIONS

LOS	Arterial Roads	Freeway Segments
A	Describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.	Describes free-flow operations. Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed at this level.
B	Describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.	Represents reasonably free flow, and free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	Describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the free-flow speed for the street class.	Provides for flow with speeds at or near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
D	Borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of free-flow speed.	The level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

Table 1-1 (cont)
LEVEL OF SERVICE DESCRIPTIONS

LOS	Arterial Roads	Freeway Segments
E	Characterized by significant delays and average travel speeds of 33 percent or less of the free-flow speed. Such operations are caused by a combination of adverse signal progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	At its highest density value, LOS E describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream at speeds that still exceed 49 miles per hour. Any disruption of the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.
F	Characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	Describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. LOS F operations within a queue are the result of a breakdown or bottleneck at a downstream point. LOS F is also used to describe conditions at the point of the breakdown or bottleneck and the queue discharge flow that occurs at speeds lower than the lowest speed for LOS E, as well as the operations within the queue that forms upstream. Whenever LOS F conditions exist, they have the potential to extend upstream for significant distances.

Source: *Highway Capacity Manual 2000 (HCM 2000)*, Transportation Research Board, National Research Council.

Table 1-2

VOLUME/CAPACITY RATIO LEVEL OF SERVICE RANGES

Level of Service (LOS)	-------- Volume/Capacity (V/C) Ratio Range (a) -------- Arterial Roads and Intersections	Freeway Segments
A	0.00 – 0.60	0.00 – 0.30
B	0.61 – 0.70	0.31 – 0.50
C	0.71 – 0.80	0.51 – 0.71
D	0.81 – 0.90	0.72 – 0.89
E	0.91 – 1.00	0.90 – 1.00
F	Above 1.00	Above 1.00

(a) Sources are as follows:

Arterial road and intersection V/C ranges: 2003 Orange County Congestion Management Program, Orange County Transportation Authority.

Freeway segment V/C ranges: Highway Capacity Manual 2000 (HCM 2000), Transportation Research Board, National Research Council.

Both the V/C ratio and the LOS are used in identifying impacts. Certain LOS values are deemed acceptable by the various governing jurisdictions within the traffic analysis study area and increases in the V/C ratio which cause or contribute to the LOS being unacceptable are defined as an adverse impact.

In establishing V/C based performance criteria, there are specific procedures used to obtain suitable V/C estimates and relate them to LOS. For instance, while ADT is a useful measure to show general levels of traffic on a facility and to provide data for other related analyses such as noise and air quality, ADT is not used in this analysis as the basis for capacity evaluation. The reason is that traffic congestion is largely a peak hour or peak period occurrence and ADT does not reflect peak conditions very effectively. As a result, this evaluation focuses on those parts of the day when such congestion typically occurs.

The impact criteria are separated according to three fundamental components of the circulation system, freeway mainline segments, freeway ramps, and arterial roads. Peak hour data (AM and PM) is used in all cases to establish V/C and LOS measures and to define what constitutes an adverse traffic impact. The following sections describe the impact criteria (i.e., V/C calculation methodology, LOS performance standards, and traffic impact thresholds) for the three circulation system components.

Impact Criteria For Freeway Mainline Segments

The impact analysis for freeway mainline segments is based on peak hour volumes by direction. When a peak hour V/C ratio for a freeway segment exceeds the theoretical (and practical) maximum V/C of 1.0, the actual value is reported, even though it is recognized that this demand typically cannot be accommodated during the peak hour. In such cases the excess peak hour demand will spread into a peak period that lasts more than one hour, as vehicles queue back from the bottleneck area. Also, when this occurs on a regular basis, many motorists will try to avoid the peak hours by traveling before or after the peak hours. The degree to which spreading into the peak period occurs is considered in the traffic forecasting process but is not used in the actual performance. This is discussed in some detail in Chapter 2.0 under existing conditions.

Capacities for calculating peak hour V/C ratios for freeway mainline segments are based on information contained in the *Highway Design Manual* (Caltrans, July 1995) and have been verified by Caltrans staff in previous Orange County studies. A capacity of 2,000 vehicles per hour per lane (vphpl)

is used for mixed-flow (general purpose) mainline freeway lanes, a capacity that corresponds to LOS E conditions. Consistent with Caltrans' guidelines for high occupancy vehicle (HOV) facilities, a desirable operating capacity of 1,600 vphpl is applied for a one-lane buffer-separated HOV facility and a desirable operating capacity of 1,750 vphpl is applied for a two-lane buffer-separated HOV facility in which passing is allowed. These HOV capacities, which are lower than the capacity for a mixed-flow freeway lane, reflect Caltrans' objective for HOV facilities to operate better than LOS E.

The capacity of a freeway auxiliary lane is generally different from that of a mainline lane because auxiliary lanes are typically implemented to preserve standard freeway capacities at locations where the geometric design is below standard (for example, between interchanges that are spaced less than 1.6 kilometers (1.0 miles) apart) or where heavy on/off ramp volumes occur between interchanges. While an auxiliary lane can increase the overall capacity of a mainline freeway segment, the practical increase depends on factors such as the length of the auxiliary lane and the on/off ramp volumes at the beginning and end of the auxiliary lane.

The capacity assumptions for freeway mixed-flow, HOV and auxiliary lanes are summarized in Table 1-3 together with the overall impact criteria for analyzing freeway mainline segments within the study area. When evaluating existing freeway conditions (i.e., based on traffic count data), the V/C and LOS criteria are applicable only in situations where the observed traffic volume occurs in stable flow. Freeway capacities can be substantially reduced under unstable congested conditions in which less traffic is accommodated than under ideal freeway operating conditions. The LOS E performance standard listed in Table 1-3 has been established by Caltrans as the operating standard for freeway mainline segments and is also consistent with the LOS standard specified in the Orange County CMP for CMP facilities.

Impact Criteria For Arterial Roads

For the arterial roadway system, the peak hour is the time period used for impact evaluation and a number of techniques are available to establish suitable V/C ratios and to define the corresponding LOSs. These definitions and procedures are established by individual local jurisdictions or by regional programs such as the CMP and the countywide Growth Management Plan (GMP).

For the Ranch Plan traffic impact study, the analysis of the arterial road system is based on intersection capacity because this is the defining capacity limitation on an arterial highway system. There

Table 1-3

FREEWAY MAINLINE PERFORMANCE CRITERIA

V/C Calculation Methodology

Level of service to be based on peak hour volume/capacity (V/C) ratios calculated using the following capacities:

2,000 vehicles per hour per lane (vphpl) for mixed-flow (general purpose) lanes.

1,600 vphpl for a one-lane buffer-separated high occupancy vehicle (HOV) facility.

1,750 vphpl for a two-lane buffer-separated HOV facility.

0 vehicles per hour (vph) added capacity for an auxiliary lane that is 0.8 km (0.5 mile) or less in length, an auxiliary lane that is between 0.8 km (0.5 mile) and 1.6 km (1.0 mile) in length carrying less than 1,000 vph of total on/off ramp volume at the beginning and end of the lane, or an auxiliary lane that acts as a climbing lane.

500 vph added capacity for an auxiliary lane that is between 0.8 km (0.5 mile) and 1.6 km (1.0 mile) in length carrying between 1,000 and 2,000 vph of total on/off ramp volume at the beginning and end of the lane.

1,000 vph added capacity for an auxiliary lane that is between 0.8 km (0.5 mile) and 1.6 km (1.0 mile) in length carrying more than 2,000 vph of total on/off ramp volume at the beginning and end of the lane.

2,000 vph added capacity for an auxiliary lane that is more than 1.6 km (1.0 mile) in length.

Performance Standard

Level of Service E (peak hour V/C less than or equal to 1.00).

Impact Threshold

A freeway mainline segment is considered to be adversely impacted if:

1. The segment is forecast to operate deficiently (i.e., worse than the performance standard).

2. The V/C in a project alternative increases by greater than 0.03 (the impact threshold specified in the CMP) compared to the V/C in no-project alternative.

Abbreviations: CMP – Orange County Congestion Management Program

may be exceptions where certain facilities have long distances between signalized intersections, but within the traffic analysis study area, peak hour intersection performance is the most representative measure for evaluating the arterial road system. Levels of service for arterial road intersections are determined based on operating conditions during the AM and PM peak hours. The intersection capacity utilization (ICU) methodology is applied based on peak hour volumes and a given intersection's geometric configuration. This methodology sums the V/C ratios for the critical movements of an intersection and is generally compatible with the intersection capacity analysis methodology in the *HCM 2000*. The ICU ranges that correspond to LOSs A through F are the same as the V/C ranges shown previously in Table 1-2 for arterial roads and intersections.

The jurisdictions in the study area have established arterial intersection LOS standards that serve both as a guideline for evaluating observed traffic conditions and as a target or goal when evaluating future development plans and circulation system modifications. The jurisdictions within the traffic analysis study area have also adopted various parameters for calculating ICU values and thresholds for identifying adverse ICU impacts.

The ICU calculation methodology and associated impact criteria applied for the study area arterial system are summarized in Table 1-4. Most local jurisdictions in the study area utilize LOS D (ICU not to exceed 0.90) as the accepted standard. Exceptions are noted in the table for local jurisdictions that accept a different LOS standard for a certain section of road and for CMP locations that have a different LOS standard.

Impact Criteria For Freeway Ramps

Similar to the arterial system evaluation, the peak hour is the time period standardly used by Caltrans for impact evaluation of freeway interchange ramps. For the Ranch Plan traffic study, levels of service for freeway ramps in the traffic analysis study area are based on AM and PM peak hour V/C ratios. Carrying capacities for the various ramp configurations that either exist or are anticipated on the freeway system in the traffic analysis study area are based on information in the *Highway Design Manual* (Caltrans, July 1995) and the *Ramp Meter Design Manual* (Caltrans, January 2000) and have been used for other studies in Orange County. The capacities for calculating ramp V/C ratios are summarized in Table 1-5 together with the overall impact criteria for freeway ramps within the study area. LOS E has been established by Caltrans as the performance standard for freeway ramps.

Table 1-4

ARTERIAL INTERSECTION PERFORMANCE CRITERIA

V/C Calculation Methodology

Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:

Saturation Flow Rate: 1,600 vehicles/hour/lane for City of San Clemente intersections, 1,700 vehicles/hour/lane for all other jurisdictions in the study area.

Clearance Interval: .00 for City of San Clemente intersections, .05 for all other jurisdictions in the study area.

Performance Standards

Level of Service D (peak hour ICU less than or equal to 0.90) for locations other than CMP intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway.

Level of Service E (peak hour ICU less than or equal to 1.00) for CMP intersections (i.e., the I-5 ramp intersections at Crown Valley Parkway and at Ortega Highway, and the intersection of Moulton Parkway and Crown Valley Parkway) and Crown Valley Parkway intersections between I-5 and Marguerite Parkway.

Impact Thresholds

An intersection is considered to be adversely impacted if:

1. The intersection is forecast to operate deficiently (i.e., worse than the performance standard).

2. Compared to the ICU in the no-project alternative, the ICU in the with project alternative increases as follows:

   - 0.01 or greater at County of Orange, City of Mission Viejo, City of Rancho Santa Margarita and City of San Juan Capistrano intersections (the impact threshold specified in the GMP and adopted by the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano).

   - Greater than 0.01 at City of Laguna Hills, City of Laguna Niguel and City of San Clemente intersections (the impact threshold adopted by those Cities).

   - Greater than 0.03 at CMP intersections (the impact threshold specified in the CMP).

Abbreviations: V/C – Volume/Capacity Ratio
CMP – Orange County Congestion Management Program
GMP – Orange County Growth Management Plan

Table 1-5

FREEWAY RAMP PERFORMANCE CRITERIA

V/C Calculation Methodology

Level of service to be based on peak hour volume/capacity (V/C) ratios calculated using the following ramp capacities:

Metered On-Ramps

A maximum capacity of 900 vehicles per hour (vph) for a one-lane metered on-ramp with only one mixed-flow lane at the meter.

A maximum capacity of 1,080 (20 percent greater than 900) vph for a one-lane metered on-ramp with one mixed-flow lane at the meter plus one HOV preferential lane at the meter.

A maximum capacity of 1,500 vph for a one-lane metered on-ramp with two mixed-flow lanes at the meter.

A maximum capacity of 1,800 vph for a two-lane metered on-ramp with two mixed-flow lanes at the meter.

Non-Metered On-Ramps and Off-Ramps

A maximum capacity of 1,500 vph for a one-lane ramp.

A maximum capacity of 2,250 (50 percent greater than 1,500) vph for a two-lane on-ramp that tapers to one merge lane at or beyond the freeway mainline gore point and for a two-lane off-ramp with only one auxiliary lane.

A maximum capacity of 3,000 vph for a two-lane on-ramp that does not taper to one merge lane and for a two-lane off-ramp with two auxiliary lanes.

Performance Standard

Level of Service E (peak hour V/C less than or equal to 1.00).

(Continued)

Table 1-5 (cont)
FREEWAY RAMP PERFORMANCE CRITERIA

Impact Thresholds

A freeway ramp is considered to be adversely impacted if:

1. The ramp is forecast to operate deficiently with the project (i.e., worse than the performance standard).

2. Compared to the V/C in the no-project alternative, the V/C in a with-project alternative increases as follows:

   - 0.01 or greater for ramps at County of Orange, City of Mission Viejo, City of Rancho Santa Margarita and City of San Juan Capistrano intersections (the impact threshold specified in the GMP and adopted by the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano).

   - Greater than 0.01 for ramps at City of Laguna Hills, City of Laguna Niguel and City of San Clemente intersections (the impact threshold adopted by those Cities).

Abbreviations: GMP – Orange County Growth Management Plan

DEFINITIONS

Certain terms used throughout this report are defined below to clarify their intended meaning:

ADT	Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.
CMP	Congestion Management Program administered by the Orange County Transportation Authority.
DU	Dwelling Unit. Used in quantifying residential land use.
FSP	Fair Share Participation, as applied to funding of the future transportation improvements.
GMP	Growth Management Plan included as a component of the General Plans of the Cities and the County of Orange.
ICU	Intersection Capacity Utilization. A measure of the volume to capacity ratio for an intersection. Typically used to determine the peak hour level of service for a given set of intersection volumes.
LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments.
Peak Hour	This refers to the hour during the AM peak period (typically 7 AM - 9 AM) or the PM peak period (typically 3 PM - 6 PM) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.
Tripend	A trip generation measure which represents the total trips entering and leaving a location.
TSF	Thousand Square Feet. Used in quantifying non-residential land uses, and refers to building floor area.
V/C	Volume to Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.
VPD	Vehicles Per Day. Similar to ADT, but more typically applied to trip generation (i.e., the amount of traffic generated by a given amount of land use).
VPH	Vehicles Per Hour. Used for roadway volumes (counts or forecasts) and trip generation estimates. Measures the number of vehicles in a one hour period, typically the AM or PM peak hour.

REFERENCES

1. "Highway Capacity Manual 2000," Transportation Research Board, National Research Council.

2. "Trip Generation Manual, 6th Edition," Institute of Transportation Engineers.

3. "OCTAM 3.1 Summary Documentation and Validation Report," OCTA, June 2001.

4. "South (Orange) County Sub-Area Traffic Model (SCSAM) Traffic Model Description and Validation," Austin-Foust Associates, Inc., April 2002.

5. "South County Sub-Area Model (SCSAM) – 2003 Update," Austin-Foust Associates, Inc., January 2004.

6. "City of San Juan Capistrano Strategic Transportation Plan," September 2002.

Chapter 2.0
TRANSPORTATION SETTING

This chapter describes the transportation setting for the proposed project. It is intended to provide information on existing and future traffic conditions in the study area.

EXISTING CIRCULATION SYSTEM

The existing highway network in the study area is illustrated in Figure 2-1. For arterial roads in the study area, the number of existing mid-block travel lanes are noted together with the classification of each road (e.g., major arterial, primary arterial, secondary arterial, etc.) as currently designated in the Orange County Master Plan of Arterial Highways (MPAH). For the freeway and tollway facilities in the study area, the number of existing general purpose, high occupancy vehicle (HOV) and auxiliary lanes for each freeway/tollway segment are noted.

Figure 2-2 shows the existing average daily traffic (ADT) volumes on the study area circulation system. Existing ADT volumes on arterial roadways in the study area are based on weekday 24-hour traffic count data collected in 2003. Freeway counts on I-5 are taken from 2002 Caltrans annual average daily traffic counts that have been converted to weekday ADT based on conversion factors provided by Caltrans. Existing ADT volumes shown on the SR-73 and SR-241 tollways are taken from 2002 count data supplied by the Transportation Corridor Agencies (TCA). As noted in the performance criteria discussion in the previous chapter, ADT volumes are not used in the traffic impact analysis, but are presented here to provide a reference point for the traffic forecasts and for other sections of the Environmental Impact Report (EIR) such as air quality and noise.

EXISTING TRAFFIC CONDITIONS

Existing conditions are described here using the performance criteria from Chapter 1.0. The information represents an existing baseline for the study area circulation system.

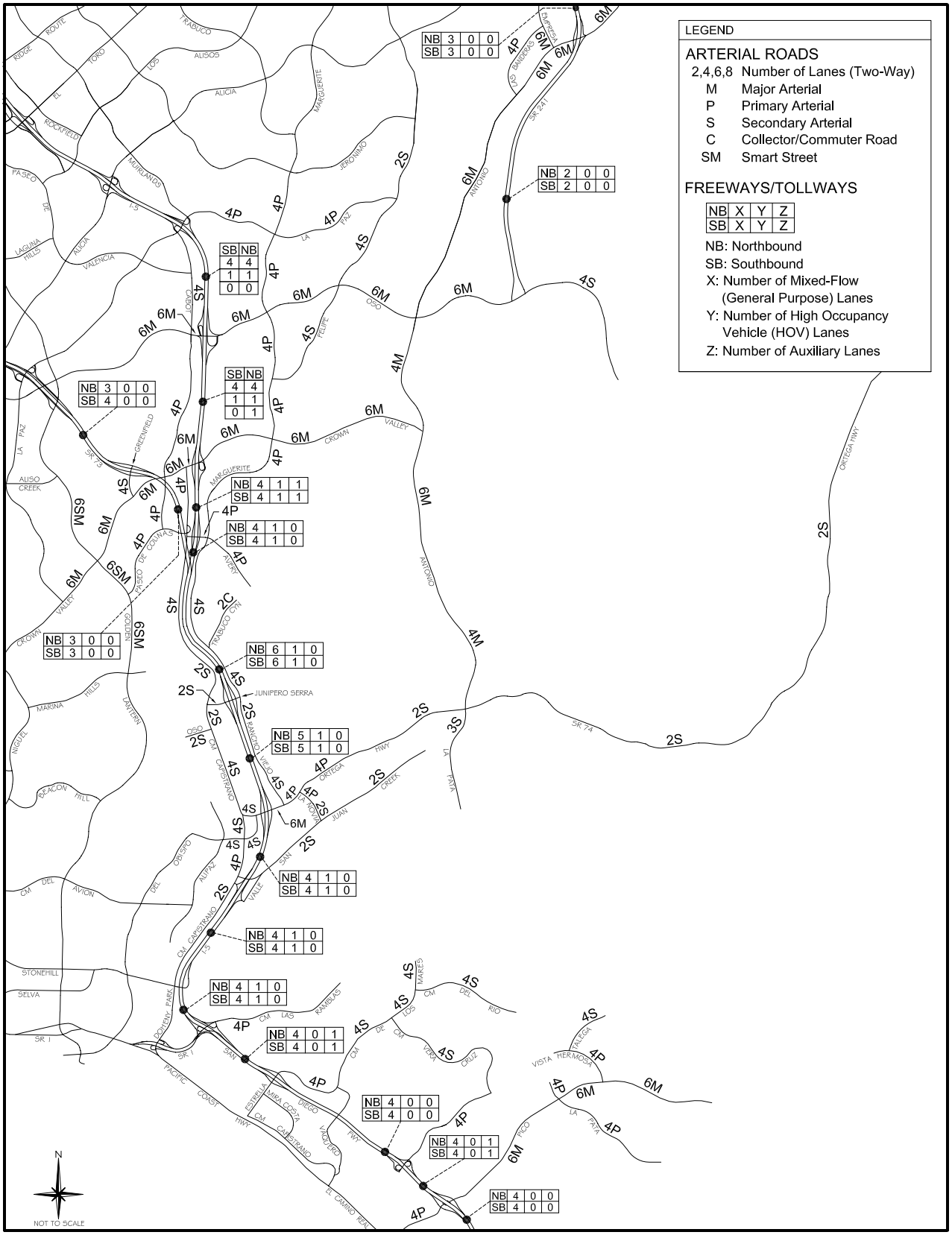
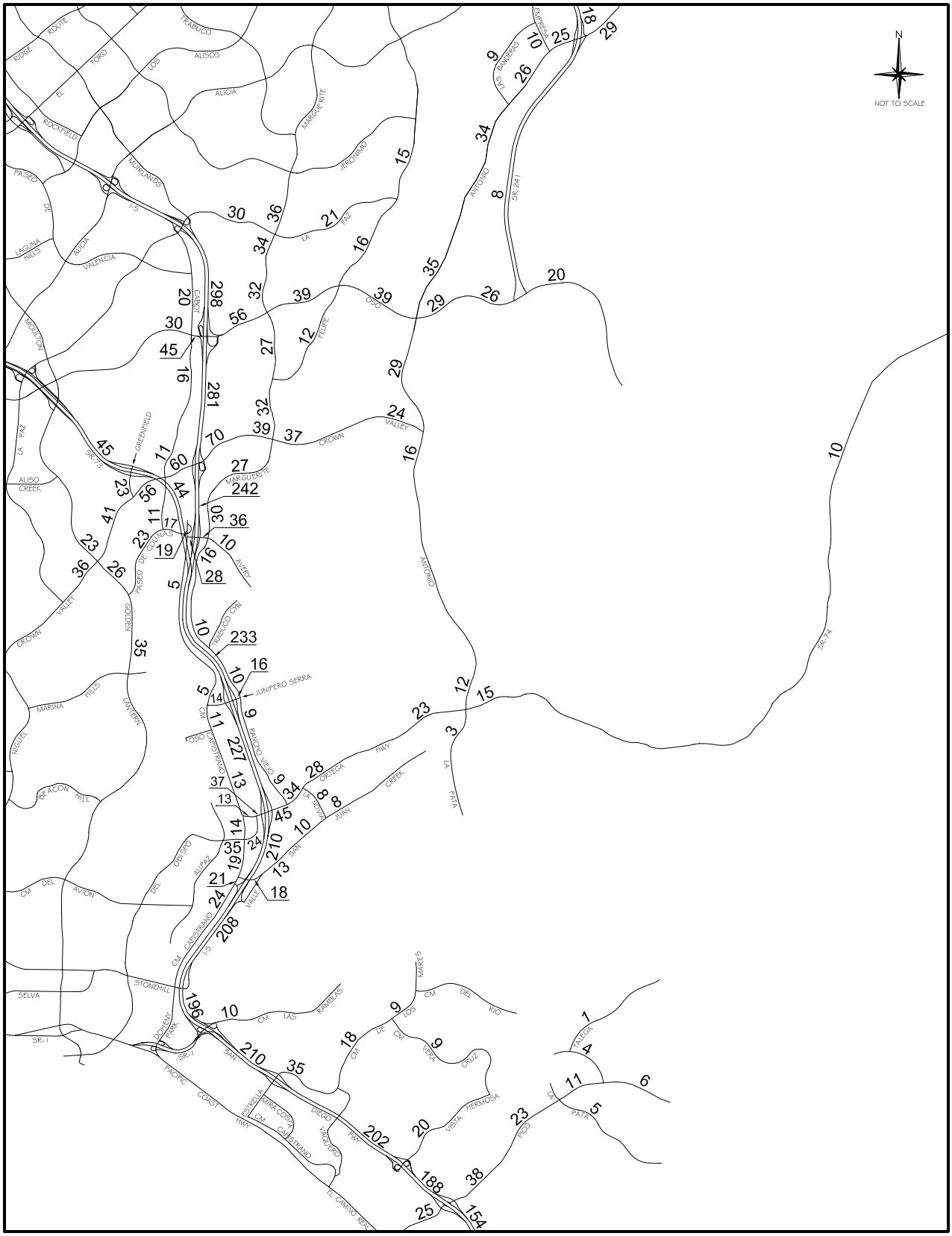


Figure 2-1

EXISTING CIRCULATION SYSTEM
(MAY 2003)



Note: Arterial counts were taken in 2003, I-5 counts are 2002 Caltrans annual average daily traffic counts converted to weekday average daily traffic (ADT), and SR-73 and SR-241 counts are 2002 Transportation Corridor Agencies counts.

Figure 2-2

EXISTING ADT VOLUMES (000s)

Intersections and Freeway Ramps

Table 2-1 lists the existing intersection capacity utilization (ICU) values for the study area intersections and Table 2-2 summarizes existing peak hour freeway ramp volumes and volume/capacity (V/C) ratios. The peak hour intersection volumes and peak hour ramp volumes are from traffic count data collected in 2003. Under existing conditions, four intersections do not meet the performance standard, and three ramps show deficiencies.

Freeways

As noted in the freeway mainline performance criteria discussion in Chapter 1.0, when the peak hour V/C ratio on a freeway mainline segment nears 1.0, unstable conditions can occur which may result in a breakdown in flow. This breakdown in flow causes a reduction in capacity (vehicle speeds drop below the speed at which maximum capacity is available), and hence the V/C increases, causing a further reduction in speed. The result is stop-and-go conditions. At the same time, the reduction in capacity and increase in V/C causes queue build-up and the stop-and-go conditions can extend for a considerable distance upstream of the problem section. Furthermore, this occurrence, and its severity (i.e., length of queue), can vary from day to day even when day to day fluctuations in traffic volumes are relatively small.

Speed and travel time measurements taken by Caltrans for the freeway system give a measure of when and where such conditions occur (i.e., for the day or days on which such measurements are taken). Specific level of service (LOS) values are assigned based on the measured speeds, the LOS being derived by comparing the measured speed with a minimum desirable operating speed (typically 35 mph). The travel time studies also reveal deficient freeway sections that are not in themselves a capacity problem, but which are adversely affected by queue build-up from a deficient section downstream. Hence, LOS values as determined from speed measurements may not equate to the V/C since a queue can extend back from a deficient section to a section with a relatively low V/C.

For these reasons, the V/C LOS is not always a true indication of the actual operating LOS on a freeway segment, particularly when a high V/C ratio on a given section adversely affects upstream sections because of queue build-up. The upstream section may have a relatively low V/C and thereby

Table 2-1

EXISTING INTERSECTION LOS SUMMARY

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of Laguna Hills				
15. Cabot & Oso	.61	B	.75	C
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.68	B	.68	B
17. Greenfield & Crown Valley	.68	B	.63	B
18. Cabot & Crown Valley	.66	B	.80	C
19. Forbes & Crown Valley	.49	A	.74	C
20. Golden Lantern & Paseo de Colinas (b)	.97	E	.93	E
21. Cabot & Paseo de Colinas	.46	A	.56	A
22. Camino Capistrano & Paseo de Colinas	.47	A	.52	A
23. Camino Capistrano & Avery	.43	A	.69	B
70. Greenfield & SR-73 SB Ramps	.49	A	.45	A
71. Greenfield & SR-73 NB Ramps	.63	B	.44	A
City of Mission Viejo				
1. Marguerite & La Paz	.58	A	.81	D
2. Olympiad & La Paz	.54	A	.47	A
3. Marguerite & Oso (b)	1.02	F	.91	E
4. Felipe & Oso	.79	C	.70	B
6. Marguerite & Felipe	.62	B	.62	B
7. Puerta Real & Crown Valley (a)	.66	B	.75	C
8. Guevara/Medical Center & Crown Valley (a)	.56	A	.64	B
9. Los Altos & Crown Valley (a)	.53	A	.56	A
10. Bellogente & Crown Valley (a)	.58	A	.48	A
11. Marguerite & Crown Valley (a) (b)	.84	D	1.04	F
24. Marguerite & Avery	.73	C	.75	C
44. I-5 SB Ramps & Oso	.72	C	.76	C
45. I-5 NB Ramps & Oso	.75	C	.89	D
46. I-5 SB Ramps & Crown Valley (a)	.61	B	.85	D
47. I-5 NB Ramps & Crown Valley (a)	.62	B	.70	B
48. I-5 SB Ramps & Avery	.67	B	.89	D
49. I-5 NB Ramps & Avery	.68	B	.77	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.62	B	.77	C
14. Empresa & Antonio	.52	A	.42	A
58. SR-241 SB Ramps & Antonio	.36	A	.48	A
59. SR-241 NB Ramps & Antonio	.64	B	.37	A
60. SR-241 SB Ramps & Oso	.49	A	.42	A
61. SR-241 NB Ramps & Oso	.71	C	.36	A
City of San Clemente				
39. Vera Cruz & Vista Hermosa	.66	B	.52	A
40. La Pata & Pico	.28	A	.32	A
41. Vista Hermosa & Pico	.26	A	.15	A

Table 2-1 (cont)
EXISTING INTERSECTION LOS SUMMARY

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Clemente (cont)				
54. I-5 SB Ramps & Vista Hermosa	.23	A	.19	A
55. I-5 NB Ramps & Vista Hermosa	.33	A	.34	A
56. I-5 SB Ramps & Pico	.72	C	.75	C
57. I-5 NB Ramps & Pico	.73	C	.59	A
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.45	A	.46	A
26. Del Obispo & Ortega	.56	A	.58	A
27. Rancho Viejo & Ortega	.66	B	.73	C
28. La Novia & Ortega	.67	B	.61	B
30. Camino Capistrano & Del Obispo	.65	B	.75	C
31. Camino Capistrano & San Juan Creek	.34	A	.43	A
32. Valle & San Juan Creek	.68	B	.66	B
33. La Novia & San Juan Creek	.58	A	.39	A
50. I-5 SB Ramps & Ortega (a)	.71	C	.83	D
51. I-5 NB Ramps & Ortega (a)	.98	E	.81	D
52. Camino Capistrano & I-5 SB Ramps	.72	C	.84	D
53. Valle & La Novia/I-5 NB Ramps	.45	A	.60	A
72. Camino Capistrano & Junipero Serra	.40	A	.47	A
73. I-5 SB Ramps & Junipero Serra	.48	A	.57	A
74. I-5 NB Ramps & Junipero Serra	.53	A	.56	A
75. Rancho Viejo & Junipero Serra	.44	A	.52	A
Unincorporated (County of Orange)				
5. Antonio & Oso	.74	C	.81	D
12. Antonio & Crown Valley	.39	A	.45	A
29. Antonio/La Pata & Ortega (b)	1.02	F	.73	C

Abbreviations: ICU – intersection capacity utilization
LOS – level of service
NB – northbound
SB – southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location operates deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Table 2-2

EXISTING FREEWAY RAMP LOS SUMMARY

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	520	.48	A	520	.48	A
	SB Loop On	1	1,080	500	.46	A	430	.40	A
	NB Direct On	1	1,500	1,300	.87	D	620	.41	A
	NB Loop On	1	1,500	520	.35	A	460	.31	A
	SB Off (a)	1	1,500	1,090	.73	C	1,680	1.12	F
	NB Off	1	1,500	1,090	.73	C	1,100	.73	C
I-5 at Crown Valley	SB On	1	1,800	630	.35	A	850	.47	A
	NB Direct On	1	1,500	1,080	.72	C	1,120	.75	C
	NB Loop On	1	1,080	840	.78	C	850	.79	C
	SB Off (a)	2	2,250	1,440	.64	B	2,680	1.19	F
	NB Off	1	1,500	1,020	.68	B	740	.49	A
I-5 at Avery	SB On	1	1,080	410	.38	A	630	.58	A
	NB On	1	1,500	680	.45	A	800	.53	A
	SB Off	1	1,500	910	.61	B	1,080	.72	C
	NB Off	1	1,500	780	.52	A	730	.49	A
I-5 at Junipero Serra	SB On	1	1,080	320	.30	A	320	.30	A
	NB On	1	1,080	1,050	.97	E	590	.55	A
	SB Off	1	1,500	490	.33	A	790	.53	A
	NB Off	1	1,500	290	.19	A	240	.16	A
I-5 at Ortega	SB On	1	1,500	640	.43	A	790	.53	A
	NB On (a)	1	1,500	2,070	1.38	F	1,340	.89	D
	SB Off	2	2,250	1,420	.63	B	2,040	.91	E
	NB Off	1	1,500	1,030	.69	B	800	.53	A
I-5 at Camino Capistrano	SB On	1	1,500	370	.25	A	510	.34	A
	NB On	1	1,500	390	.26	A	350	.23	A
	SB Off	1	1,500	830	.55	A	1,000	.67	B
	NB Off	1	1,500	390	.26	A	570	.38	A
I-5 at Vista Hermosa	SB On	1	1,080	280	.26	A	175	.16	A
	NB Direct On	1	1,500	760	.51	A	670	.45	A
	NB Loop On	1	1,080	20	.02	A	10	.01	A
	SB Off	1	1,500	650	.43	A	630	.42	A
	NB Off	1	1,500	240	.16	A	390	.26	A
I-5 at Avd Pico	SB On	1	1,500	450	.30	A	840	.56	A
	NB On	1	1,500	1,410	.94	E	1,450	.97	E
	SB Off	2	2,250	1,540	.68	B	1,280	.57	A
	NB Off	1	1,500	920	.61	B	670	.45	A

Abbreviations: LOS – level of service
V/C – volume/capacity ratio
NB – northbound
SB – southbound

(a) This ramp operates deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 ramps).

imply satisfactory operating conditions, but stop-and-go conditions extending back to this section would cause it to actually be operating under congested conditions.

Table 2-3 summarizes existing conditions (2002) for freeway mainline segments in the study area. It shows the LOS derived from the V/C ratio as given in the performance criteria together with operating LOS as determined from Caltrans field measurements.

Note that future traffic volumes as presented in this report represent "demand" and no attempt is made to estimate operating conditions such as discussed here (i.e., only the V/C LOS is reported).

FUTURE ROADWAY SYSTEM

A number of transportation planning programs currently in place provide direction for planning, developing, operating and maintaining the highway circulation system in southern California. At the regional level, the Regional Transportation Plan (RTP) provides a long-range circulation plan for the regional circulation system. The RTP focuses on regional transportation improvements such as freeway widening, HOV system enhancements, and freeway interchange improvements. The long-range circulation plan for the arterial system within Orange County is defined by the MPAH. This represents the arterial highway system in the Circulation Element of the County General Plan and the arterial street components are included in the General Plan Circulation Elements of the local jurisdictions in Orange County. The MPAH also identifies the existing and proposed freeway and toll road components of the circulation system. The long-range analysis uses two levels of future circulation system improvements. The first assumes implementation of only those MPAH and RTP improvements that are currently funded and/or committed, and the second assumes additional improvements with buildout of the MPAH and RTP.

The committed improvements include those that are in a capital improvement program of a local jurisdiction within the study area, or projects that are currently funded by Caltrans. Also included are improvements that have reasonable assurance of being built prior to the year 2025 by a specific funding source, such as the City of San Juan Capistrano's Reimbursement Agreement and Nexus Fee Program and the City of San Clemente's Regional Circulation Financing and Phasing Program (RCFPP). In addition, improvements that are part of conditions of approval for development that is included in the long-range demographic data forecasts (i.e., OCP-2000 projections) are also assumed to be committed.

Table 2-3

EXISTING (2002) FREEWAY MAINLINE LOS SUMMARY

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso	Northbound	4+1H	9,600	10,070	1.05	F (F^3)	9,600	8,950	.93	E (E)
	Southbound	4+1H	9,600	7,210	.75	D (E)	9,600	10,170	1.06	F (F^3)
I-5 n/o Crown Valley	Northbound	4+1H+1A	10,600	8,840	.83	D (F^2)	9,600	8,740	.91	E (E)
	Southbound	4+1H	9,600	7,390	.77	D (E)	9,600	9,570	1.00	E (F^2)
I-5 n/o Avery	Northbound	4+1H+1A	9,600	8,130	.85	D (F^0)	9,600	7,460	.78	D (E)
	Southbound	4+1H+1A	9,600	6,230	.65	C (E)	9,600	8,310	.87	D (F^0)
I-5 n/o Junipero Serra	Northbound	6+1H	13,600	10,520	.77	D (E)	13,600	8,950	.66	C (D)
	Southbound	6+1H	13,600	7,360	.54	C (D)	13,600	10,270	.76	D (E)
I-5 n/o Ortega	Northbound	5+1H	11,600	10,040	.87	D (E)	11,600	8,550	.74	D (D)
	Southbound	5+1H	11,600	7,070	.61	C (D)	11,600	9,870	.85	D (E)
I-5 n/o Camino Capistrano	Northbound	4+1H	9,600	9,620	1.00	E (F^0)	9,600	7,850	.82	D (D)
	Southbound	4+1H	9,600	6,010	.63	C (D)	9,600	8,540	.89	D (E)
I-5 s/o Camino Capistrano	Northbound	4+1H	9,600	9,640	1.00	E (E)	9,600	8,080	.84	D (D)
	Southbound	4+1H	9,600	5,810	.61	C (D)	9,600	7,960	.83	D (E)
I-5 n/o Hermosa	Northbound	4	8,000	6,710	.84	D (E)	8,000	6,130	.77	D (D)
	Southbound	4	8,000	5,480	.69	C (D)	8,000	6,830	.85	D (E)
I-5 n/o Pico	Northbound	4+1A	9,000	6,170	.69	C (E)	9,000	5,840	.65	C (E)
	Southbound	4+1A	9,000	5,110	.57	C (E)	9,000	6,380	.71	C (E)
I-5 s/o Pico	Northbound	4	8,000	5,680	.71	C (D)	8,000	5,060	.63	C (D)
	Southbound	4	8,000	4,020	.50	B (D)	8,000	5,940	.74	D (D)

Abbreviations:
A – auxiliary lane
H – high occupancy vehicle (HOV) lane
LOS – level of service
V/C – volume/capacity ratio

* Parenthesized LOS values are from speed and travel time surveys carried out by Caltrans. The measured speeds in each section reflect queue build-up from a downstream deficient section and/or other prevailing conditions at the time the surveys were conducted. The prefix values for LOS "F" $^{(0,1,2,3)}$ represent different lengths of time during which congested conditions occur in the peak period.

Figure 2-3 illustrates the committed highway network in the study area. A list of the improvements contained in the committed network together with the source of funding or source of commitment according to the definition noted above can be found in Table 2-4. The major roadway improvements that are committed include widening of Crown Valley Parkway to eight lanes and selected intersection improvements. A summary of existing intersection lane configurations and committed intersection improvements is provided in Appendix C.

Figure 2-4 illustrates the circulation system in the study area based on full buildout of the General Plan Circulation Elements for the Cities within the study area as well as the Orange County MPAH. Table 2-5 lists the non-committed improvements associated with buildout of the study area circulation system, and a summary of non-committed intersection improvements is provided in Appendix C.

BACKGROUND ASSUMPTIONS

The following sections discuss other assumptions that are pertinent to the traffic analysis such as land use and associated traffic demand, and future traffic growth at the Orange County/San Diego County border.

Orange County Land Use and Traffic Demand

The adopted land use and development growth projections for Orange County are the Orange County Projections 2000 (OCP-2000) which cover five year intervals from 2000 to 2025. The OCP-2000 year 2025 projections provide the primary set of demographic data that is applied in the traffic analysis with the exception of the Cities of Mission Viejo, San Juan Capistrano, Laguna Niguel, and San Clemente and the unincorporated community of Ladera Ranch where General Plan land use data is applied. Those buildout land uses are consistent with OCP-2000 (i.e., they are minimally different).

Table 2-6 summarizes the growth in residential dwelling units (DUs), employment and ADT projections for the traffic analysis study area and for Orange County as a whole. By year 2025, south Orange County is projected to experience a 33 percent increase in housing, a 57 percent increase in employment, and a 40 percent increase in ADT demand, compared with countywide increases of 14 percent, 36 percent, and 20 percent in housing, employment, and ADT, respectively. Figure 2-5 shows the housing, employment and ADT growth for cities and communities in the traffic analysis study area.

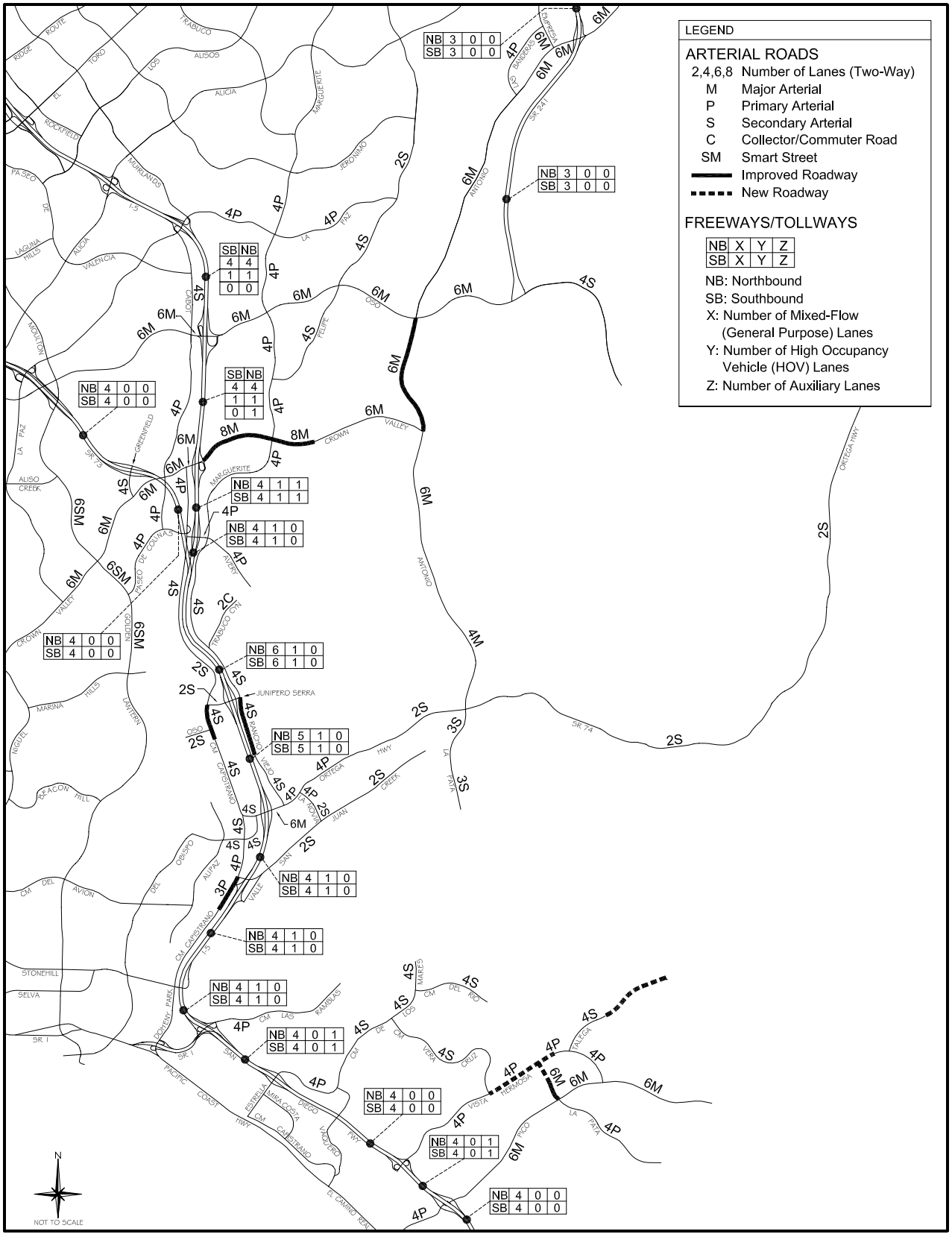


Figure 2-3

COMMITTED CIRCULATION SYSTEM

Table 2-4

COMMITTED CIRCULATION SYSTEM IMPROVEMENTS IN THE STUDY AREA

Facility	Jurisdiction	Improvement	Source (a)
Antonio Pkwy (Oso Pkwy to Crown Valley Pkwy)	County of Orange	Widen to six lanes.	1
Avd La Pata (Avd Pico to Avd Vista Hermosa)	San Clemente	Construct as a six-lane major arterial.	2
Avd Talega (east of Avd Vista Hermosa)	San Clemente	Extend as a four-lane secondary arterial.	3
Avd Vista Hermosa (Cm Vera Cruz to north of Avd La Pata)	San Clemente	Construct as a four-lane primary arterial.	2
Cm Capistrano (south of Oso Rd to Junipero Serra Road)	San Juan Capistrano	Widen to four lanes.	4
Cm Capistrano (south of San Juan Creek Rd)	San Juan Capistrano	Widen to three lanes (two southbound and one northbound).	4
Crown Valley Pkwy (I-5 to east of Trabuco Creek bridge)	County/Mission Viejo	Widen to eight lanes.	1
Rancho Viejo Rd (south of Junipero Serra Rd)	San Juan Capistrano	Widen to four lanes.	4
SR-73 (north of I-5)	TCA/Caltrans	Widen to provide four general purpose lanes in each direction.	5
SR-241 (Oso Pkwy to Santa Margarita Pkwy)	TCA/Caltrans	Widen to provide three general purpose lanes in each direction.	5

(a) Sources: 1 – Conditioned for implementation with development of Ladera Ranch.
2 – Implemented through the City of San Clemente Regional Circulation Financing and Phasing Program (RCFPP).
3 – Conditioned for implementation with development of Talega.
4 – Implemented through the City of San Juan Capistrano Reimbursement Agreement and Nexus Fee Program.
5 – Implemented through the Foothill/Eastern Transportation Corridor Agency (TCA) Capital Improvement Plan (CIP).

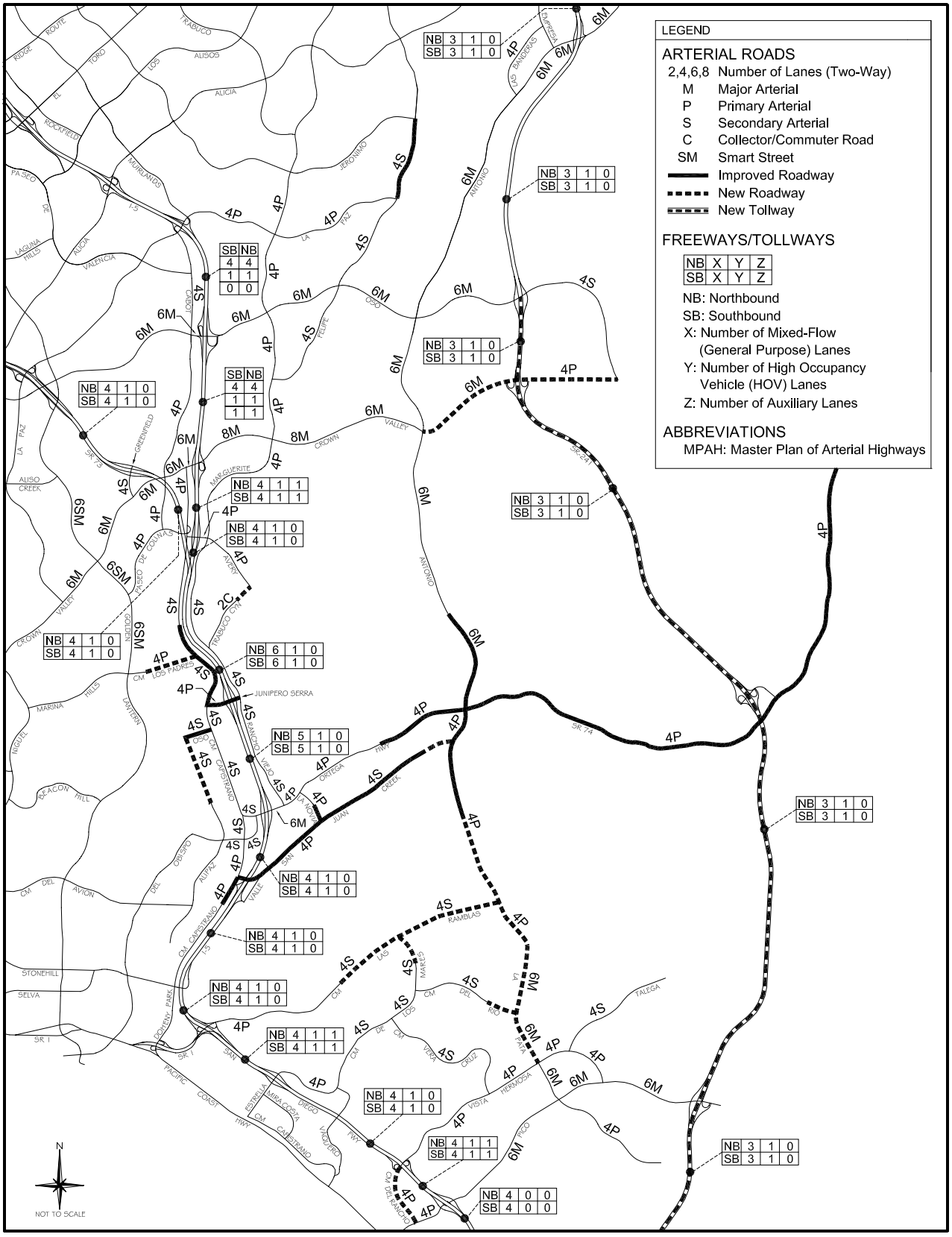


Figure 2-4

MPAH BUILDOUT CIRCULATION SYSTEM

Table 2-5

NON-COMMITTED MPAH CIRCULATION SYSTEM IMPROVEMENTS IN THE STUDY AREA

Facility	Jurisdiction	Improvement	Source (a)
Alipaz St (north of Del Obispo St to Oso Rd)	San Juan Capistrano	Construct as four-lane secondary arterial.	MPAH
Antonio Pkwy (south of Ladera Ranch to Ortega Hwy/SR 74)	County of Orange	Widen to six lanes.	MPAH
Avd La Pata (south of Ortega Hwy/SR 74)	County of Orange	Widen to four lanes.	MPAH
Avd La Pata (south of Ortega Hwy/SR 74 to San Clemente city limits)	County of Orange	Construct as a four-lane primary arterial.	MPAH
Avd La Pata (San Clemente city limits to Avd Vista Hermosa)	San Clemente	Construct as a six-lane major arterial.	MPAH
Cm Capistrano (south of San Juan Creek Road)	San Juan Capistrano	Widen to four lanes.	MPAH
Cm Capistrano (Junipero Serra Rd to San Juan Capistrano City Limits)	San Juan Capistrano	Widen to four lanes.	MPAH
Cm De Los Mares (east of Cm Del Rio to Cm Las Ramblas)	San Clemente	Construct as four-lane secondary arterial.	MPAH
Cm Del Rancho (I-5 to Avd Pico)	San Clemente	Construct as a four-lane primary arterial.	MPAH
Cm Del Rio (current termination east to Avd La Pata)	San Clemente	Construct as four-lane secondary arterial.	MPAH
Cm Las Ramblas (current termination east to Avd La Pata)	San Juan Capistrano/ San Clemente	Construct as four-lane secondary arterial.	MPAH
Cm Los Padres (east of St of the Golden Lantern to Cm Capistrano)	San Juan Capistrano	Construct as four-lane primary arterial.	MPAH
Crown Valley Pkwy (Antonio Pkwy to SR 241)	County of Orange	Construct as six-lane major arterial.	MPAH
Crown Valley Pkwy (SR 241 to Oso Pkwy)	County of Orange	Construct as four-lane primary arterial.	MPAH
I-5 (Oso Pkwy to Crown Valley Pkwy)	Caltrans	Add southbound auxiliary lane.	CT-RCR
I-5 (Pacific Coast Hwy/SR 1 to Avd Pico)	Caltrans	Add northbound and southbound high occupancy vehicle (HOV) lanes.	SCAG RTP
Junipero Serra Rd (Cm Capistrano to Rancho Viejo Rd)	San Juan Capistrano	Widen to four lanes.	MPAH
La Novia St (north of San Juan Creek Rd)	San Juan Capistrano	Widen to four lanes.	MPAH
Olympiad Rd (Alicia Pkwy to La Paz Rd)	Mission Viejo	Widen to four lanes.	MPAH
Ortega Hwy (Via Cordova to San Juan Capistrano city limits)	San Juan Capistrano	Widen to four lanes.	MPAH
Ortega Hwy (San Juan Capistrano city limits to Orange County/ Riverside County border)	County of Orange	Widen to four lanes.	MPAH
Oso Rd (Alipaz St to Cm Capistrano)	San Juan Capistrano	Widen to four lanes.	MPAH
San Juan Creek Rd (Cm Capistrano to San Juan Capistrano city limits)	San Juan Capistrano	Widen to four lanes.	MPAH
San Juan Creek Rd (San Juan Capistrano city limits to Avd La Pata)	San Juan Capistrano	Construct as four-lane secondary arterial.	MPAH
SR-73 (north of I-5)	TCA/Caltrans	Add one northbound and southbound lane.	OCTA

Table 2-5 (cont)
NON-COMMITTED MPAH CIRCULATION SYSTEM IMPROVEMENTS IN THE STUDY AREA

Facility	Jurisdiction	Improvement	Source (a)
SR-241 (Oso Pkwy to Santa Margarita Pkwy)	TCA/Caltrans	Add one northbound and southbound lane.	OCTA
SR-241 (Oso Pkwy to I-5)	TCA/Caltrans	Construct and provide four lanes in each direction.	MPAH
Trabuco Canyon Rd (extension to Avery Pkwy)	Mission Viejo	Construct as two-lane collector road.	MPAH

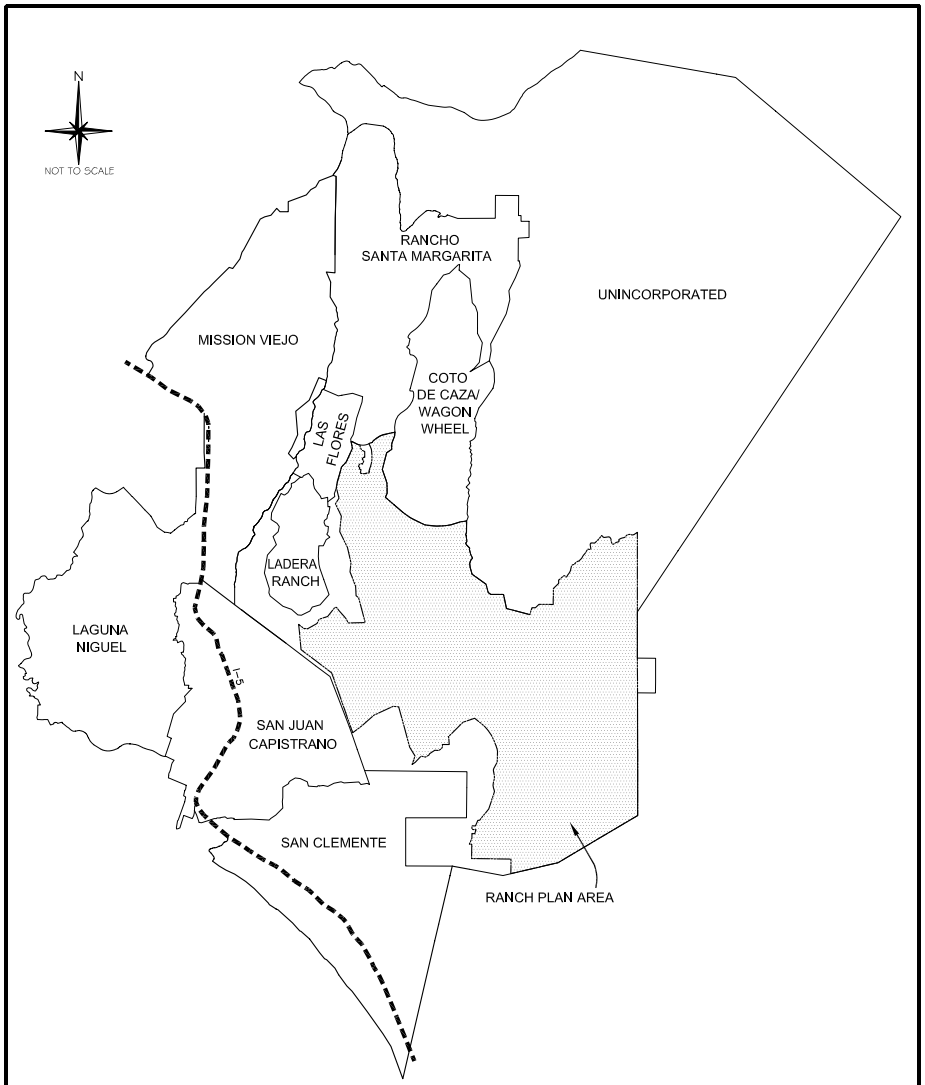
(a) Sources: CT-RCR – *Caltrans I-5 Route Concept Report* (April 2000)
MPAH – Orange County Master Plan of Arterial Highways
OCTA – Orange County Transportation Authority (consistent with the number of lanes on the SR-73 and SR-241 toll roads in the 2025 buildout version of OCTA's Orange County Transportation Analysis Model – OCTAM 3.1)
SANDAG – San Diego Association of Governments
SCAG RTP – Southern California Association of Governments Regional Transportation Plan

Table 2-6

EXISTING AND FUTURE LAND USE AND TRAFFIC DEMAND IN ORANGE COUNTY

Category	Southern Orange County (Study Area)	Entire Orange County Area
Residential Dwelling Units		
Year 2000	115,607	976,133
Year 2025	153,453	1,116,855
Percent Increase (2000 to 2025)	33%	14%
Employment		
Year 2000	104,665	1,501,393
Year 2025	164,689	2,044,123
Percent Increase (2000 to 2025)	57%	36%
Average Daily Traffic		
Year 2000	1,773,803	17,159,500
Year 2025	2,488,498	20,525,000
Percent Increase (2000 to 2025)	40%	20%

Source: Orange County Projections-2000 (OCP-2000) demographic data and General Plan land use based demographic data for the Cities of Mission Viejo, San Juan Capistrano and San Clemente and the unincorporated community of Ladera Ranch.



City of Mission Viejo

	2000	2025	Growth
Dwelling Units	33,065	34,159	3%
Employment	26,956	31,434	12%
ADT	524,430	567,247	7%

City of San Juan Capistrano

	2000	2025	Growth
Dwelling Units	10,618	13,117	24%
Employment	15,028	20,012	32%
ADT	199,994	248,254	23%

City of Laguna Niguel

	2000	2025	Growth
Dwelling Units	24,310	26,144	7%
Employment	23,845	31,253	31%
ADT	369,740	427,933	16%

City of San Clemente

	2000	2025	Growth
Dwelling Units	22,198	29,901	35%
Employment	20,936	38,930	86%
ADT	335,000	560,349	67%

City of Rancho Santa Margarita

	2000	2025	Growth
Dwelling Units	16,661	17,241	3%
Employment	15,626	21,448	37%
ADT	251,829	292,987	16%

Ranch Plan

	2000	2025	Growth
Dwelling Units	19	14,000	--
Employment	328	16,757	--
ADT	1,325	186,129	--

Unincorporated (excluding Ranch Plan)

	2000	2025	Growth
Dwelling Units	798	2253	182%
Employment	398	409	3%
ADT	9,486	22,669	139%

Las Flores

	2000	2025	Growth
Dwelling Units	1,982	1,982	- -
Employment	207	207	- -
ADT	18,705	18,705	- -

Coto De Caza/Wagon Wheel

	2000	2025	Growth
Dwelling Units	4,995	6,570	32%
Employment	1,330	1,627	22%
ADT	55,273	72,316	31%

Ladera Ranch

	2000	2025	Growth
Dwelling Units	961	8,100	--
Employment	11	2,613	--
ADT	8,023	91,909	--

Grand Total

	2000	2025	Growth
Dwelling Units	115,607	153,453	33%
Employment	104,665	164,689	57%
ADT	1,773,803	2,488,498	40%

Abbreviations: ADT - average daily trips generated.

Source: Orange County Projections 2000 (OCP-2000) demographic data and General Plan land use based demographic data for the Cities of Mission Viejo, San Juan Capistrano and San Clemente and the unincorporated community of Ladera Ranch.

Figure 2-5

LONG-RANGE STUDY AREA DEMOGRAPHIC DATA AND ADT TRIP GENERATION

I-5 Traffic Demand at the Orange County/San Diego County Border

The amount of future traffic on I-5 at the Orange County/San Diego County border has been the subject of considerable study over the years. The OCTA developed the most recent traffic forecasts on I-5 at the county border in coordination with the San Diego Association of Governments (SANDAG), the Southern California Association of Governments (SCAG) and Caltrans. A volume of 201,000 vehicles per weekday is forecast on I-5 at the Orange County/San Diego County border in year 2025 compared to an existing (2002) traffic count of 137,000 vehicles per weekday.

Using travel pattern data from the Orange County Transportation Analysis Model (OCTAM), it is found that approximately 58 percent of the existing and future I-5 traffic at the county border is projected to travel to and from Orange County and approximately 16 percent (around one quarter of the 58 percent) is destined to the traffic analysis study area (i.e., southern Orange County). The remaining 42 percent of I-5 traffic at the county border is projected to travel beyond Orange County (i.e., to and from the Counties of Los Angeles, Riverside, San Bernardino and Ventura).

Chapter 3.0
PROJECT DESCRIPTION

This chapter describes the traffic characteristics of the proposed project. Land use and trip generation for the project is summarized, and the distribution of project trips on the study area circulation system is presented. Land use and trip generation comparisons for project alternatives are provided in Chapter 7.0.

PROJECT OVERVIEW

A diagram of the development areas in the project can be seen in Figure 3-1 together with statistical summarizes of the development in each planning area. The overall project land uses can be summarized as follows:

Land Use	Amount
Single Family Detached Residential	4,212 Dwelling units
Single Family Attached and Apartments	3,788 Dwelling units
Age Restricted Residential (Senior Housing)	6,000 Dwelling units
Retail	980 Thousand square feet of floor area
Business Park/Office	4,220 Thousand square feet of floor area
Resort Hotel	250 Rooms

Also included are golf courses and schools. The project has an on-site circulation system which will provide accessibility for the development areas. This is illustrated in Figure 3-2 and involves a number of proposed changes to the existing Orange County Master Plan of Arterial Highways (MPAH). New Ortega Highway will provide a new east-west roadway north of San Juan Creek extending from Antonio Parkway to an intersection with existing Ortega Highway in the easternmost part of the project area. The north-south roadway labeled "C" Street will extend from the Gobernadora area south across Ortega Highway down into the Cristianitos Planning Area, and connect to the easterly termination point of Avenida Pico.

Another north-south roadway labeled "A" Street will extend from New Ortega Highway up through Chiquita Canyon to an intersection with existing Oso Parkway (this roadway would not serve through traffic). If SR-241 is extended southward, "C" Street will have an interchange with SR-241, replacing the interchange planned for Crown Valley Parkway (under the proposed arterial highway plan,

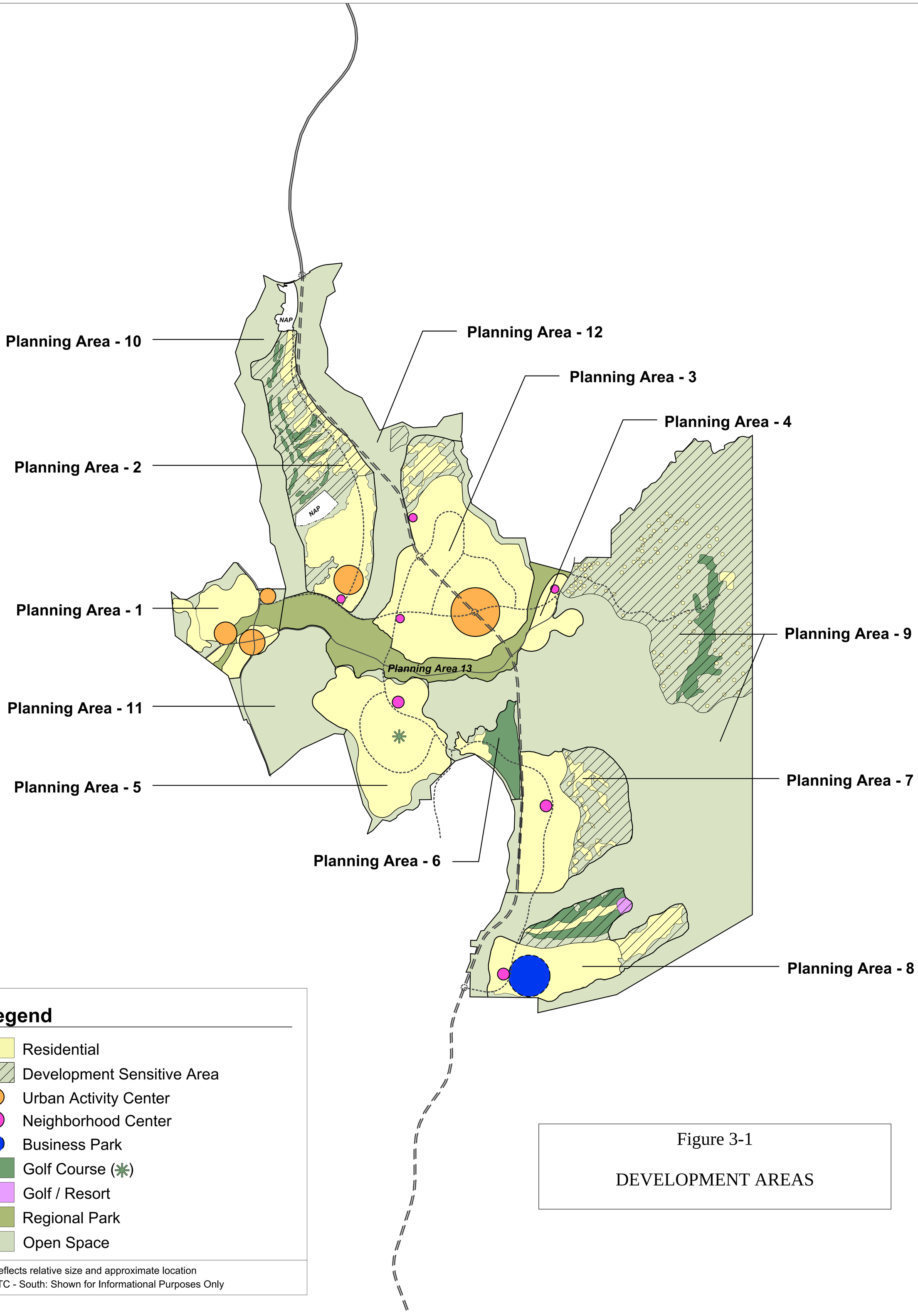
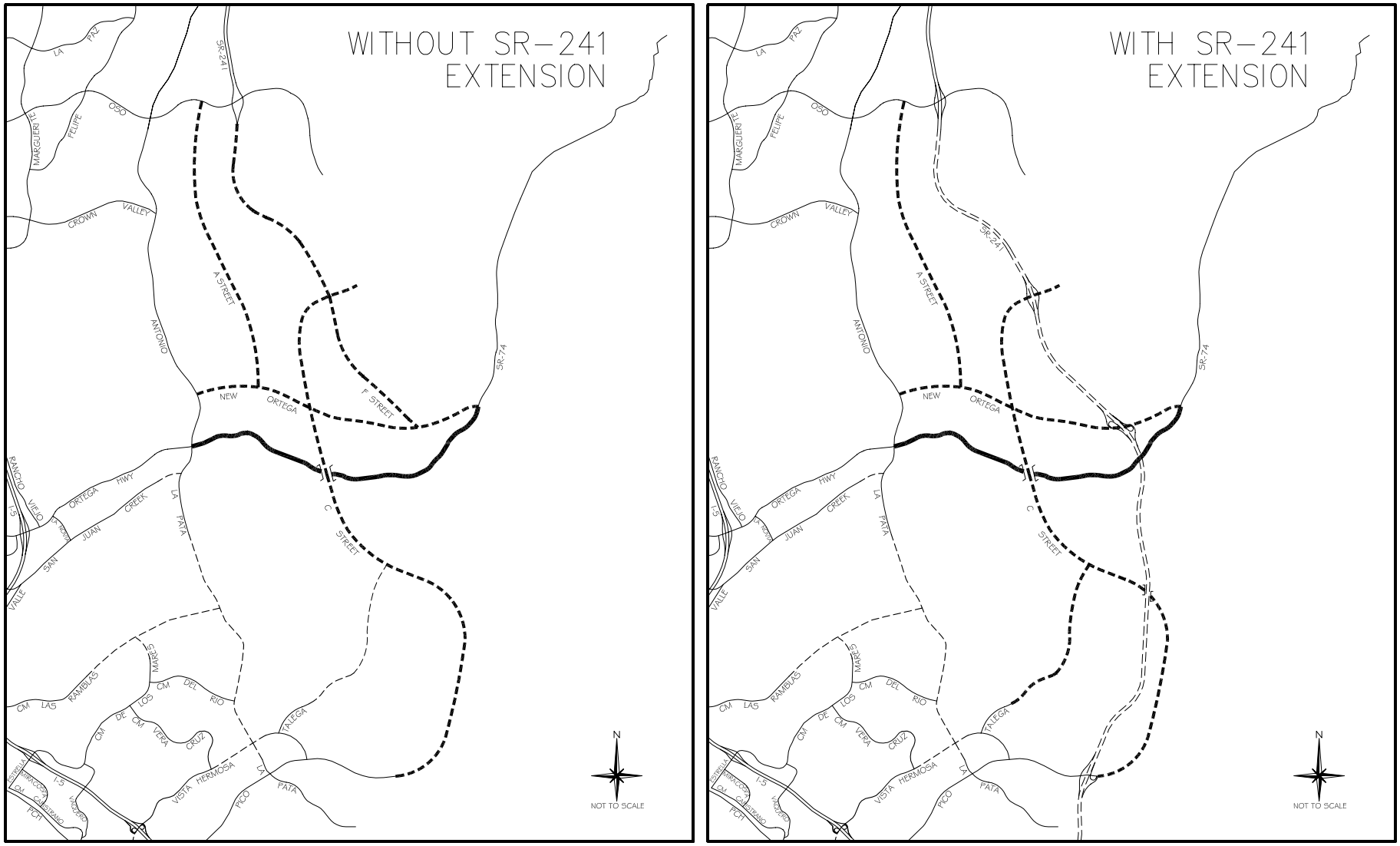


Figure 3-1

DEVELOPMENT AREAS

0 1000 2000 4000

May 27, 2004



Legend

- Future Roadway
- Project Roadway
- Two-Lane Roadway (25 mph)

Figure 3-2

PROPOSED ROADWAY SYSTEM

the Crown Valley Parkway extension would not be built). Without the southward SR-241 extension, an arterial highway (labeled "F" Street) would be built along the SR-241 alignment and would terminate at Ortega Highway.

TRIP GENERATION

Traffic generation is expressed in vehicle tripends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors used in the traffic analysis are from the South County Sub-Area Model (SCSAM) referred to in Chapter 1.0 and described in the traffic model documentation (Reference 4 in Chapter 1.0). These in turn are consistent with generation factors used in the Orange County Transportation Analysis Model (OCTAM).

Table 3-1 summarizes the trip generation for the proposed project. Shown here are the peak hour and daily vehicle trip generation by land use type. The total project trip generation is 183,338 trips per day, of which 14,289 are in the AM peak hour and 18,033 are in the PM peak hour.

Table 3-2 summarizes the internal/external relationships by land use category. While a large proportion of work related trips are external to the project, trips for other purposes such as schools and shopping are internal. The overall result is that on an ADT basis, 44 percent of the tripends (28 percent of the trips) are internal. The internal proportions are slightly lower for the peak hour trips.

PROJECT TRIP DISTRIBUTION

The external trip distribution pattern for the project is presented in Figure 3-3. This is derived from the SCSAM and reflects the site's proximity to surrounding land use patterns and the mix of uses within the project. The distribution percentages are shown separately for the committed network only and for the committed network with the addition of a La Pata Avenue extension and the SR-241 extension.

PROJECT ALTERNATIVES

A number of project alternatives are evaluated here, the evaluation involving a full study area traffic analysis in some cases, and only a trip generation comparison in others. The purpose is to show

Table 3-1

TRIP GENERATION SUMMARY – PROPOSED PROJECT

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Single Family - Detached	4,212 DU	528	2,634	3,162	2,495	1,193	3,687	38,544
Single Family - Attached	2,808 DU	293	1,548	1,841	1,423	641	2,064	21,560
Senior Housing	5,360 DU	330	991	1,321	1,092	688	1,780	18,739
Senior Apartments	640 DU	39	118	158	130	82	213	2,237
Apartments	980 DU	89	444	534	416	192	608	6,335
General Commercial	750 TSF	1,412	664	2,076	1,521	1,880	3,401	34,118
Specialty Retail	230 TSF	377	172	549	394	499	893	8,936
R&D/Business Park	3,660 TSF	2,495	573	3,069	1,074	2,692	3,766	35,502
Office	560 TSF	466	114	581	223	515	739	7,013
Golf Course	1057 Acres	153	47	200	104	189	293	2,854
Elementary/Middle School	4,200 Students	540	52	592	144	249	393	5,284
High School	900 Students	116	11	127	31	53	84	1,132
Resort Hotel	250 Rooms	61	18	79	38	74	112	1,085
Total		6,901	7,389	14,289	9,086	8,947	18,033	183,338

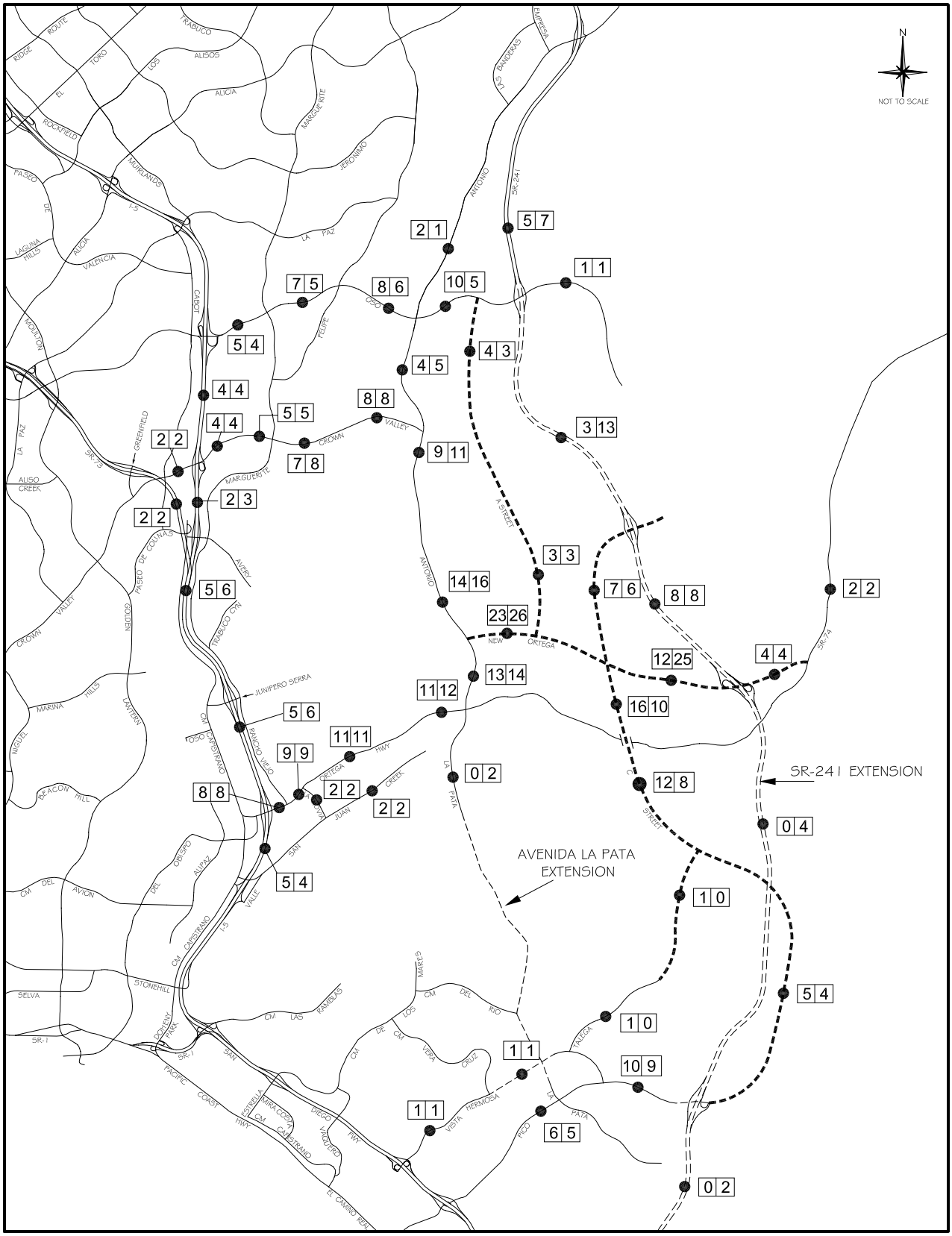
Abbreviations: ADT – average daily trips
DU – dwelling unit
TSF – thousand square feet

Table 3-2

PROPOSED PROJECT INTERNAL/EXTERNAL TRIPS BY LAND USE CATEGORY

Land Use	Component	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Residential	Internal	258	2,235	2,493	1,694	550	2,244	26,225
	External	1,021	3,500	4,523	3,862	2,246	6,108	61,191
	Total	1,279	5,735	7,016	5,556	2,796	8,352	87,415
	Internal %	20%	39%	36%	30%	20%	27%	30%
Commercial/School	Internal	1,628	175	1,803	1,699	2,111	3,810	42,050
	External	817	724	1,541	391	570	961	7,421
	Total	2,445	899	3,344	2,090	2,681	4,771	49,470
	Internal %	67%	19%	54%	81%	79%	80%	85%
Business	Internal	598	73	671	292	1,025	1,317	13,100
	External	2,577	679	3,258	1,147	2,445	3,593	33,354
	Total	3,175	752	3,929	1,439	3,470	4,910	46,454
	Internal %	19%	10%	17%	20%	30%	27%	28%
Total	Internal	2,484	2,484	4,968	3,686	3,686	7,372	81,374
	External	4,415	4,902	9,321	5,399	5,261	10,661	101,965
	Total	6,899	7,386	14,289	9,085	8,947	18,033	183,339
	Internal %	36%	34%	35%	41%	41%	41%	44%

Abbreviations: ADT – average daily trips



Legend

X | Y — X = Distribution percentage based on the committed network.
Y = Distribution percentage based on the committed network plus a La Pata Ave extension and the SR-241 extension.

Future Roadway

Project Roadway

Figure 3-3

PROJECT TRIP DISTRIBUTION

cumulative impact comparisons for those alternatives that differ substantially from the proposed project and from each other. The project alternatives are discussed in detail in Chapter 7.0.

Chapter 4.0
IMPACT ANALYSIS

This chapter analyzes the impacts of the proposed project on the roadway system in the study area. It includes both an existing plus project analysis, and then a cumulative analysis, consistent with CEQA requirements for evaluating land use project impacts.

EXISTING PLUS PROJECT IMPACTS

The impacts of project traffic volumes were evaluated based on peak hour operating conditions at the study area intersections, freeway ramps and freeway mainline segments. Project trips were added to the existing background volumes presented in Chapter 3.0, and the impacts of the project were then identified by comparing conditions at each location for the without and with-project traffic volumes.

For this analysis the existing circulation system (May 2003) is the baseline used in identifying project impacts. Figure 4-1 shows the existing plus project ADT volumes and these can be compared with the existing (no-project) volumes presented in Chapter 2.0. The with-project volumes were derived from the South County Sub-Area Model (SCSAM) by incorporating the project land uses into the existing land use database, carrying out a trip distribution, and then assigning resulting trips to the study area circulation system. Hence, the results reflect the addition of project trips to existing land uses in the study area and the redistribution effects that occur when additional land uses are introduced into the traffic model process. The results are discussed in the following sub-sections.

Intersections

Table 4-1 summarizes the peak hour intersection capacity utilization (ICU) results for the study area intersections (an intersection location map can be seen in Figure 4-2 and actual ICU calculations are included in Appendix C). The table lists existing (no-project) traffic conditions (ICUs and levels of service) followed by the corresponding existing plus project ICUs and levels of service. Also noted in the table are locations where the project has a significant impact based on the significance criteria. The project results in significant impacts at the following eight locations under existing plus project conditions:

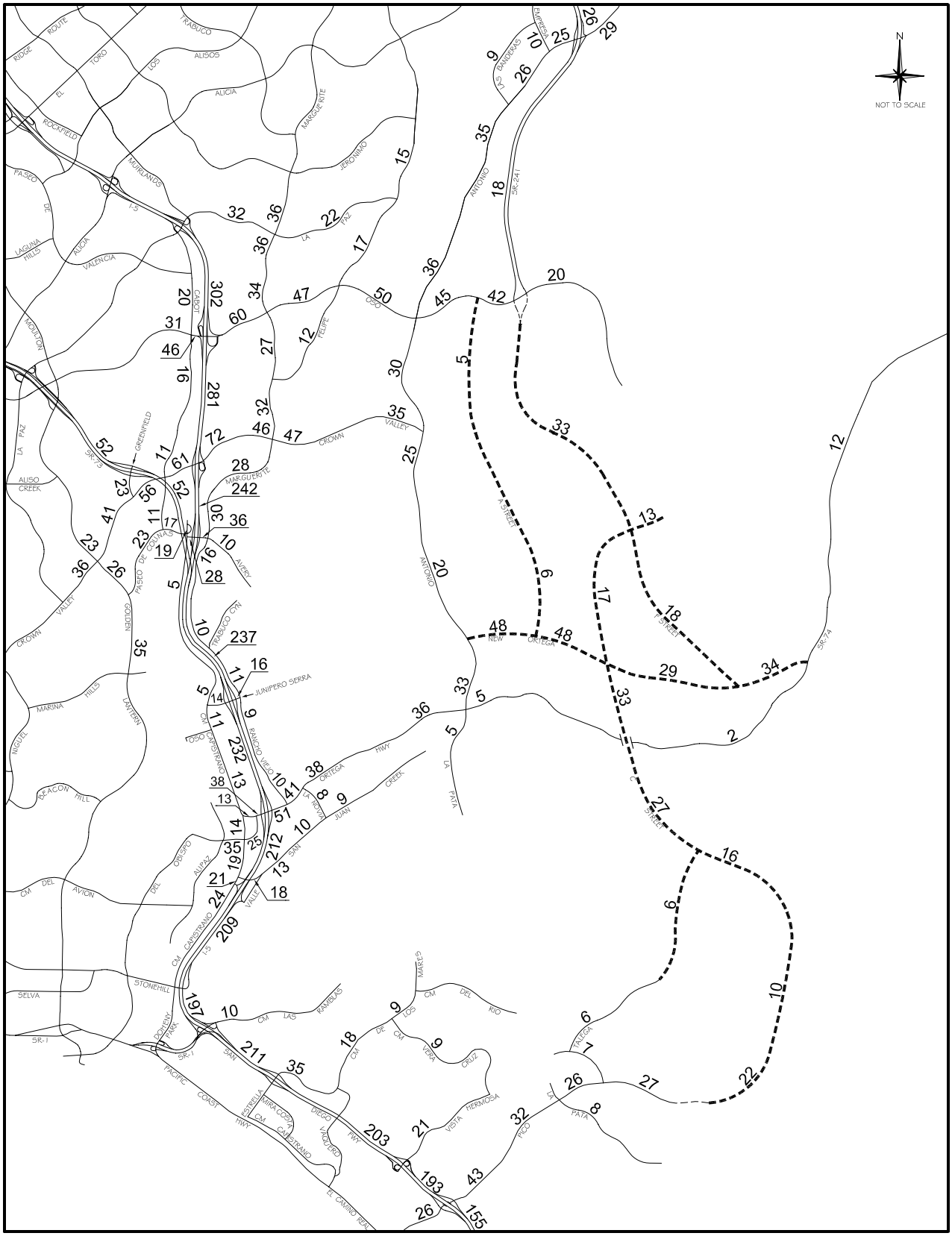


Figure 4-1

ADT VOLUMES (000s)
- EXISTING PLUS PROPOSED PROJECT

Table 4-1

INTERSECTION LOS SUMMARY - EXISTING PLUS PROPOSED PROJECT

	Existing				Existing Plus Proposed Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills								
15. Cabot & Oso	.61	B	.75	C	.61	B	.77	C
City of Laguna Niguel								
16. Moulton & Crown Valley (a)	.68	B	.68	B	.68	B	.68	B
17. Greenfield & Crown Valley	.68	B	.63	B	.70	B	.64	B
18. Cabot & Crown Valley	.66	B	.80	C	.66	B	.80	C
19. Forbes & Crown Valley	.49	A	.74	C	.50	A	.75	C
20. Golden Lantern & Paseo de Colinas (b)	.97	E	.93	E	.97	E	.93	E
21. Cabot & Paseo de Colinas	.46	A	.56	A	.48	A	.56	A
22. Camino Capistrano & Paseo de Colinas	.47	A	.52	A	.47	A	.53	A
23. Camino Capistrano & Avery	.43	A	.69	B	.45	A	.69	B
70. Greenfield & SR-73 SB Ramps	.49	A	.45	A	.51	A	.47	A
71. Greenfield & SR-73 NB Ramps	.63	B	.44	A	.65	B	.44	A
City of Mission Viejo								
1. Marguerite & La Paz	.58	A	.81	D	.59	A	.84	D
2. Olympiad & La Paz	.54	A	.47	A	.59	A	.51	A
3. Marguerite & Oso (b)	1.02	F	.91	E	1.05	F	.97	E
4. Felipe & Oso	.79	C	.70	B	.88	D	.81	D
6. Marguerite & Felipe	.62	B	.62	B	.70	B	.73	C
7. Puerta Real & Crown Valley (a)	.66	B	.75	C	.68	B	.79	C
8. Guevara/Medical Ctr & Crown Valley (a)	.56	A	.64	B	.58	A	.68	B
9. Los Altos & Crown Valley (a)	.53	A	.56	A	.55	A	.60	A
10. Bellogente & Crown Valley (a)	.58	A	.48	A	.61	B	.52	A
11. Marguerite & Crown Valley (a) (b)	.84	D	1.04	F	.94	E	1.25	F
24. Marguerite & Avery	.73	C	.75	C	.74	C	.76	C
44. I-5 SB Ramps & Oso	.72	C	.76	C	.72	C	.80	C
45. I-5 NB Ramps & Oso (b)	.75	C	.89	D	.77	C	.91	E
46. I-5 SB Ramps & Crown Valley (a)	.61	B	.85	D	.63	B	.87	D
47. I-5 NB Ramps & Crown Valley (a)	.62	B	.70	B	.64	B	.71	C

Table 4-1 (cont)
INTERSECTION LOS SUMMARY - EXISTING PLUS PROPOSED PROJECT

	Existing				Existing Plus Proposed Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Mission Viejo (cont)								
48. I-5 SB Ramps & Avery	.67	B	.89	D	.67	B	.89	D
49. I-5 NB Ramps & Avery	.68	B	.77	C	.68	B	.78	C
City of Rancho Santa Margarita								
13. Banderas & Antonio	.62	B	.77	C	.62	B	.79	C
14. Empresa & Antonio	.52	A	.42	A	.53	A	.44	A
58. SR-241 SB Ramps & Antonio	.36	A	.48	A	.37	A	.50	A
59. SR-241 NB Ramps & Antonio	.64	B	.37	A	.64	B	.38	A
60. SR-241 SB Ramps & Oso (b)	.49	A	.42	A	.80	C	1.39	F
61. SR-241 NB Ramps & Oso	.71	C	.36	A	.85	D	.56	A
City of San Clemente								
39. Vera Cruz & Vista Hermosa	.66	B	.52	A	.71	C	.60	A
40. La Pata & Pico	.28	A	.32	A	.35	A	.39	A
41. Vista Hermosa & Pico	.26	A	.15	A	.49	A	.36	A
54. I-5 SB Ramps & Vista Hermosa	.23	A	.19	A	.20	A	.21	A
55. I-5 NB Ramps & Vista Hermosa	.33	A	.34	A	.35	A	.35	A
56. I-5 SB Ramps & Pico	.72	C	.75	C	.77	C	.85	D
57. I-5 NB Ramps & Pico	.73	C	.59	A	.74	C	.64	B
City of San Juan Capistrano								
25. Camino Capistrano & Ortega	.45	A	.46	A	.45	A	.49	A
26. Del Obispo & Ortega	.55	A	.56	A	.57	A	.58	A
27. Rancho Viejo & Ortega	.66	B	.73	C	.74	C	.79	C
28. La Novia & Ortega	.67	B	.61	B	.77	C	.71	C
30. Camino Capistrano & Del Obispo	.65	B	.75	C	.65	B	.79	C
31. Camino Capistrano & San Juan Creek	.34	A	.43	A	.34	A	.43	A
32. Valle & San Juan Creek	.68	B	.66	B	.70	B	.66	B
33. La Novia & San Juan Creek	.58	A	.39	A	.62	B	.38	A
50. I-5 SB Ramps & Ortega (a)	.71	C	.83	D	.76	C	.86	D
51. I-5 NB Ramps & Ortega (a) (b)	.98	E	.81	D	1.03	F	.86	D
52. Camino Capistrano & I-5 SB Ramps	.72	C	.84	D	.73	C	.84	D

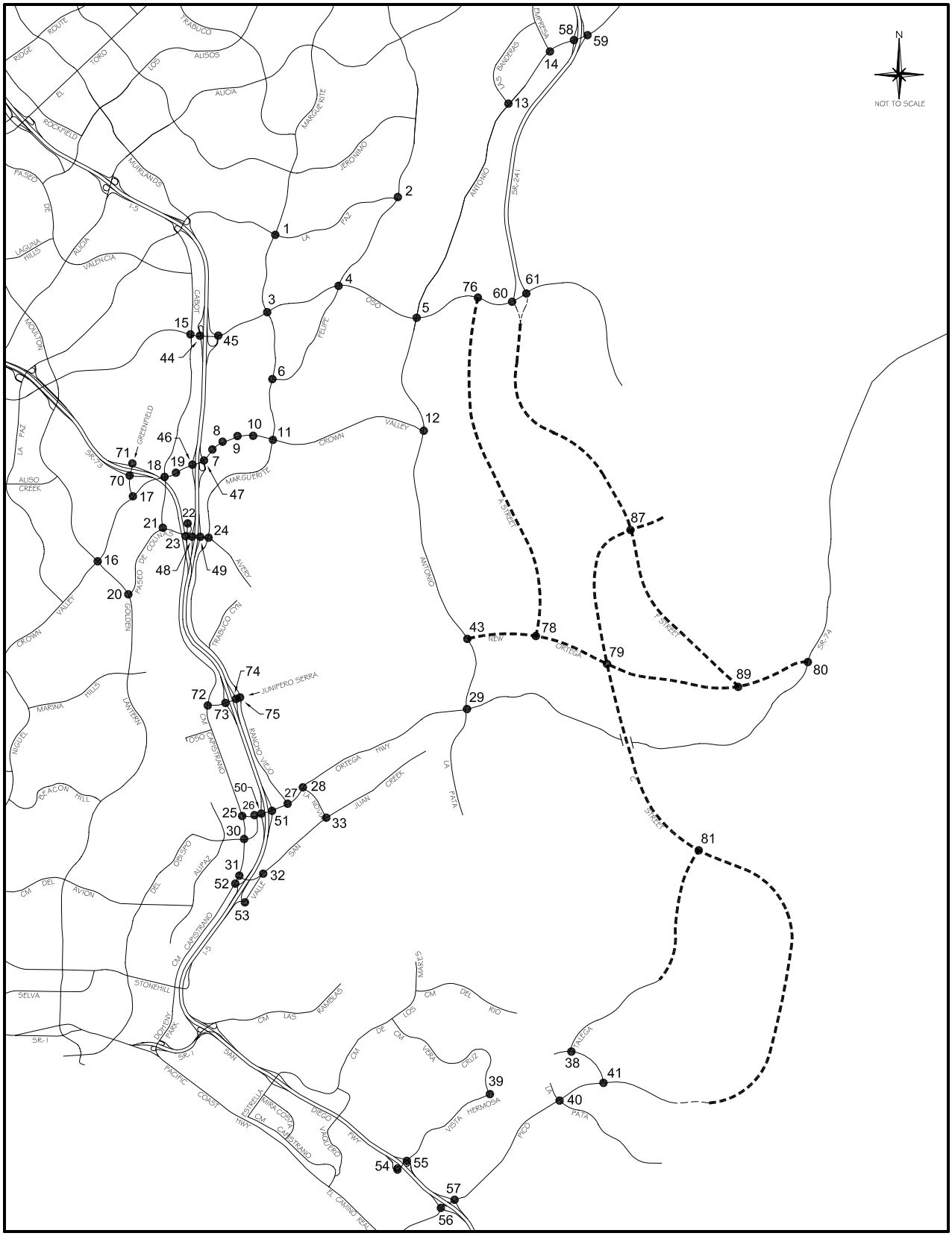
Table 4-1 (cont)
INTERSECTION LOS SUMMARY - EXISTING PLUS PROPOSED PROJECT

	Existing				Existing Plus Proposed Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of San Juan Capistrano (cont)								
53. Valle & La Novia/I-5 NB Ramps	.45	A	.60	A	.44	A	.60	A
72. Camino Capistrano & Junipero Serra	.40	A	.47	A	.41	A	.48	A
73. I-5 SB Ramps & Junipero Serra	.48	A	.57	A	.52	A	.57	A
74. I-5 NB Ramps & Junipero Serra	.53	A	.56	A	.54	A	.60	A
75. Rancho Viejo & Junipero Serra	.44	A	.52	A	.47	A	.56	A
Unincorporated (County of Orange)								
5. Antonio & Oso (b)	.74	C	.81	D	.79	C	.96	E
12. Antonio & Crown Valley (b)	.39	A	.45	A	.62	B	.70	B
29. Antonio/La Pata & Ortega (b)	1.02	F	.73	C	1.23	F	1.05	F
43. Antonio & New Ortega	--	--	--	--	.64	B	.65	B
76. A St & Oso	--	--	--	--	.52	A	.48	A
78. A St & New Ortega	--	--	--	--	.48	A	.51	A
79. C St & New Ortega (b)	--	--	--	--	.81	D	.91	E
80. Ortega & New Ortega	--	--	--	--	.51	A	.56	A
81. C St & Talega	--	--	--	--	.78	C	.80	C
87. F St & C St	--	--	--	--	.68	B	.62	B
89. F St & New Ortega	--	--	--	--	.69	B	.68	B

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.
(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Shaded entries denote impacts compared to no-project conditions. An intersection location is considered to be impacted when it is forecast to operate at an unacceptable LOS and, compared to no-project conditions, the ICU increases as follows:
0.01 or greater for intersections in the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano and in unincorporated County of Orange.
Greater than 0.01 for intersections in the Cities of Laguna Hills, Laguna Niguel and San Clemente.



Legend

Project Roadway

Figure 4-2

INTERSECTION LOCATION MAP
- EXISTING PLUS PROPOSED PROJECT

3. Marguerite & Oso (Mission Viejo)
5. Antonio & Oso (County)
11. Marguerite & Crown Valley (Mission Viejo)
29. Antonio/La Pata & Ortega (County)
45. I-5 northbound ramps & Oso (Mission Viejo)
51. I-5 northbound ramps & Ortega (San Juan Capistrano)
60. SR-241 southbound ramps & Oso (Rancho Santa Margarita)
79. C Street & New Ortega (County)

Freeway Ramps

The impacts of project traffic volumes at freeway ramps in the study area were evaluated using the freeway ramp performance criteria defined in Chapter 1.0. Table 4-2 summarizes the peak hour volume-to-capacity (V/C) results for those locations. Project impacts occur at the following three ramp locations under existing plus project conditions:

I-5 southbound off-ramp at Oso
I-5 southbound off-ramp at Crown Valley
I-5 northbound on-ramp at Ortega

Freeway Segments

The freeway mainline V/C ratios for existing conditions with and without the project are summarized in Table 4-3. No freeway mainline impacts occur under existing plus project conditions based on the performance criteria applied here.

CUMULATIVE ANALYSIS

The cumulative analysis results presented here represent existing plus project plus cumulative conditions. They thereby evaluate the project plus other growth in the study area in a cumulative setting. The traffic forecasts use 2025 demographic data as the basis for the cumulative setting. As noted in Chapter 2.0, the primary information source is the OCP-2000 demographic data forecasts for Orange County adopted by the Board of Supervisors in year 2000. These projections are the basis for long-range transportation planning in Orange County, and hence provide an appropriate cumulative database for long-range analysis purposes. Other sources include the General Plans of Cities in the study area and a

Table 4-2

FREEWAY RAMP LOS SUMMARY - EXISTING PLUS PROPOSED PROJECT

				Existing						Existing Plus Proposed Project					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Interchange	**Ramp**	**Lanes**	**Peak Hour Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**
I-5 at Oso	SB Direct On	1	1,080	520	.48	A	520	.48	A	540	.50	A	610	.56	A
	SB Loop On	1	1,080	500	.46	A	430	.40	A	500	.46	A	430	.40	A
	NB Direct On	1	1,500	1,300	.87	D	620	.41	A	1,480	.99	E	750	.50	A
	NB Loop On	1	1,500	520	.35	A	460	.31	A	520	.35	A	460	.31	A
	SB Off (a)	1	1,500	1,090	.73	C	1,680	1.12	F	1,220	.81	D	1,870	1.25	F
	NB Off	1	1,500	1,090	.73	C	1,100	.73	C	1,190	.79	C	1,140	.76	C
I-5 at Crown Valley	SB On	1	1,800	630	.35	A	850	.47	A	630	.35	A	880	.49	A
	NB Direct On	1	1,500	1,080	.72	C	1,120	.75	C	1,100	.73	C	1,190	.79	C
	NB Loop On	1	1,080	840	.78	C	850	.79	C	850	.79	C	850	.79	C
	SB Off (a)	2	2,250	1,440	.64	B	2,680	1.19	F	1,460	.65	B	2,710	1.20	F
	NB Off	1	1,500	1,020	.68	B	740	.49	A	1,030	.69	B	680	.45	A
I-5 at Avery	SB On	1	1,080	410	.38	A	630	.58	A	420	.39	A	630	.58	A
	NB On	1	1,500	680	.45	A	800	.53	A	700	.47	A	810	.54	A
	SB Off	1	1,500	910	.61	B	1,080	.72	C	930	.62	B	1,090	.73	C
	NB Off	1	1,500	780	.52	A	730	.49	A	780	.52	A	760	.51	A
I-5 at Junipero Serra	SB On	1	1,080	320	.30	A	320	.30	A	320	.30	A	320	.30	A
	NB On	1	1,080	1,050	.97	E	590	.55	A	1,080	1.00	E	600	.56	A
	SB Off	1	1,500	490	.33	A	790	.53	A	510	.34	A	820	.55	A
	NB Off	1	1,500	290	.19	A	240	.16	A	290	.19	A	260	.17	A
I-5 at Ortega	SB On	1	1,500	640	.43	A	790	.53	A	660	.44	A	780	.52	A
	NB On (a)	1	1,500	2,070	1.38	F	1,340	.89	D	2,190	1.46	F	1,480	.99	E
	SB Off	2	2,250	1,420	.63	B	2,040	.91	E	1,540	.68	B	2,180	.97	E
	NB Off	1	1,500	1,030	.69	B	800	.53	A	1,070	.71	C	830	.55	A
I-5 at Camino Capistrano	SB On	1	1,500	370	.25	A	510	.34	A	370	.25	A	470	.31	A
	NB On	1	1,500	390	.26	A	350	.23	A	400	.27	A	340	.23	A
	SB Off	1	1,500	830	.55	A	1,000	.67	B	830	.55	A	1,010	.67	B
	NB Off	1	1,500	390	.26	A	570	.38	A	370	.25	A	570	.38	A

Table 4-2 (cont)
FREEWAY RAMP LOS SUMMARY - EXISTING PLUS PROPOSED PROJECT

				Existing						Existing Plus Proposed Project					
			Peak Hour	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Interchange	**Ramp**	**Lanes**	**Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**
I-5 at Vista Hermosa	SB On	1	1,080	280	.26	A	175	.16	A	390	.36	A	365	.34	A
	NB Direct On	1	1,500	760	.51	A	670	.45	A	700	.47	A	520	.35	A
	NB Loop On	1	1,080	20	.02	A	10	.01	A	20	.02	A	10	.01	A
	SB Off	1	1,500	650	.43	A	630	.42	A	530	.35	A	630	.42	A
	NB Off	1	1,500	240	.16	A	390	.26	A	440	.29	A	440	.29	A
I-5 at Pico	SB On	1	1,500	450	.30	A	840	.56	A	560	.37	A	960	.64	B
	NB On	1	1,500	1,410	.94	E	1,450	.97	E	1,390	.93	E	1,320	.88	D
	SB Off	2	2,250	1,540	.68	B	1,280	.57	A	1,450	.64	B	1,230	.55	A
	NB Off	1	1,500	920	.61	B	670	.45	A	1,000	.67	B	720	.48	A

Abbreviations: LOS – level of service
V/C – volume/capacity ratio
NB – northbound
SB – southbound

(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 ramps).

Shaded entries denote impacts compared to no-project conditions. A ramp location is considered to be impacted when it is forecast to operate at LOS F and, compared to no-project conditions, the V/C ratio increases as follows:
0.01 or greater for ramps at intersections in the Cities of Mission Viejo and San Juan Capistrano.
Greater than 0.01 for ramps at intersections in the Cities of Laguna Niguel and San Clemente.

Table 4-3

FREEWAY MAINLINE LOS SUMMARY - EXISTING PLUS PROPOSED PROJECT

			Existing								Existing Plus Proposed Project							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
Location	**Direction**	**Lanes**	**CAP**	**Volume**	**V/C**	**LOS**	**CAP**	**Volume**	**V/C**	**LOS**	**CAP**	**Volume**	**V/C**	**LOS**	**CAP**	**Volume**	**V/C**	**LOS**
I-5 n/o Oso (a)	Northbound	4+1H	9,600	10,070	1.05	F	9,600	8,950	.93	E	9,600	10,220	1.06	F	9,600	9,070	.94	E
	Southbound	4+1H	9,600	7,210	.75	D	9,600	10,170	1.06	F	9,600	7,210	.75	D	9,600	10,170	1.06	F
I-5 n/o Crown Valley	Northbound	4+1H+1A	10,600	8,840	.83	D	9,600	8,740	.91	E	10,600	8,840	.83	D	9,600	8,740	.91	E
	Southbound	4+1H	9,600	7,390	.77	D	9,600	9,570	1.00	E	9,600	7,290	.76	D	9,600	9,470	.99	E
I-5 n/o Avery	Northbound	4+1H+1A	9,600	8,130	.85	D	9,600	7,460	.78	D	9,600	8,130	.85	D	9,600	7,310	.76	D
	Southbound	4+1H+1A	9,600	6,230	.65	C	9,600	8,310	.87	D	9,600	6,060	.63	C	9,600	8,210	.86	D
I-5 n/o Junipero Serra	Northbound	6+1H	13,600	10,520	.77	D	13,600	8,950	.66	C	13,600	10,630	.78	D	13,600	8,950	.66	C
	Southbound	6+1H	13,600	7,360	.54	C	13,600	10,270	.76	D	13,600	7,430	.55	C	13,600	10,420	.77	D
I-5 n/o Ortega	Northbound	5+1H	11,600	10,040	.87	D	11,600	8,550	.74	D	11,600	10,100	.87	D	11,600	8,580	.74	D
	Southbound	5+1H	11,600	7,070	.61	C	11,600	9,870	.85	D	11,600	7,130	.61	C	11,600	10,050	.87	D
I-5 n/o Camino Capistrano	Northbound	4+1H	9,600	9,620	1.00	E	9,600	7,850	.82	D	9,600	9,560	1.00	E	9,600	7,630	.79	D
	Southbound	4+1H	9,600	6,010	.63	C	9,600	8,540	.89	D	9,600	5,750	.60	C	9,600	8,450	.88	D
I-5 s/o Camino Capistrano	Northbound	4+1H	9,600	9,640	1.00	E	9,600	8,080	.84	D	9,600	9,550	.99	E	9,600	7,810	.81	D
	Southbound	4+1H	9,600	5,810	.61	C	9,600	7,960	.83	D	9,600	5,460	.57	C	9,600	7,830	.82	D
I-5 n/o Hermosa	Northbound	4	8,000	6,710	.84	D	8,000	6,130	.77	D	8,000	6,520	.82	D	8,000	5,860	.73	D
	Southbound	4	8,000	5,480	.69	C	8,000	6,830	.85	D	8,000	5,230	.65	C	8,000	6,610	.83	D
I-5 n/o Pico	Northbound	4+1A	9,000	6,170	.69	C	9,000	5,840	.65	C	9,000	6,240	.69	C	9,000	5,780	.64	C
	Southbound	4+1A	9,000	5,110	.57	C	9,000	6,380	.71	C	9,000	5,110	.57	C	9,000	6,360	.71	C
I-5 s/o Pico	Northbound	4	8,000	5,680	.71	C	8,000	5,060	.63	C	8,000	5,700	.71	C	8,000	5,080	.64	C
	Southbound	4	8,000	4,020	.50	B	8,000	5,940	.74	D	8,000	4,040	.51	C	8,000	5,910	.74	D

Abbreviations:
A – auxiliary lane
CAP – capacity
H – high occupancy vehicle (HOV) lane
LOS – level of service
V/C – volume/capacity ratio

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline.

No freeway mainline impacts occur under this scenario. An I-5 mainline location is considered to be impacted when it is forecast to operate at LOS F and, compared to no-project conditions, the V/C ratio increases by more than 0.03 (the impact threshold specified in the Orange County Congestion Management Program).

detailed discussion on how data from individual sources is incorporated into the SCSAM can be found in the traffic model description documentation (Reference 3 in Chapter 1.0.)

Analysis Scenarios

The cumulative analysis addresses three scenarios, each with different transportation system assumptions for the portion of the study area outside the project area:

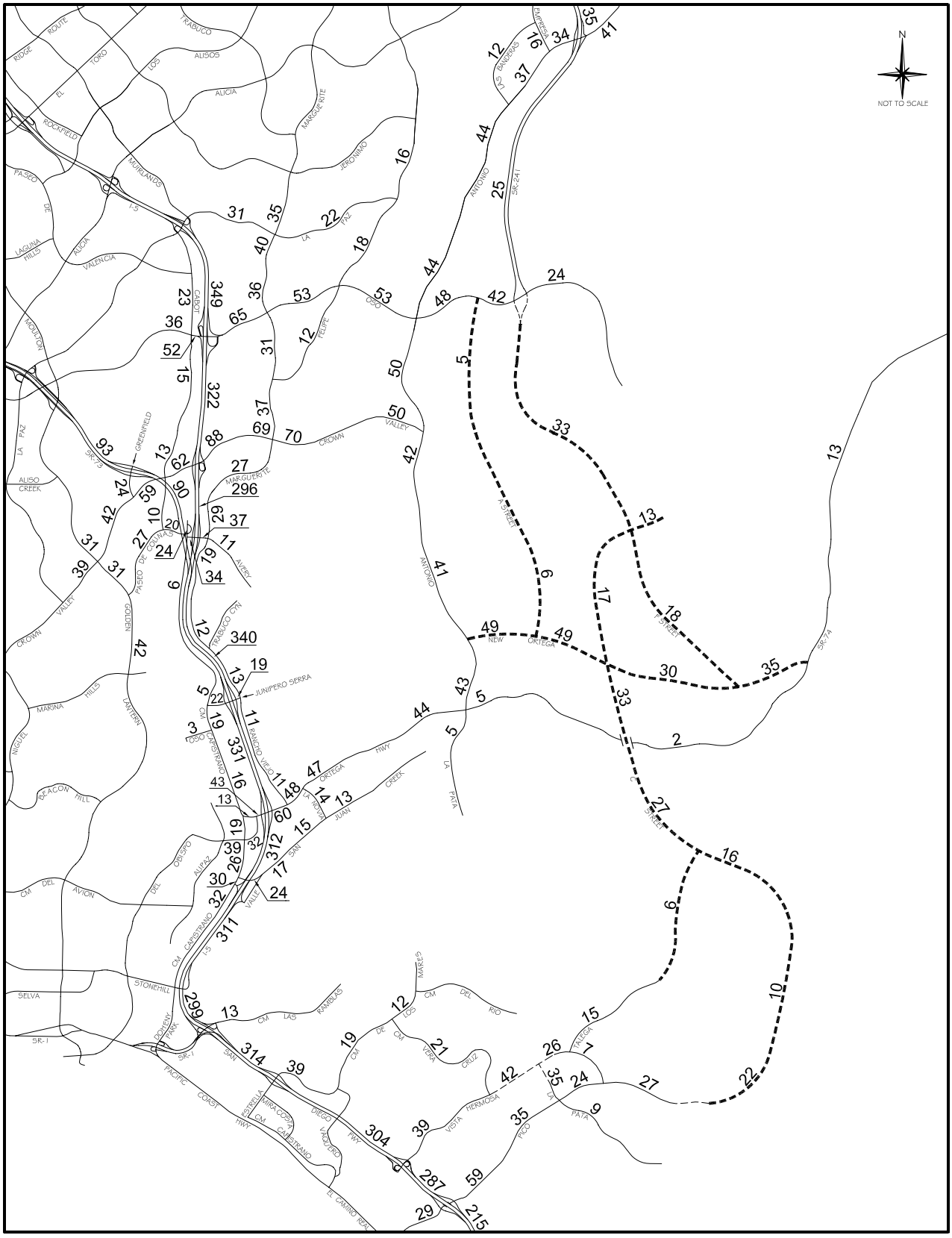
1. Committed circulation system.
2. Committed circulation system plus La Pata Avenue extension.
3. Committed circulation system plus La Pata Avenue extension and the Foothill Transportation Corridor South (FTC-S).

Each scenario includes the proposed project (including the proposed MPAH amendments) and year 2025 cumulative land use assumptions for the remainder of the study area. The committed circulation system in Scenario 1 was described in Chapter 2.0, and scenarios 2 and 3 add to that with the La Pata Avenue extension and the FTC-S (i.e., the southerly extension of SR-241).

The 2025 with-project ADT volumes under the three circulation system scenarios are shown in Figures 4-3 through 4-5. Table 4-4 lists the corresponding 2025 peak hour ICU values for the study area intersections. Intersection location maps for 2025 cumulative conditions without and with the FTC-S are provided in Figures 4-6 and 4-7, respectively, and actual ICU calculations are included in Appendix C. Locations that do not meet the performance criteria are so noted and are considered cumulative impacts of the project.

Table 4-5 summarizes the 2025 peak hour V/C results for the study area freeway ramps. The table lists the 2025 V/C values for the AM and PM peak hours respectively for each of the three analysis scenarios. Locations that are identified as cumulative impacts of the project are so noted.

Year 2025 freeway mainline data for each of the three scenarios can be found in Tables 4-6 through 4-8. The volumes shown here represent future demand under each scenario and the levels of service are based on corresponding V/C ratios. As discussed in Chapter 2.0, under existing freeway conditions, flow breakdown can occur as the V/C reaches 1.0 and the resulting stop-and-go conditions can queue into upstream segments. Under such circumstances, actual operating LOS will typically be worse

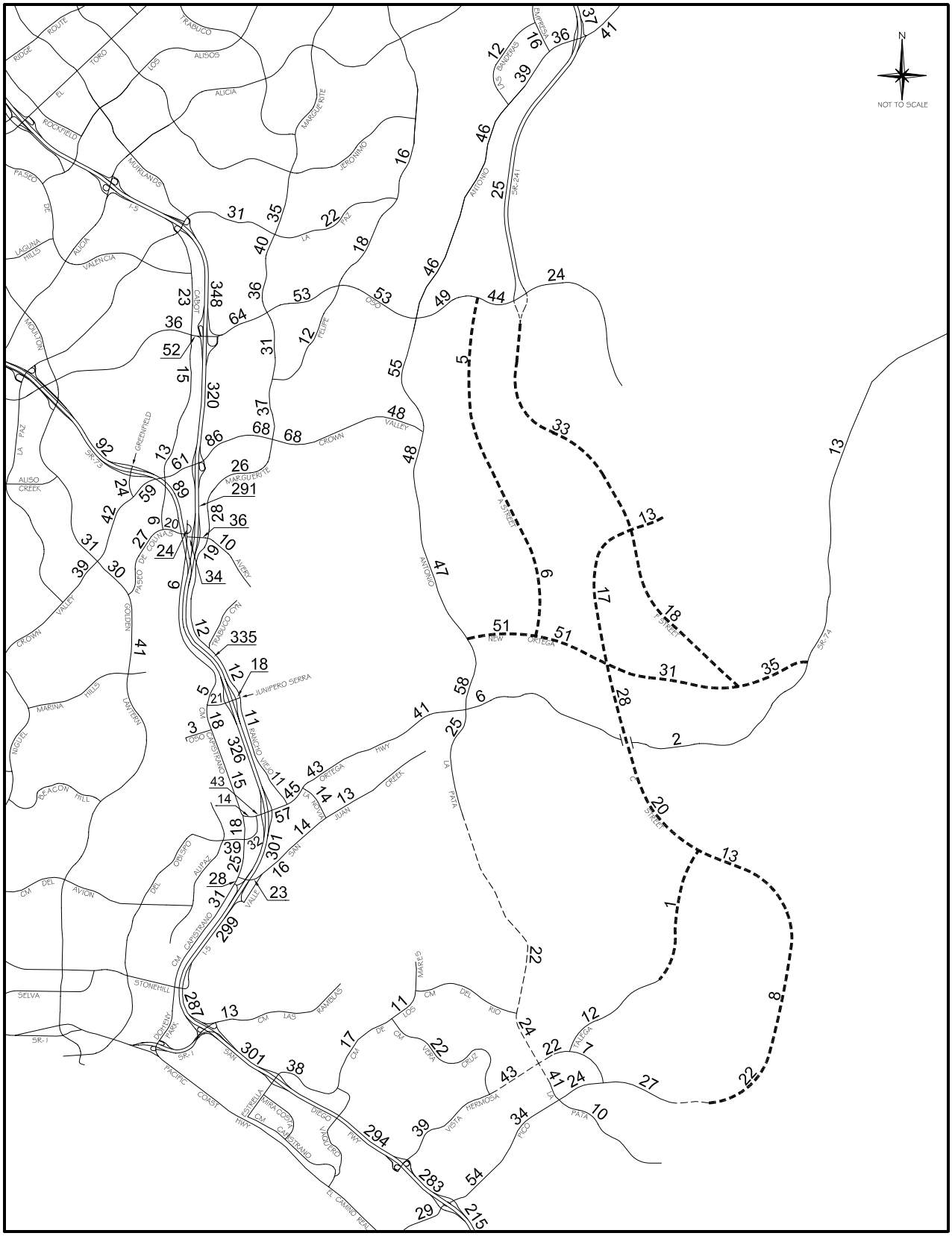


Legend

- Future Roadway
- Project Roadway

Figure 4-3

2025 ADT VOLUMES (000s)
- CUMULATIVE WITH PROJECT
(COMMITTED CIRCULATION SYSTEM)

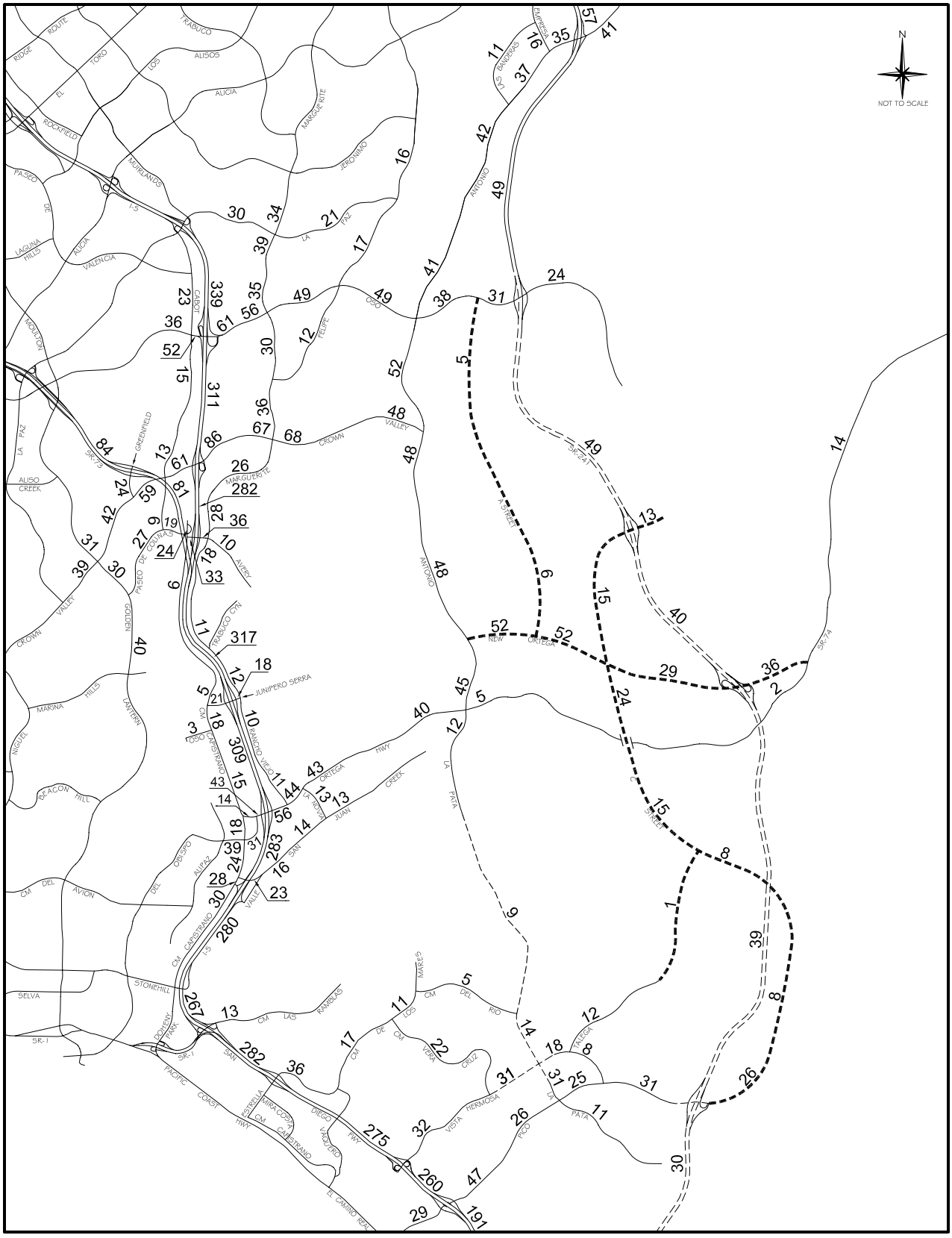


Legend

- Future Roadway
- Project Roadway

Figure 4-4

2025 ADT VOLUMES (000s)
- CUMULATIVE WITH PROJECT
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA)



Legend

- Future Roadway
- Project Roadway

Figure 4-5

2025 ADT VOLUMES (000s)
- CUMULATIVE WITH PROJECT
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA AND FTC-S)

Table 4-4

INTERSECTION LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT

	Proposed Project With Committed Circulation				Proposed Project With Committed & La Pata				Proposed Project With Committed & La Pata & FTC-S			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills												
15. Cabot & Oso	.66	B	.85	D	.67	B	.84	D	.67	B	.85	D
City of Laguna Niguel												
16. Moulton & Crown Valley (a)	.80	C	.87	D	.79	C	.86	D	.77	C	.86	D
17. Greenfield & Crown Valley	.82	D	.77	C	.80	C	.75	C	.80	C	.75	C
18. Cabot & Crown Valley	.76	C	.79	C	.75	C	.79	C	.75	C	.77	C
19. Forbes & Crown Valley	.67	B	.75	C	.66	B	.75	C	.64	B	.74	C
20. Golden Lantern & P. de Colinas (b)	1.03	F	.89	D	1.03	F	.87	D	1.03	F	.86	D
21. Cabot & Paseo de Colinas	.52	A	.64	B	.50	A	.64	B	.50	A	.64	B
22. Cm Capistrano & Paseo de Colinas	.54	A	.56	A	.52	A	.57	A	.52	A	.57	A
23. Cm Capistrano & Avery	.52	A	.56	A	.50	A	.56	A	.50	A	.55	A
70. Greenfield & SR-73 SB Ramps	.57	A	.56	A	.57	A	.56	A	.57	A	.55	A
71. Greenfield & SR-73 NB Ramps	.70	B	.45	A	.68	B	.47	A	.70	B	.49	A
City of Mission Viejo												
1. Marguerite & La Paz	.64	B	.86	D	.64	B	.84	D	.60	A	.82	D
2. Olympiad & La Paz	.59	A	.63	B	.59	A	.63	B	.55	A	.58	A
3. Marguerite & Oso	.80	C	.81	D	.79	C	.79	C	.78	C	.79	C
4. Felipe & Oso (b)	.81	D	1.07	F	.82	D	1.05	F	.81	D	1.00	E
6. Marguerite & Felipe	.63	B	.87	D	.64	B	.86	D	.63	B	.82	D
7. Puerta Real & Crown Valley (a)	.77	C	.82	D	.76	C	.82	D	.75	C	.81	D
8. Guevara/Medical & Crown Valley (a)	.64	B	.80	C	.64	B	.80	C	.64	B	.80	C
9. Los Altos & Crown Valley (a)	.72	C	.97	E	.72	C	.98	E	.72	C	.97	E
10. Bellogente & Crown Valley (a)	.71	C	.67	B	.71	C	.68	B	.70	B	.67	B
11. Marguerite & Crown Valley (a) (b)	1.22	F	1.05	F	1.24	F	1.06	F	1.22	F	1.04	F
24. Marguerite & Avery (b)	.92	E	.89	D	.88	D	.84	D	.84	D	.80	C
44. I-5 SB Ramps & Oso	.64	B	.75	C	.63	B	.76	C	.65	B	.75	C
45. I-5 NB Ramps & Oso	.74	C	.89	D	.75	C	.86	D	.76	C	.84	D
46. I-5 SB Ramps & Crown Valley (a)	.74	C	.95	E	.71	C	.95	E	.71	C	.94	E
47. I-5 NB Ramps & Crown Valley (a)	.71	C	.87	D	.70	B	.87	D	.72	C	.87	D
48. I-5 SB Ramps & Avery	.70	B	.81	D	.70	B	.80	C	.71	C	.79	C
49. I-5 NB Ramps & Avery	.61	B	.82	D	.61	B	.75	C	.63	B	.71	C

Table 4-4 (cont)
INTERSECTION LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT

	Proposed Project With Committed Circulation				Proposed Project With Committed & La Pata				Proposed Project With Committed & La Pata & FTC-S			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Rancho Santa Margarita												
13. Banderas & Antonio	.68	B	.75	C	.68	B	.77	C	.66	B	.69	B
14. Empresa & Antonio	.61	B	.50	A	.61	B	.49	A	.61	B	.47	A
58. SR-241 SB Ramps & Antonio	.45	A	.67	B	.46	A	.68	B	.46	A	.69	B
59. SR-241 NB Ramps & Antonio (b)	1.38	F	.53	A	1.41	F	.53	A	1.30	F	.52	A
60. SR-241 SB Ramps & Oso	.57	A	.63	B	.56	A	.70	B	.54	A	.45	A
61. SR-241 NB Ramps & Oso	.81	D	.60	A	.87	D	.59	A	.84	D	.53	A
City of San Clemente												
37. La Pata & Vista Hermosa (b)	1.11	F	1.00	E	1.48	F	1.19	F	.85	D	.71	C
38. Talega & Vista Hermosa (b)	1.06	F	1.02	F	.89	D	.79	C	.73	C	.63	B
39. Vera Cruz & Vista Hermosa (b)	1.16	F	1.31	F	1.16	F	1.25	F	1.13	F	1.14	F
40. La Pata & Pico	.46	A	.74	C	.54	A	.86	D	.49	A	.72	C
41. Vista Hermosa & Pico	.32	A	.34	A	.32	A	.37	A	.41	A	.37	A
54. I-5 SB Ramps & Vista Hermosa	.60	A	.45	A	.53	A	.42	A	.49	A	.38	A
55. I-5 NB Ramps & Vista Hermosa	.71	C	.59	A	.72	C	.55	A	.57	A	.45	A
56. I-5 SB Ramps & Pico (b)	1.00	E	1.05	F	1.14	F	1.01	F	.90	D	.83	D
57. I-5 NB Ramps & Pico (b)	.99	E	.73	C	.97	E	.69	B	.90	D	.64	B
City of San Juan Capistrano												
25. Camino Capistrano & Ortega	.68	B	.70	B	.66	B	.68	B	.58	A	.58	A
26. Del Obispo & Ortega	.66	B	.73	C	.62	B	.71	C	.64	B	.72	C
27. Rancho Viejo & Ortega	.72	C	.87	D	.70	B	.89	D	.71	C	.89	D
28. La Novia & Ortega (b)	.89	D	.99	E	.85	D	.91	E	.84	D	.90	D
30. Cm Capistrano & Del Obispo (b)	1.08	F	1.21	F	1.03	F	1.11	F	.98	E	1.08	F
31. Cm Capistrano & San Juan Creek	.66	B	.79	C	.64	B	.74	C	.60	A	.69	B
32. Valle & San Juan Creek (b)	.92	E	.85	D	.91	E	.82	D	.91	E	.83	D
33. La Novia & San Juan Creek (b)	1.01	F	.83	D	.87	D	.77	C	.87	D	.77	C
50. I-5 SB Ramps & Ortega (a)	.95	E	.89	D	.85	D	.86	D	.88	D	.91	E
51. I-5 NB Ramps & Ortega (a)	.83	D	.78	C	.80	C	.77	C	.81	D	.81	D
52. Cm Capistrano & I-5 SB Ramps	.85	D	.85	D	.82	D	.80	C	.79	C	.81	D
53. Valle & I-5 NB Ramps (b)	.94	E	.99	E	.82	D	.85	D	.77	C	.76	C
72. Cm Capistrano & Junipero Serra	.90	D	.90	D	.89	D	.89	D	.84	D	.80	C
73. I-5 SB Ramps & Junipero Serra	.70	B	.85	D	.70	B	.79	C	.66	B	.76	C

Table 4-4 (cont)
INTERSECTION LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT

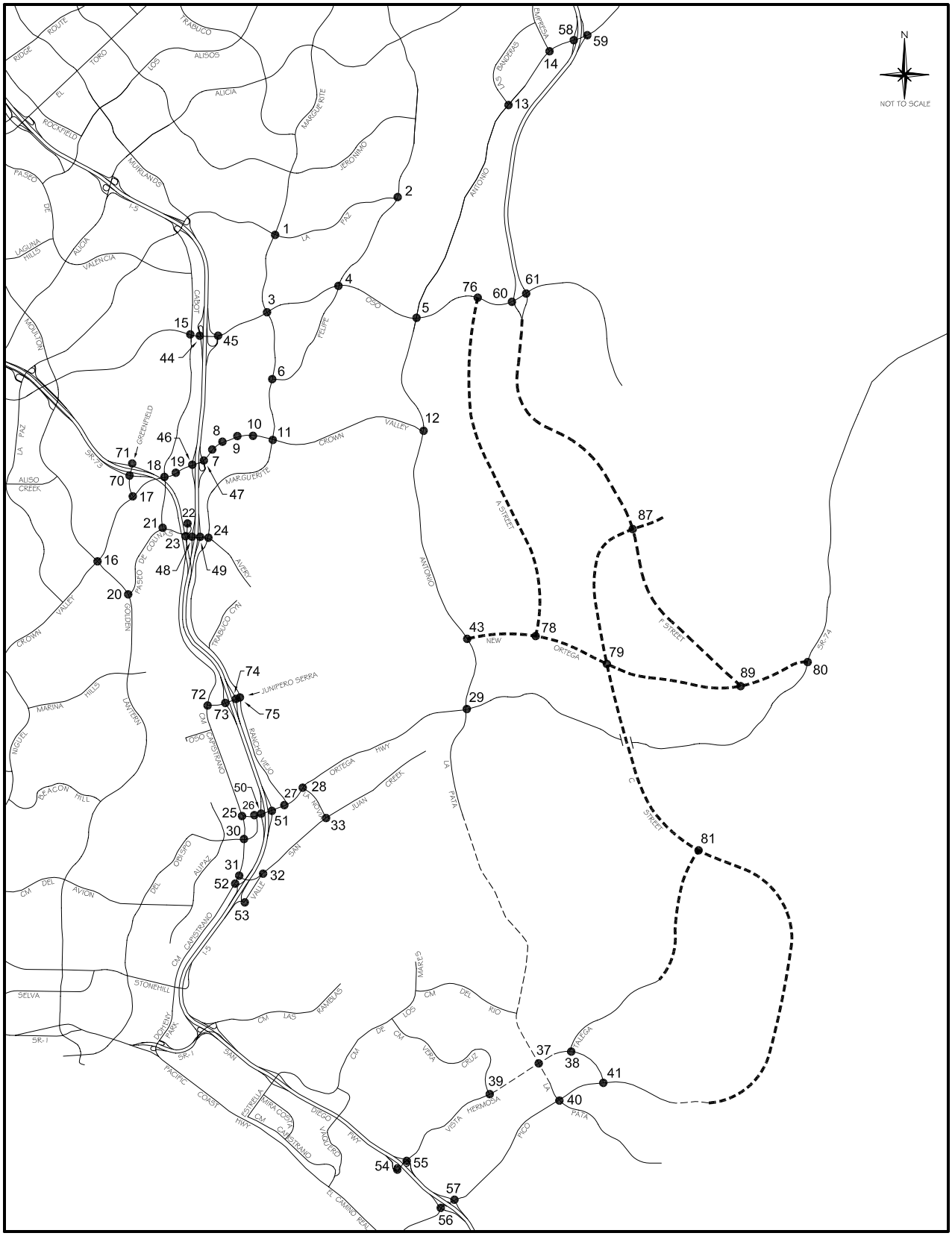
	Proposed Project With Committed Circulation				Proposed Project With Committed & La Pata				Proposed Project With Committed & La Pata & FTC-S			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of San Juan Capistrano (cont)												
74. I-5 NB Ramps & Junipero Serra (b)	.77	C	1.10	F	.78	C	1.05	F	.78	C	.96	E
75. Rancho Viejo & Junipero Serra	.78	C	.82	D	.75	C	.75	C	.68	B	.72	C
Unincorporated (County of Orange)												
5. Antonio & Oso (b)	1.03	F	1.05	F	1.11	F	1.09	F	1.21	F	1.09	F
12. Antonio & Crown Valley (b)	.82	D	1.18	F	.90	D	1.24	F	.99	E	1.31	F
29. Antonio/La Pata & Ortega (b)	1.79	F	1.51	F	1.60	F	1.37	F	1.61	F	1.39	F
43. Antonio & New Ortega (b)	.76	C	.82	D	.89	D	1.07	F	.87	D	.94	E
64. SR-241 SB Ramps & C St	--	--	--	--	--	--	--	--	.28	A	.38	A
65. SR-241 NB Ramps & C St	--	--	--	--	--	--	--	--	.39	A	.28	A
66. SR-241 SB Ramps & New Ortega	--	--	--	--	--	--	--	--	.44	A	.54	A
67. SR-241 NB Ramps & New Ortega	--	--	--	--	--	--	--	--	.87	D	.85	D
68. SR-241 SB Ramps & Pico	--	--	--	--	--	--	--	--	.50	A	.62	B
69. SR-241 NB Ramps & Pico	--	--	--	--	--	--	--	--	.57	A	.64	B
76. A St & Oso	.52	A	.48	A	.53	A	.49	A	.41	A	.40	A
78. A St & New Ortega	.50	A	.51	A	.51	A	.54	A	.54	A	.56	A
79. C St & New Ortega	.74	C	.85	D	.74	C	.84	D	.84	D	.82	D
80. Ortega & New Ortega	.57	A	.63	B	.53	A	.58	A	.59	A	.64	B
81. C St & Talega	.78	C	.80	C	.40	A	.50	A	.23	A	.29	A
87. F St & C St	.68	B	.62	B	.72	C	.74	C	--	--	--	--
89. F St & New Ortega	.69	B	.69	B	.70	B	.70	B	--	--	--	--

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Shaded entries denote cumulative project impacts.

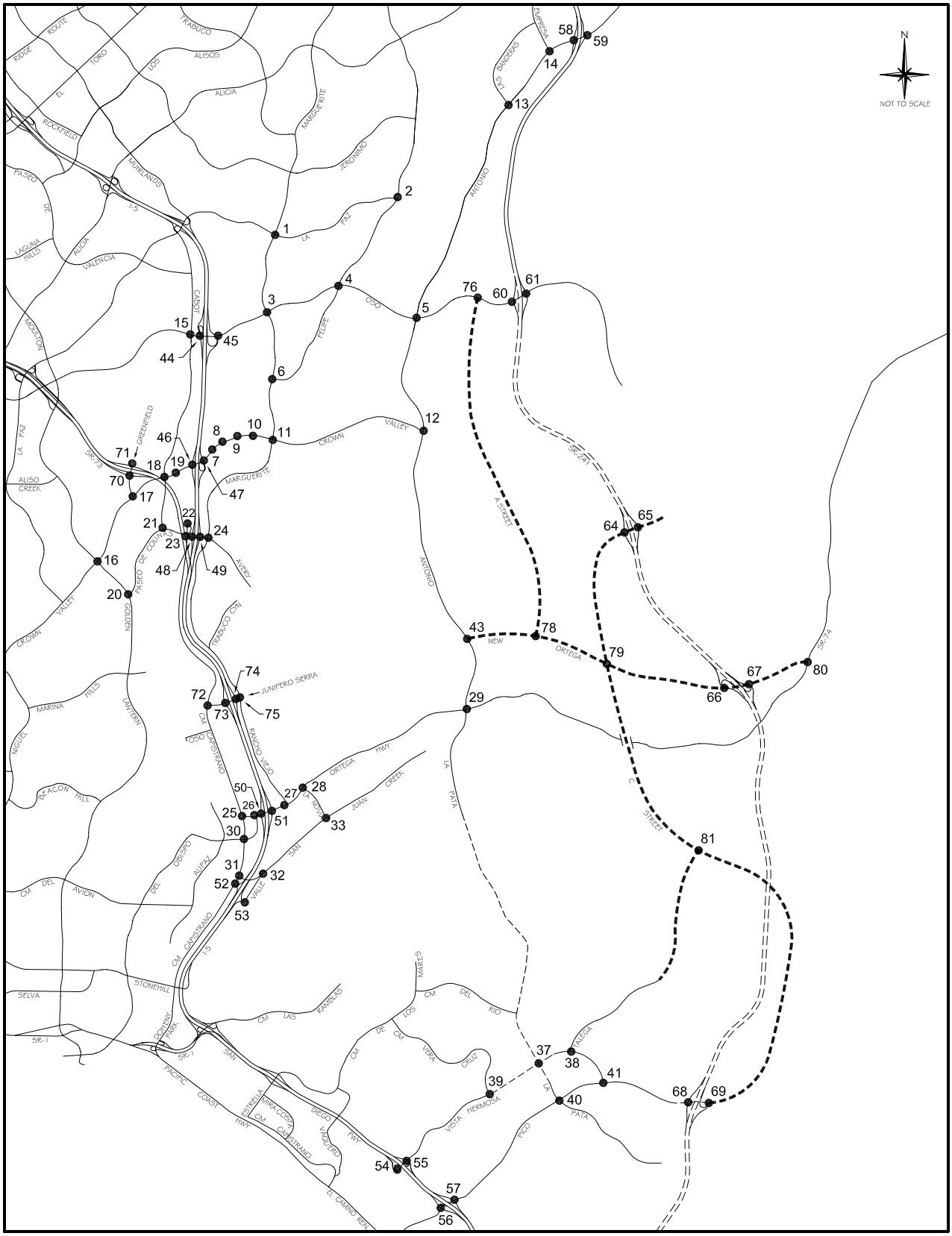


Legend

Future Roadway
Project Roadway

Figure 4-6

INTERSECTION LOCATION MAP
- 2025 CUMULATIVE WITH PROJECT
(WITHOUT FTC-S)



Legend	Figure 4-7
Future Roadway Project Roadway	INTERSECTION LOCATION MAP - 2025 CUMULATIVE WITH PROJECT (WITH FTC-S)

Table 4-5

FREEWAY RAMP LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT

Interchange	Ramp	Lanes	Peak Hour Capacity	Proposed Project With Committed Circulation						Proposed Project With Committed & La Pata						Proposed Project With Committed & La Pata & FTC-S					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	460	.43	A	690	.64	B	480	.44	A	710	.66	B	490	.45	A	690	.64	B
	SB Loop On	1	1,080	770	.71	C	400	.37	A	710	.66	B	390	.36	A	670	.62	B	370	.34	A
	NB Direct On	1	1,500	1,220	.81	D	730	.49	A	1,230	.82	D	710	.47	A	1,220	.81	D	720	.48	A
	NB Loop On	1	1,500	260	.17	A	560	.37	A	240	.16	A	540	.36	A	280	.19	A	500	.33	A
	SB Off (a)	1	1,500	1,110	.74	C	1,710	1.14	F	1,080	.72	C	1,720	1.15	F	1,100	.73	C	1,680	1.12	F
	NB Off	1	1,500	770	.51	A	1,050	.70	B	770	.51	A	990	.66	B	780	.52	A	960	.64	B
I-5 at Crown Valley	SB On	1	1,800	770	.43	A	870	.48	A	710	.39	A	830	.46	A	670	.37	A	840	.47	A
	NB Direct On (a)	1	1,500	1,360	.91	E	1,540	1.03	F	1,450	.97	E	1,600	1.07	F	1,470	.98	E	1,590	1.06	F
	NB Loop On	1	1,080	950	.88	D	940	.87	D	950	.88	D	940	.87	D	950	.88	D	950	.88	D
	SB Off (a)	2	2,250	1,910	.85	D	2,920	1.30	F	1,970	.88	D	2,990	1.33	F	2,020	.90	D	3,000	1.33	F
	NB Off	1	1,500	1,280	.85	D	730	.49	A	1,240	.83	D	700	.47	A	1,250	.83	D	710	.47	A
I-5 at Avery	SB On	1	1,080	550	.51	A	620	.57	A	520	.48	A	620	.57	A	520	.48	A	680	.63	B
	NB On	1	1,500	570	.38	A	820	.55	A	560	.37	A	800	.53	A	500	.33	A	750	.50	A
	SB Off	1	1,500	720	.48	A	930	.62	B	740	.49	A	910	.61	B	760	.51	A	880	.59	A
	NB Off	1	1,500	620	.41	A	910	.61	B	620	.41	A	850	.57	A	680	.45	A	840	.56	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	500	.46	A	380	.35	A	440	.41	A	380	.35	A	460	.43	A
	NB On (a)	1	1,080	1,120	1.04	F	1,070	.99	E	1,120	1.04	F	1,030	.95	E	1,040	.96	E	940	.87	D
	SB Off	1	1,500	820	.55	A	1,040	.69	B	810	.54	A	990	.66	B	810	.54	A	940	.63	B
	NB Off	1	1,500	340	.23	A	360	.24	A	320	.21	A	340	.23	A	360	.24	A	350	.23	A
I-5 at Ortega	SB On	1	1,500	600	.40	A	570	.38	A	410	.27	A	450	.30	A	430	.29	A	480	.32	A
	NB On (a)	1	1,500	1,810	1.21	F	1,740	1.16	F	1,970	1.31	F	1,880	1.25	F	2,050	1.37	F	1,970	1.31	F
	SB Off	2	2,250	2,110	.94	E	1,920	.85	D	2,160	.96	E	2,080	.92	E	2,200	.98	E	2,250	1.00	E
	NB Off	1	1,500	920	.61	B	790	.53	A	880	.59	A	720	.48	A	830	.55	A	740	.49	A
I-5 at Cm Capistrano	SB On	1	1,500	700	.47	A	580	.39	A	640	.43	A	530	.35	A	640	.43	A	570	.38	A
	NB On	1	1,500	900	.60	A	460	.31	A	890	.59	A	470	.31	A	870	.58	A	470	.31	A
	SB Off	1	1,500	990	.66	B	1,380	.92	E	1,000	.67	B	1,400	.93	E	1,020	.68	B	1,490	.99	E
	NB Off	1	1,500	660	.44	A	780	.52	A	510	.34	A	750	.50	A	510	.34	A	760	.51	A
I-5 at Vista Hermosa	SB On	1	1,080	290	.27	A	250	.23	A	540	.50	A	400	.37	A	280	.26	A	200	.19	A
	NB Direct On	1	1,500	1,140	.76	C	1,490	.99	E	950	.63	B	1,170	.78	C	870	.58	A	1,090	.73	C
	NB Loop On	1	1,080	200	.19	A	210	.19	A	220	.20	A	220	.20	A	200	.19	A	210	.19	A
	SB Off (a)	1	1,500	1,730	1.15	F	1,430	.95	E	1,500	1.00	E	1,280	.85	D	1,410	.94	E	1,200	.80	C
	NB Off	1	1,500	430	.29	A	430	.29	A	670	.45	A	590	.39	A	350	.23	A	380	.25	A

Table 4-5 (cont)
FREEWAY RAMP LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT

Interchange	Ramp	Lanes	Peak Hour Capacity	Proposed Project With Committed Circulation						Proposed Project With Committed & La Pata						Proposed Project With Committed & La Pata & FTC-S					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Pico	SB On	1	1,500	570	.38	A	1,180	.79	C	830	.55	A	1,220	.81	D	470	.31	A	990	.66	B
	NB On (a)	1	1,500	1,480	.99	E	1,600	1.07	F	1,340	.89	D	1,500	1.00	E	1,240	.83	D	1,510	1.01	F
	SB Off	2	2,250	2,010	.89	D	1,490	.66	B	1,900	.84	D	1,290	.57	A	1,940	.86	D	1,180	.52	A
	NB Off	1	1,500	1,170	.78	C	930	.62	B	1,190	.79	C	1,190	.79	C	1,010	.67	B	750	.50	A

Abbreviations: LOS – level of service
V/C – volume/capacity ratio
NB – northbound
SB – southbound

(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 ramps).

Shaded entries denote cumulative project impacts.

Table 4-6

FREEWAY MAINLINE LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT
(COMMITTED CIRCULATION SYSTEM)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	Northbound	4+1H	9,600	10,290	1.07	F	9,600	9,700	1.01	F
	Southbound	4+1H	9,600	8,610	.90	E	9,600	9,960	1.04	F
I-5 n/o Crown Valley	Northbound	4+1H+1A	10,600	9,200	.87	D	9,600	9,310	.97	E
	Southbound	4+1H	9,600	8,750	.91	E	9,600	9,350	.97	E
I-5 n/o Avery	Northbound	4+1H+1A	9,600	7,380	.77	D	9,600	7,620	.79	D
	Southbound	4+1H+1A	9,600	7,280	.76	D	9,600	7,540	.79	D
I-5 n/o SR-73	Northbound	4+1H	9,600	7,260	.76	D	9,600	7,160	.75	D
	Southbound	4+1H	9,600	6,780	.71	C	9,600	7,080	.74	D
I-5 n/o Junipero Serra	Northbound	6+1H	13,600	12,840	.94	E	13,600	11,880	.87	D
	Southbound	6+1H	13,600	10,240	.75	D	13,600	13,010	.96	E
I-5 n/o Ortega (a)	Northbound	5+1H	11,600	11,950	1.03	F	11,600	11,050	.95	E
	Southbound	5+1H	11,600	9,700	.84	D	11,600	12,240	1.06	F
I-5 n/o Cm Capistrano (a)	Northbound	4+1H	9,600	11,410	1.19	F	9,600	10,530	1.10	F
	Southbound	4+1H	9,600	9,020	.94	E	9,600	11,400	1.19	F
I-5 s/o Cm Capistrano (a)	Northbound	4+1H	9,600	11,330	1.18	F	9,600	10,760	1.12	F
	Southbound	4+1H	9,600	8,790	.92	E	9,600	11,300	1.18	F
I-5 n/o Hermosa (a)	Northbound	4	8,000	9,770	1.22	F	8,000	10,080	1.26	F
	Southbound	4	8,000	8,690	1.09	F	8,000	10,660	1.33	F
I-5 n/o Pico (a)	Northbound	4+1A	9,000	9,290	1.03	F	9,000	9,430	1.05	F
	Southbound	4+1A	9,000	8,070	.90	E	9,000	9,940	1.10	F
I-5 s/o Pico (a)	Northbound	4	8,000	9,570	1.20	F	8,000	10,040	1.26	F
	Southbound	4	8,000	8,090	1.01	F	8,000	10,770	1.35	F

Abbreviations: A – auxiliary lane
H – high occupancy vehicle (HOV) lane
LOS – level of service
V/C – volume/capacity ratio

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

Table 4-7

FREEWAY MAINLINE LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	Northbound	4+1H	9,600	10,140	1.06	F	9,600	9,610	1.00	E
	Southbound	4+1H	9,600	8,540	.89	D	9,600	9,850	1.03	F
I-5 n/o Crown Valley	Northbound	4+1H+1A	10,600	9,060	.85	D	9,600	9,200	.96	E
	Southbound	4+1H	9,600	8,670	.90	E	9,600	9,220	.96	E
I-5 n/o Avery	Northbound	4+1H+1A	9,600	7,120	.74	D	9,600	7,400	.77	D
	Southbound	4+1H+1A	9,600	7,080	.74	D	9,600	7,280	.76	D
I-5 n/o SR-73	Northbound	4+1H	9,600	7,030	.73	D	9,600	6,910	.72	D
	Southbound	4+1H	9,600	6,540	.68	C	9,600	6,840	.71	C
I-5 n/o Junipero Serra	Northbound	6+1H	13,600	12,520	.92	E	13,600	11,520	.85	D
	Southbound	6+1H	13,600	9,950	.73	D	13,600	12,640	.93	E
I-5 n/o Ortega (a)	Northbound	5+1H	11,600	11,600	1.00	E	11,600	10,720	.92	E
	Southbound	5+1H	11,600	9,420	.81	D	11,600	11,860	1.02	F
I-5 n/o Cm Capistrano (a)	Northbound	4+1H	9,600	10,860	1.13	F	9,600	9,980	1.04	F
	Southbound	4+1H	9,600	8,480	.88	D	9,600	10,750	1.12	F
I-5 s/o Cm Capistrano (a)	Northbound	4+1H	9,600	10,640	1.11	F	9,600	10,180	1.06	F
	Southbound	4+1H	9,600	8,190	.85	D	9,600	10,580	1.10	F
I-5 n/o Hermosa (a)	Northbound	4	8,000	9,030	1.13	F	8,000	9,390	1.17	F
	Southbound	4	8,000	8,240	1.03	F	8,000	9,810	1.23	F
I-5 n/o Pico (a)	Northbound	4+1A	9,000	8,890	.99	E	9,000	9,120	1.01	F
	Southbound	4+1A	9,000	7,960	.88	D	9,000	9,660	1.07	F
I-5 s/o Pico (a)	Northbound	4	8,000	9,570	1.20	F	8,000	10,050	1.26	F
	Southbound	4	8,000	8,070	1.01	F	8,000	10,760	1.35	F

Abbreviations: A – auxiliary lane
H – high occupancy vehicle (HOV) lane
LOS – level of service
V/C – volume/capacity ratio

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

Table 4-8

FREEWAY MAINLINE LOS SUMMARY – 2025 CUMULATIVE WITH PROJECT
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA AND FTC-S)

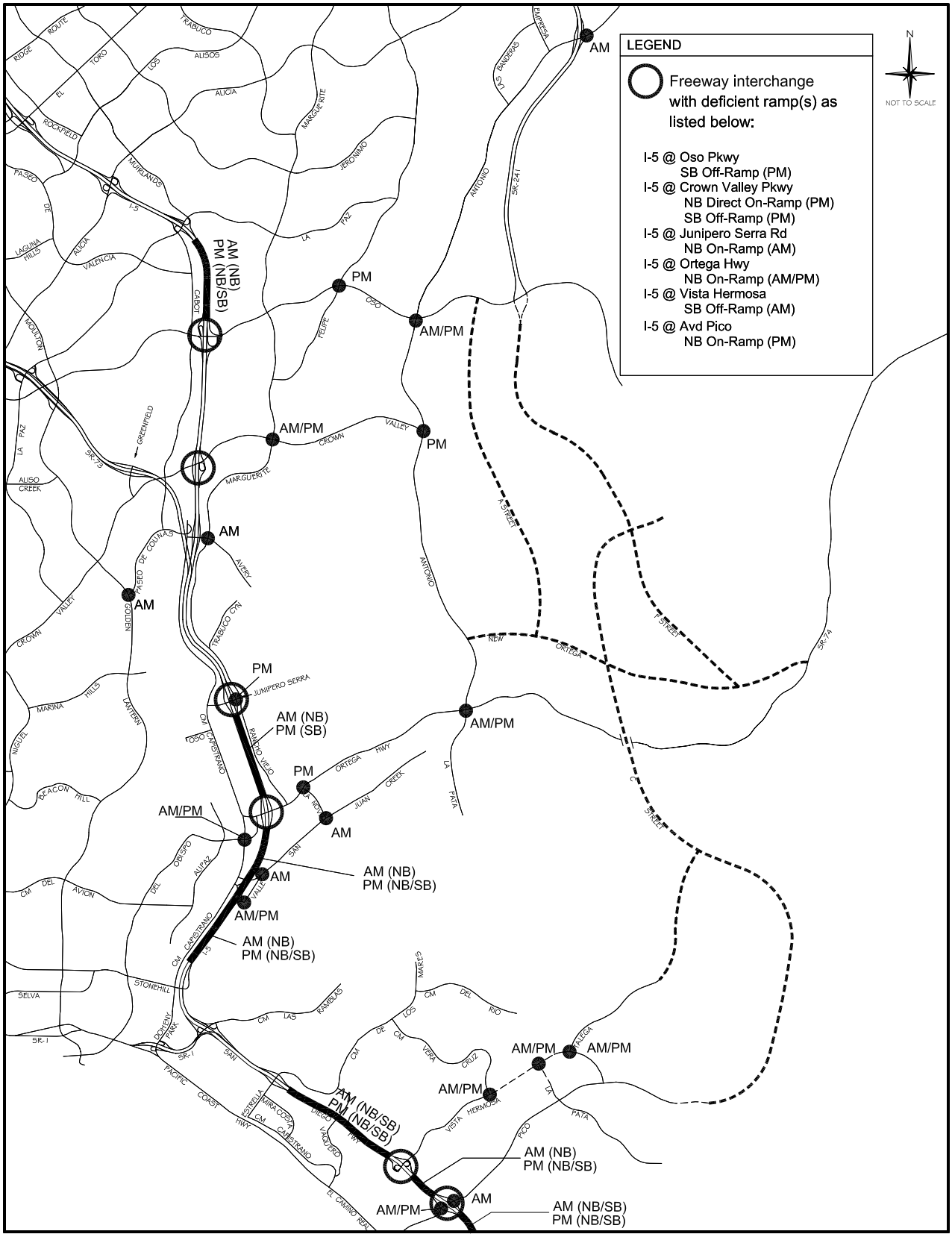
Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso	Northbound	4+1H	9,600	9,570	1.00	E	9,600	8,900	.93	E
	Southbound	4+1H	9,600	8,200	.85	D	9,600	9,010	.94	E
I-5 n/o Crown Valley	Northbound	4+1H+1A	10,600	8,440	.80	D	9,600	8,480	.88	D
	Southbound	4+1H	9,600	8,290	.86	D	9,600	8,400	.88	D
I-5 n/o Avery	Northbound	4+1H+1A	9,600	6,500	.68	C	9,600	6,700	.70	C
	Southbound	4+1H+1A	9,600	6,620	.69	C	9,600	6,450	.67	C
I-5 n/o SR-73	Northbound	4+1H	9,600	6,530	.68	C	9,600	6,260	.65	C
	Southbound	4+1H	9,600	6,060	.63	C	9,600	6,100	.64	C
I-5 n/o Junipero Serra	Northbound	6+1H	13,600	11,530	.85	D	13,600	10,230	.75	D
	Southbound	6+1H	13,600	9,230	.68	C	13,600	11,380	.84	D
I-5 n/o Ortega	Northbound	5+1H	11,600	10,730	.93	E	11,600	9,540	.82	D
	Southbound	5+1H	11,600	8,700	.75	D	11,600	10,670	.92	E
I-5 n/o Cm Capistrano (a)	Northbound	4+1H	9,600	9,860	1.03	F	9,600	8,730	.91	E
	Southbound	4+1H	9,600	7,750	.81	D	9,600	9,420	.98	E
I-5 s/o Cm Capistrano (a)	Northbound	4+1H	9,600	9,680	1.01	F	9,600	8,920	.93	E
	Southbound	4+1H	9,600	7,430	.77	D	9,600	9,200	.96	E
I-5 n/o Hermosa (a)	Northbound	4	8,000	7,950	.99	E	8,000	8,220	1.03	F
	Southbound	4	8,000	7,670	.96	E	8,000	8,410	1.05	F
I-5 n/o Pico	Northbound	4+1A	9,000	7,560	.84	D	9,000	7,760	.86	D
	Southbound	4+1A	9,000	7,190	.80	D	9,000	7,840	.87	D
I-5 s/o Pico (a)	Northbound	4	8,000	7,530	.94	E	8,000	8,070	1.01	F
	Southbound	4	8,000	7,050	.88	D	8,000	8,180	1.02	F

Abbreviations: A – auxiliary lane
H – high occupancy vehicle (HOV) lane
LOS – level of service
V/C – volume/capacity ratio

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

than the V/C derived LOS. As can be seen, a number of locations show 2025 deficiencies and thereby represent a cumulative impact of the project.

A summary of the 2025 deficiencies under each of the three scenarios can be seen in Figures 4-8 through 4-10. These represent the locations at which cumulative impacts are identified and for which transportation improvements are identified in the next chapter. Table 4-9 provides a listing of the deficiencies for each scenario in tabular form. The shaded squares in the table denote the deficiencies in each scenario.


LEGEND
Freeway interchange with deficient ramp(s) as listed below:
I-5 @ Oso Pkwy
SB Off-Ramp (PM)
I-5 @ Crown Valley Pkwy
NB Direct On-Ramp (PM)
SB Off-Ramp (PM)
I-5 @ Junipero Serra Rd
NB On-Ramp (AM)
I-5 @ Ortega Hwy
NB On-Ramp (AM/PM)
I-5 @ Vista Hermosa
SB Off-Ramp (AM)
I-5 @ Avd Pico
NB On-Ramp (PM)
N
NOT TO SCALE
AM
AM (NB)
PM (NB/SB)
PM
AM/PM
AM (NB)
PM (NB/SB)
AM (NB/SB)
PM (NB/SB)
AM (NB)
PM (NB/SB)
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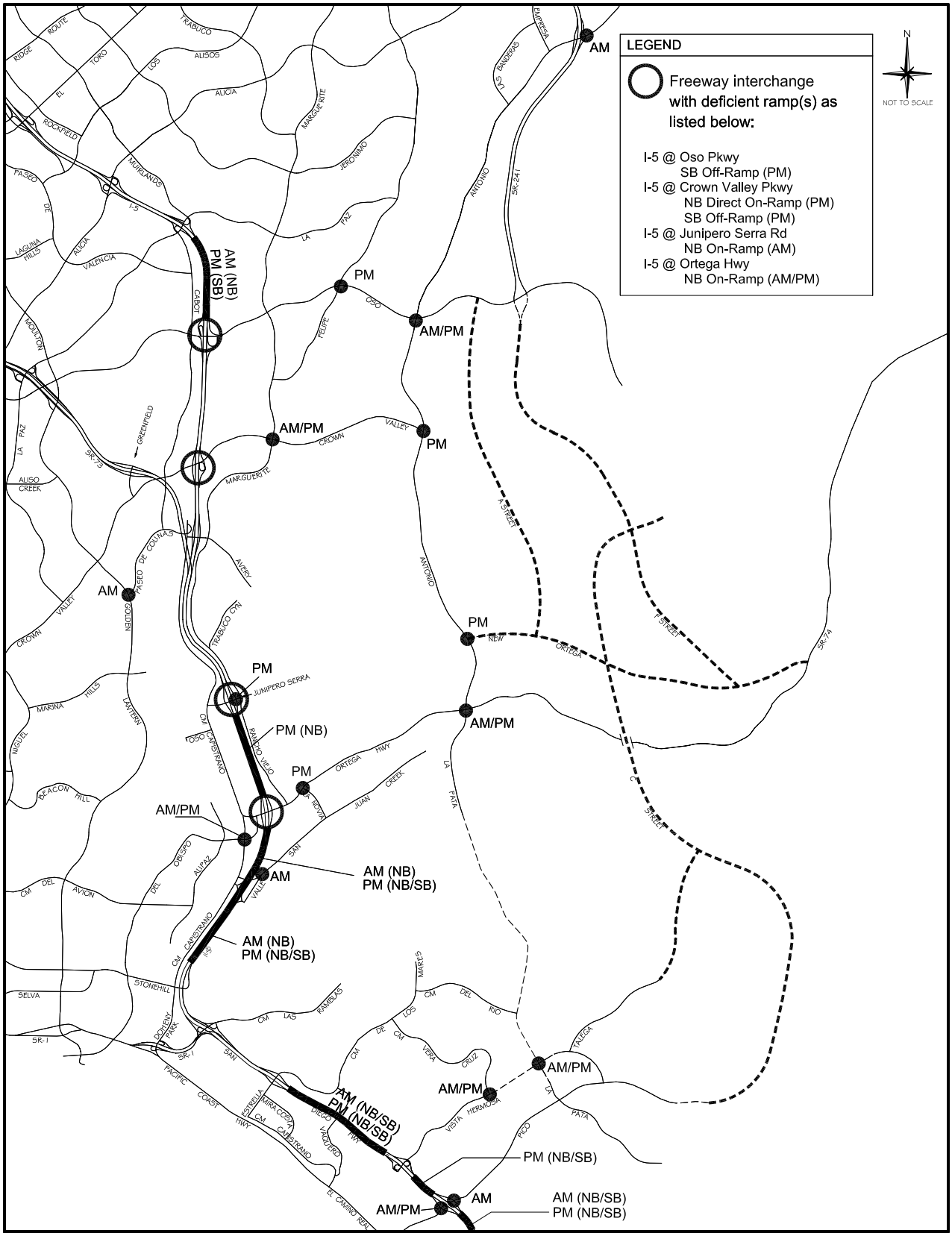


Figure 4-9

2025 CUMULATIVE WITH PROJECT DEFICIENCIES
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA)

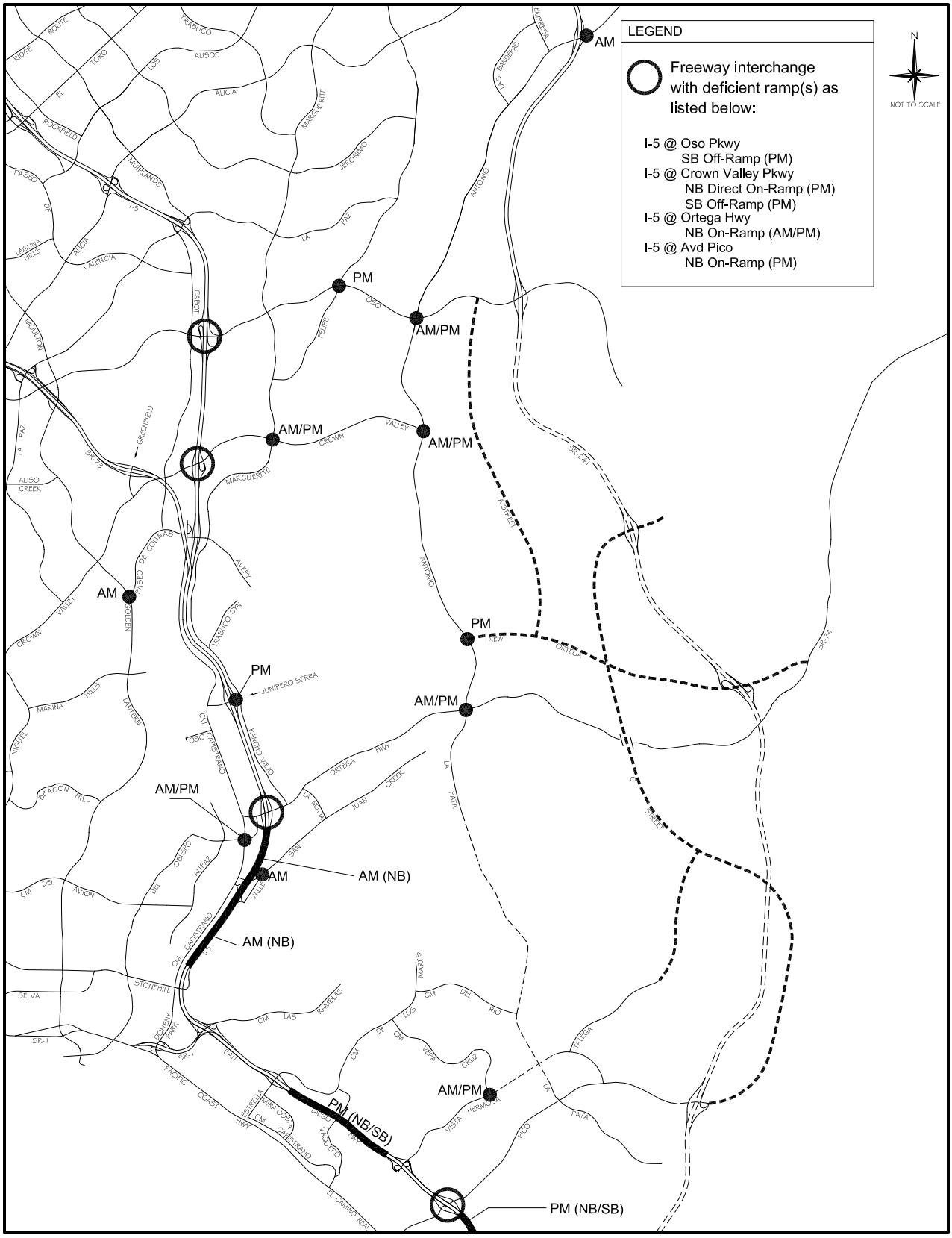


Figure 4-10

2025 CUMULATIVE WITH PROJECT DEFICIENCIES
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA AND FTC-S)

Table 4-9

2025 CUMULATIVE WITH PROJECT DEFICIENCIES

Location		Committed	Committed w/La Pata	Committed w/La Pata & FTC-S
Freeway Mainline				
I-5 north of Oso		■	■	□
I-5 north of Ortega		■	■	□
I-5 north of Camino Capistrano		■	■	■
I-5 south of Camino Capistrano		■	■	■
I-5 north of Vista Hermosa		■	■	■
I-5 north of Avd Pico		■	■	□
I-5 south of Avd Pico		■	■	■
Freeway Interchange	**Ramp**			
I-5 at Oso	SB Off	■	■	■
I-5 at Crown Valley	NB Direct On	■	■	■
	SB Off	■	■	■
I-5 at Junipero Serra	NB On	■	■	□
I-5 at Ortega	NB On	■	■	■
I-5 at Vista Hermosa	SB Off	■	□	□
I-5 at Avd Pico	NB On	■	□	■
Intersection	**Jurisdiction**			
4. Felipe & Oso	Mission Viejo	■	■	■
5. Antonio & Oso	Unincorporated	■	■	■
11. Marguerite & Crown Valley	Mission Viejo	■	■	■
12. Antonio & Crown Valley	Unincorporated	■	■	■
20. Golden Lantern & Paseo de Colinas	Laguna Niguel	■	■	■
24. Marguerite & Avery	Mission Viejo	■	□	□
28. La Novia & Ortega	San Juan Capistrano	■	■	□
29. Antonio/La Pata & Ortega	Unincorporated	■	■	■
30. Camino Capistrano & Del Obispo	San Juan Capistrano	■	■	■
32. Valle & San Juan Creek	San Juan Capistrano	■	■	■
33. La Novia & San Juan Creek	San Juan Capistrano	■	□	□
37. La Pata & Vista Hermosa	San Clemente	■	■	□
38. Talega & Vista Hermosa	San Clemente	■	□	□
39. Vera Cruz & Vista Hermosa	San Clemente	■	■	■
43. Antonio & New Ortega	Unincorporated	□	■	■
53. Valle & La Novia/I-5 NB Ramps	San Juan Capistrano	■	□	□
56. I-5 SB Ramps & Pico	San Clemente	■	■	□
57. I-5 NB Ramps & Pico	San Clemente	■	■	□
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	■	■	■
74. I-5 NB Ramps & Junipero Serra	San Juan Capistrano	■	■	■

□ - No deficiency at this location.
■ - Deficiency at this location.

Chapter 5.0
TRANSPORTATION IMPROVEMENTS

This chapter discusses the study area transportation improvements that would be required to mitigate the cumulative impacts identified in Chapter 4.0.

PROPOSED LONG-RANGE IMPROVEMENTS

A comprehensive transportation improvement program is presented here to mitigate the cumulative impacts identified in the previous chapter. These improvements address traffic demands for the year 2025 based on the cumulative land use assumptions discussed earlier in this report. The project share of future trips at each location is then identified. Such shares form the basis for a project mitigation program which defines the responsibility of the project with respect to the identified improvements.

Table 5-1 summarizes the proposed improvement program, Figures 5-1 and 5-2 illustrate the proposed improvements to the committed circulation system under conditions without and with the FTC-S, respectively, and 2025 with-project ADT volumes with the proposed improvement program are illustrated in Figures 5-3 and 5-4 for conditions without and with the FTC-S, respectively. As the summary table and illustrations indicate, the La Pata Avenue extension is a component of the proposed improvement program. The analysis presented in the previous chapter showed that the addition of the La Pata Avenue extension to the 2025 cumulative with-project setting eliminates peak hour deficiencies forecast at the following ramp and intersection locations under cumulative conditions based on the committed circulation system without the La Pata Avenue extension:

Intersections
24. Marguerite & Avery (Mission Viejo)
33. La Novia & San Juan Creek (San Juan Capistrano)
38. Talega & Vista Hermosa (San Clemente)
53. Valle & La Novia/I-5 northbound ramps (San Juan Capistrano)

Ramps
I-5 southbound off-ramp at Vista Hermosa
I-5 northbound on-ramp at Pico

Table 5-1

2025 LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Location	Jurisdiction	Improvements
FREEWAY INTERCHANGES		
Marguerite Pkwy-Saddleback College/I-5 Connectors	Caltrans	Construct new connector ramps to and from I-5 north.
Ortega Hwy/I-5 Interchange	Caltrans	Reconstruct interchange: design to be determined by Caltrans.
FREEWAY RAMPS		
I-5 southbound off-ramp at Oso Pkwy	Caltrans	Add second drop lane from I-5 to the off-ramp.
I-5 southbound off-ramp at Crown Valley Pkwy	Caltrans	Add second auxiliary lane from I-5 to the off-ramp.
ARTERIAL ROADS		
Antonio Pkwy (Old Ortega Hwy to New Ortega Hwy)	County	Roadway widening.
La Pata Ave extension	County	Extend as four-lane primary arterial from current terminus south of Ortega Hwy to existing termination point in San Clemente.
New Ortega Hwy (Antonio Pkwy to Old Ortega Hwy)	County	Construct four/six lane roadway.
Ortega Hwy (I-5 to Antonio Pkwy)	San Juan Capistrano /County	Traffic calming, roadway widening (east of existing four-lane section to Antonio Pkwy)
Oso Pkwy (east of Las Flores to SR-241)	County	Roadway widening.
Oso Pkwy (I-5 to Marguerite Pkwy)	Mission Viejo	Roadway widening.
INTERSECTIONS		
4. Felipe Rd & Oso Pkwy	Mission Viejo	Add second southbound left-turn lane.
5. Antonio Pkwy & Oso Pkwy	County	Add fourth southbound through lane, third northbound left-turn lane, and provide eastbound right-turn overlap with the northbound left-turn movement and northbound right-turn overlap with the westbound left-turn movement (needed under conditions with or without the FTC-S). Add fourth eastbound through lane (needed only under conditions without the FTC-S).
11. Marguerite Pkwy & Crown Valley Pkwy	Mission Viejo	Committed improvements (Ladera Ranch): add third and fourth eastbound through lanes and fourth westbound through lane, second northbound, southbound and westbound left-turn lanes, northbound right-turn lane, and convert southbound free right-turn lane to a standard right-turn lane. Proposed mitigation: convert second southbound through lane to shared second through/second right-turn lane and add a de-facto westbound right-turn lane.
12. Antonio Pkwy & Crown Valley Pkwy	County	Convert second eastbound through lane to a third left-turn lane, and add a third northbound left-turn lane and a second eastbound right-turn lane.
20. St of the Golden Lantern & Paseo de Colinas	Laguna Niguel	Committed improvements (City of Laguna Niguel): add third northbound and southbound through lanes. Proposed mitigation: no feasible mitigation has been identified at this time.

Table 5-1 (cont)
2025 LONG-RANGE CIRCULATION SYSTEM MITIGATION PROGRAM

Location	Jurisdiction	Improvements
INTERSECTIONS (cont)		
27. Rancho Viejo & Ortega	San Juan Capistrano	Add separate northbound right-turn lane and restripe northbound lanes to provide double left turn lanes and a dedicated through lane.
28. La Novia Ave & Ortega Hwy	San Juan Capistrano	Add second westbound left-turn lane (needed only under conditions without the FTC-S).
29. Antonio Pkwy-La Pata Ave & Ortega Hwy	County	Committed improvements (County of Orange): add second eastbound left-turn lane. Proposed mitigation: add second northbound through lane and southbound free right-turn lane (needed under conditions with or without the FTC-S). Proposed mitigation: add third northbound through lane, third southbound through lane, and second northbound left-turn lane (needed only under conditions without the FTC-S).
30. Cm Capistrano & Del Obispo St	San Juan Capistrano	Convert southbound right-turn lane to shared second through/right-turn lane, and add second westbound left-turn lane and second eastbound left-turn lane.
32. Valle Rd & San Juan Creek Rd	San Juan Capistrano	Add second westbound through lane.
37. Avd La Pata & Avd Vista Hermosa	San Clemente	Committed improvements (Talega): construct intersection and provide two northbound left-turn lanes, three northbound through lanes, one southbound left-turn lane, three southbound through lanes, one southbound right-turn lane, one westbound left-turn lane, two westbound through lanes, one eastbound left-turn lane, two eastbound through lanes, and one eastbound right-turn lane. Proposed Mitigation: add second and third eastbound left-turn lane, southbound free right-turn lane, and westbound right-turn lane (needed only under conditions without the FTC-S).
39. Cm Vera Cruz & Avd Vista Hermosa	San Clemente	Committed improvements (City of San Clemente): construct west leg of the intersection and provide a left-turn lane, two through lanes, and no right-turn lane on each leg of the intersection. Proposed mitigation: add second southbound left-turn lane and westbound right-turn lane.
43. Antonio Pkwy & New Ortega Hwy	County	Option 1 – Construct at-grade intersection and provide the following lanes: one northbound left-turn lane, three northbound through lanes, a northbound free right-turn lane, two southbound left-turn lanes, three southbound through lanes, a de-facto southbound right-turn lane, three westbound left-turn lanes, one westbound through lane, a westbound free right-turn lane, one eastbound left-turn lane, one eastbound through lane, and one eastbound right-turn lane. Option 2 – Construct grade separated intersection and provide the following lanes: uncontrolled (grade separated) westbound left-turn movement to southbound Antonio Parkway, one northbound left-turn lane, two northbound through lanes, a free northbound right-turn lane, two southbound left-turn lanes, three southbound through lanes, a de-facto southbound right-turn lane, one westbound through lane, a westbound free right-turn lane, one eastbound left-turn lane, and one eastbound through lane.

Table 5-1 (cont)
2025 LONG-RANGE CIRCULATION SYSTEM MITIGATION PROGRAM

Location	Jurisdiction	Improvements
INTERSECTIONS (cont)		
56. I-5 southbound ramps & Avd Pico	San Clemente	Convert second westbound through lane to shared second left-turn/through lane (needed only under conditions without the FTC-S).
59. SR-241 northbound ramps & Antonio Pkwy	Rancho Santa Margarita	Convert third westbound through lane to shared third through/second right-turn lane (needed under conditions with or without the FTC-S). Add second eastbound left-turn lane (needed only under conditions without the FTC-S).
74. I-5 northbound ramps & Junipero Serra Rd	San Juan Capistrano	Convert eastbound shared left-turn/through lane to a left-turn lane and add a second eastbound left-turn lane.

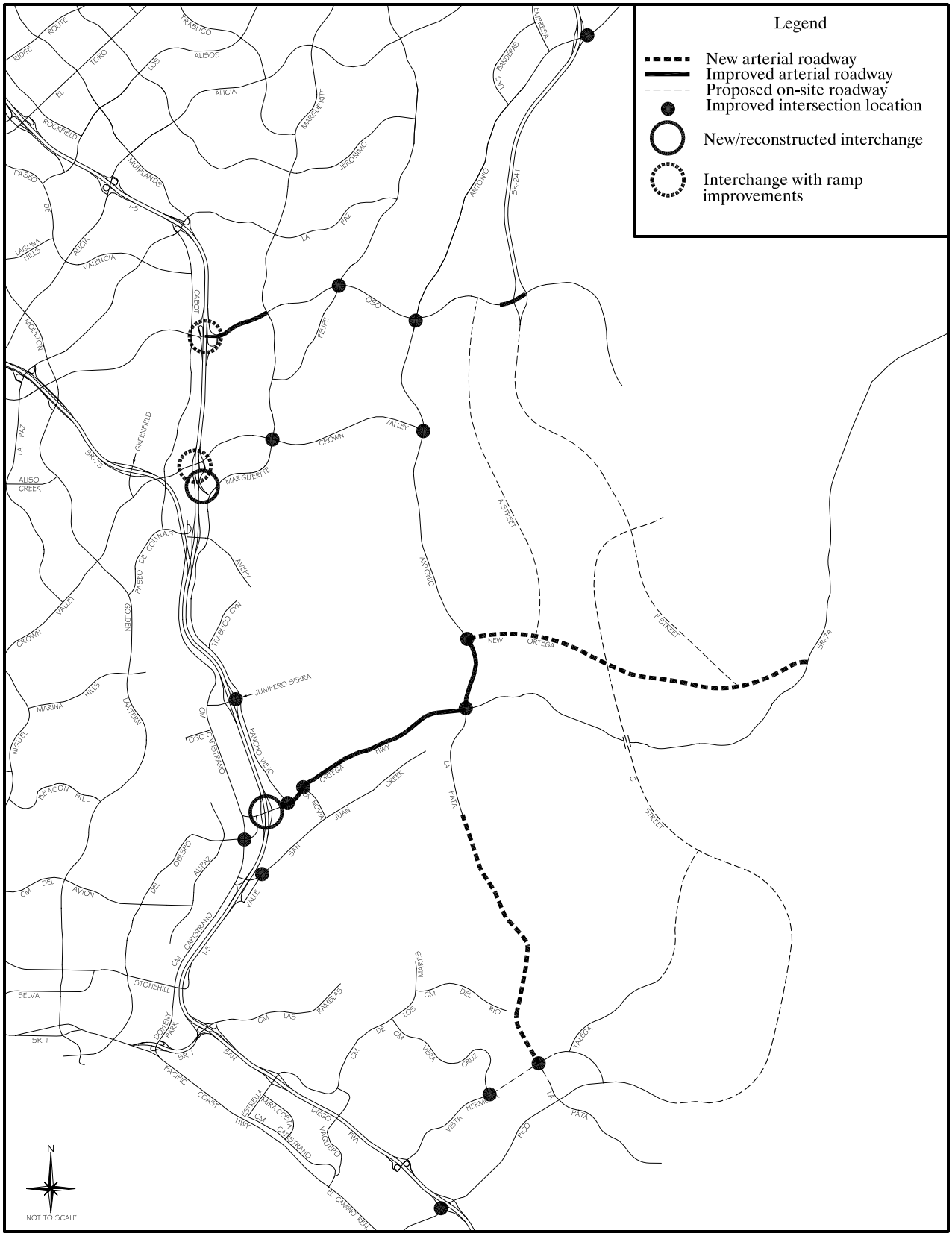


Figure 5-1

2025 LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM (WITHOUT FTC-S)

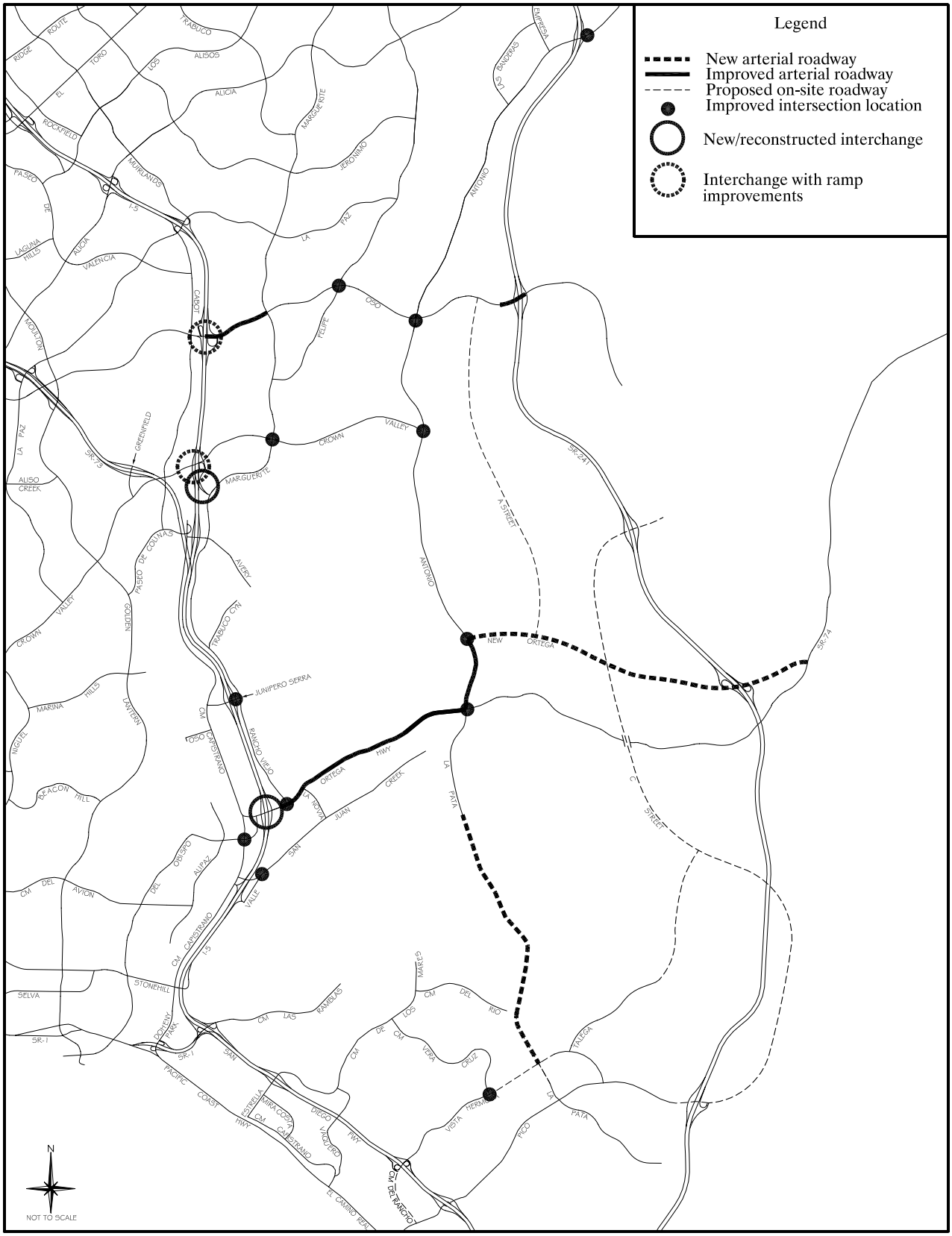
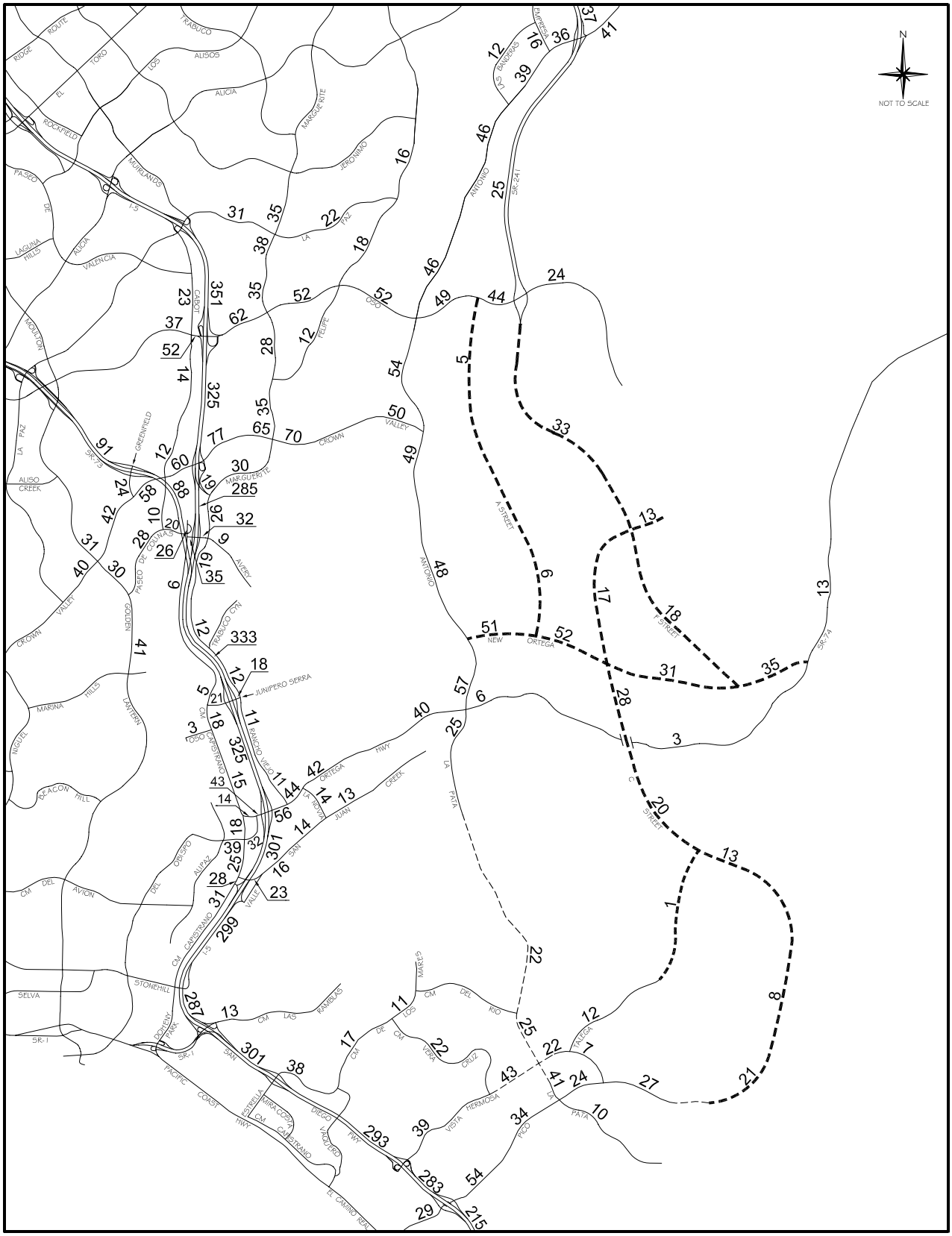


Figure 5-2

2025 LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM (WITH FTC-S)

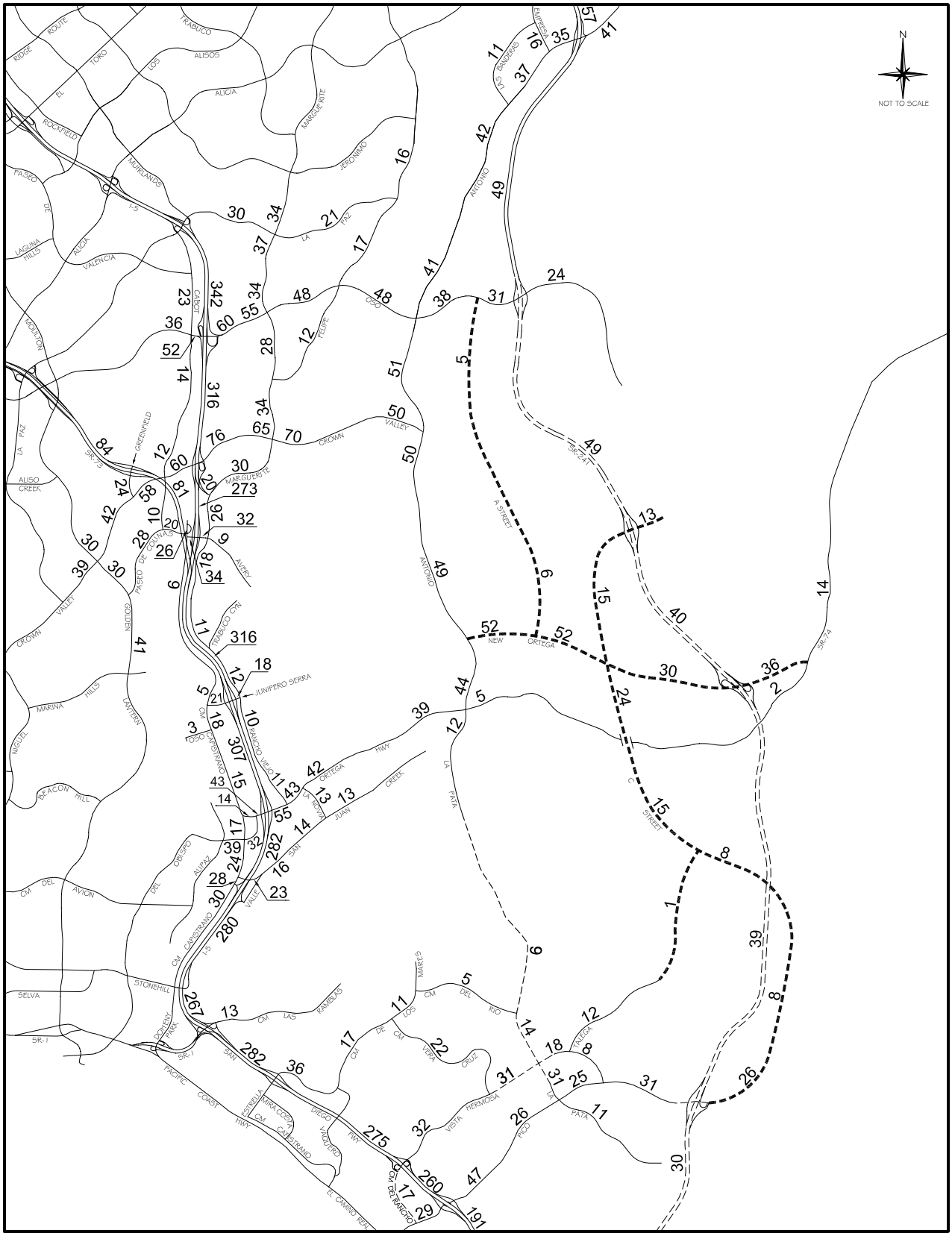


Legend

- Future Roadway
- Project Roadway

Figure 5-3

2025 ADT VOLUMES (000s)
- WITH PROJECT WITH MITIGATION
(WITHOUT FTC-S)


N
NOT TO SCALE
ANTONIO
A STREET
NEW ORTEGA
ORTEGA HWY
CROWN VALLEY
GREENFIELD
MARGUERITE
JUNIPERO SERRA
RANCHO JULIETA
CAMINO CAPISTRANO
PASEO DE LAGUNA
AVERY
GOLDEN LANTERN
MARINA HILLS
NIGUEL
ALICIA
VALENCIA
LA PAZ
ALISOS
TRABUCO
ROCKFIELD
RIDGE ROUTE
EL TORO
LOS ALISOS
MARGUERITE
JERONIMO
MOUNTAIN PARK
ALISO CREEK
LAGUNA HILLS
SR-73
SR-241
SR-74
I-5
SR-1
PACIFIC COAST HWY
STONEHILL
SELVA
BEACON HILL
DOHENY PARK
CM CAPISTRANO
CM DEL AVION
CM DEL OBISPO
CM DEL RIO
CM LAS RAMBLAS
CM DE LOS VIEJOS
CM DE LA VISTA
CM DE LA CRUZ
CM DEL RANCHO
CM VISTA HERMOSA
CM PICO
CM VIEJO CRO
CM MIRA COSTA
CM ESTRELLA
CM DIEGO
CM LA PATA
CM LA PATA
CM LA PATA

Because the La Pata Avenue extension, which is included in the proposed improvement program, addresses the cumulative deficiencies forecast at these locations, no additional improvements at these locations have been included in the proposed improvement program. Further discussion on the various components of the proposed improvement program follows.

Freeway Interchanges

The proposed project will add traffic to the Ortega Highway interchange. While long-range cumulative traffic is shown to have adequate levels of service under the committed improvements, short intersection spacing will affect the traffic operations at this location, and prevent the theoretical ICU values from being achieved. Additionally, traffic volumes on the northbound on-ramp exceed the performance threshold for both AM and PM peak hour under 2025 cumulative with-project conditions. Proposed mitigation for the I-5/Ortega Highway interchange involves reconstructing the interchange. A traffic study by the City of San Juan Capistrano and Caltrans is exploring the preferred design for this location, and a project study report (PSR) is scheduled for completion by mid-year 2004.

A similar situation occurs at the I-5/Avery Parkway and I-5/Crown Valley Parkway interchanges, whereby intersection spacing and other operational features prevent the theoretical ICUs from being achieved. To relieve the Avery Parkway and Crown Valley Parkway interchanges, the proposed mitigation involves the construction of new I-5 ramps to and from the north connecting to Marguerite Parkway at the entrance to Saddleback College. Inclusion of these ramps in the cumulative circulation system eliminates deficiencies that are otherwise forecast at the I-5 northbound direct on-ramp at Crown Valley Parkway and at the I-5 northbound on-ramp at Junipero Serra Road. Deficiencies remain at the I-5 southbound off-ramps at Oso Parkway and Crown Valley Parkway, therefore improvements to those two ramps are included in the proposed improvement program.

Arterials

Arterial improvements involve roadway widenings and the extension or construction of selected MPAH roadways. In the proposed improvement program, sections of Oso Parkway and Ortega Highway would be widened to their planned MPAH classification, and the La Pata Avenue extension would be built per its MPAH classification. The New Ortega Highway, a proposed MPAH roadway, would be

constructed as a four/six lane roadway. Not included in the mitigation program are several MPAH roadways which are either not currently planned for construction by the jurisdictions within which they are located or do not have identified funding sources at this time. These include the following:

Camino Los Padres (Laguna Niguel and San Juan Capistrano)
Camino Las Ramblas (San Juan Capistrano)
San Juan Creek Road (unincorporated County portion)
Alipaz Street northerly extension (San Juan Capistrano)

These may be the subject of future MPAH amendments or additions to a local improvement program by the jurisdiction(s) involved.

Intersections

Lane configuration improvements are included in the proposed improvement program for each intersection location that is forecast to operate deficiently under 2025 cumulative with-project conditions without and with the FTC-S. As noted earlier in Table 5-1, in some cases, all or part of the improvements proposed at a given intersection are only needed under cumulative conditions that do not include the FTC-S. It should be noted that because of existing right-of-way constraints at the Street of the Golden Lantern/Paseo de Colinas intersection in the City of Laguna Niguel, no improvements that would mitigate the cumulative deficiency at that intersection have been identified.

It should also be noted that the intersection list includes Rancho Viejo Road and Ortega Highway in San Juan Capistrano. While the 2025 cumulative ICU values do not indicate a deficiency at this location, operational considerations indicate that the theoretical ICU value is not achieved. Also, the MPAH buildout analysis discussed later in Chapter 8.0 indicates a potential deficiency at this intersection under MPAH buildout conditions with the proposed project and MPAH amendments. For these reasons, improvements to this intersection are included in the overall program.

The intersection of Antonio Parkway at New Ortega Highway is a new intersection that will be designed to have adequate capacity with and without the FTC-S. Future design studies aimed at ensuring that the intersection provides the needed capacity for long-range cumulative demand will consider both at-grade and grade separated plans at this location. Table 5-1 therefore lists a potential at-grade and a potential grade separated configuration for the intersection.

Table 5-2 summarizes the mitigation lane improvements and the 2025 cumulative lane configuration for each mitigated intersection. The information presented here allows a comparison between existing or committed lane configurations and those proposed as part of the improvement program.

TRAFFIC SHARES

Consistent with a cumulative impact analysis, project shares for each of the identified improvements were determined. These shares were calculated according to the following formula:

$$\text{Project share} = \frac{\text{Project traffic}}{\text{Total traffic minus traffic from existing land uses}}$$

Hence, only traffic from future land uses is included in the formula, and the project share of this "new" traffic calculated accordingly. The values are calculated using ADT volumes so that total usage of a facility by the project is fully tabulated. Note that for a new facility, traffic from existing land uses is assigned to that facility for the purpose of applying the formula.

Table 5-3 lists the project traffic shares for the identified improvements. Refer to Chapter 2.0 for a summary of the areas of growth that contribute to future traffic other than the proposed project.

LEVELS OF SERVICE AFTER MITIGATION

The proposed improvement program is intended to address year 2025 cumulative impacts. Table 5-4 lists the deficient intersection locations under 2025 cumulative with-project conditions and shows the LOS without and with the proposed improvements. Table 5-5 lists the deficient freeway ramps and the LOS without and with the proposed improvements. The proposed improvements result in acceptable levels of service at each improvement location with the exception of three intersections (Marguerite Parkway/Crown Valley Parkway in the City of Mission Viejo, Camino Capistrano/Del Obispo Street in the City of San Juan Capistrano, and the I-5 southbound ramp intersection at Avenida Pico in the City of San Clemente) under cumulative with-project conditions without the FTC-S, and one intersection (Street of the Golden Lantern/Paseo de Colinas in the City of Laguna Niguel) under cumulative with-project conditions with or without the FTC-S.

Table 5-2

INTERSECTION MITIGATION LANE GEOMETRIC SUMMARY

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4. Felipe & Oso													
Existing Lane Configuration	1	2	d	1	3	d	1	2	1	1	3	d	
2025 Mitigation Improvements	2												
2025 Mitigated Lane Configuration	2	2	d	1	3	d	1	2	1	1	3	d	
5. Antonio & Oso													
Existing Lane Configuration	2	3	f	2	3	1	2	3	1	2	3	1	
Without FTC-S													
2025 Mitigation Improvements		4					3				4		
2025 Mitigated Lane Configuration	2	4	f	2	3	1	3	3	1	2	4	1	
With FTC-S													
2025 Mitigation Improvements		4					3						
2025 Mitigated Lane Configuration	2	4	f	2	3	1	3	3	1	2	3	1	
11. Marguerite & Crown Valley													
Existing Lane Configuration	1	2	f	1	3	d	1	2	0	2	2	1	
2025 Committed Improvements	2		1	2	4	0	2		1		4		1
2025 Mitigation Improvements		1.5	1.5		d								
2025 Mitigated Lane Configuration	2	1.5	1.5	2	d	1	2	2	1	2	4	1	
12. Antonio & Crown Valley													
Existing Lane Configuration	1	3	f	2	3	1	2	3	1	2	2	1	
2025 Mitigation Improvements							3			3	1	2	
2025 Mitigated Lane Configuration	1	3	f	2	3	1	3	3	1	3	1	2	
20. Golden Lantern & Paseo de Colinas													
Existing Lane Configuration	1	2	0	1.5	0.5	1	1	2	1	1	1	0	
2025 Committed Improvements		3						3					2
2025 Mitigation Improvements (a)													
2025 Mitigated Lane Configuration	1	3	0	1.5	0.5	1	1	3	1	1	1	0	

Table 5-2 (cont)
INTERSECTION MITIGATION LANE GEOMETRIC SUMMARY

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
27. Rancho Viejo & Ortega													
Existing Lane Configuration	1.5	.5	1	1	3	1	1.5	1.5	0	1	2	1	
2025 Mitigation Improvements							2	1	1				
2025 Mitigated Lane Configuration	1.5	.5	1	1	3	1	2	1	1	1	2	1	
28. La Novia & Ortega													
Existing Lane Configuration	0	0	0	1	2	0	2	0	1	0	2	1	
Without FTC-S													
2025 Mitigation Improvements				2									
2025 Mitigated Lane Configuration	0	0	0	2	2	0	2	0	1	0	2	1	
29. Antonio/La Pata & Ortega													
Existing Lane Configuration	1	2	0	1	1	1	1	1	0	1	1	1	
2025 Committed Improvements										2			3
Without FTC-S													
2025 Mitigation Improvements		3	f				2	3					
2025 Mitigated Lane Configuration	1	3	f	1	1	1	2	3	0	2	1	1	
With FTC-S													
2025 Mitigation Improvements			f					2					
2025 Mitigated Lane Configuration	1	2	f	1	1	1	1	2	0	2	1	1	
30. Camino Capistrano & Del Obispo													
Existing Lane Configuration	1	1	1	1	2	1	2	1	1	1	2	1	
2025 Mitigation Improvements		2	0	2						2			
2025 Mitigated Lane Configuration	1	2	0	2	2	1	2	1	1	2	2	1	
32. Valle & San Juan Creek													
Existing Lane Configuration	0	0	0	1	1	0	1	0	1	0	1	1	
2025 Mitigation Improvements					2								
2025 Mitigated Lane Configuration	0	0	0	1	2	0	1	0	1	0	1	1	

Table 5-2 (cont)
INTERSECTION MITIGATION LANE GEOMETRIC SUMMARY

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
37. La Pata & Vista Hermosa													
2025 Committed Improvements	1	3	1	1	2	0	2	3	1	1	2	1	4
Without FTC-S													
2025 Mitigation Improvements			f			1				3			
2025 Mitigated Lane Configuration	1	3	f	1	2	1	2	3	1	3	2	1	
39. Vera Cruz & Vista Hermosa													
Existing Lane Configuration	0	1	0	0	0	0	1.5	.5	0	1.5	0	1.5	
2025 Committed Improvements	1	2		1	2		1	2		1	2	0	5
2025 Mitigation Improvements	2					1							
2025 Mitigated Lane Configuration	2	2	0	1	2	1	1	2	0	1	2	0	
43. Antonio & New Ortega Hwy													
At-Grade Intersection Option													
2025 Mitigated Lane Configuration	2	3	d	3	1	f	1	3	f	1	1	1	
Grade Separated Intersection Option													
2025 Mitigated Lane Configuration	2	3	d	0 (b)	1	f	1	2	f	1	1	0	
56. I-5 SB Ramps & Pico													
Existing Lane Configuration	2	0	1	1	2	0	0	0	0	0	3	1	
Without FTC-S													
2025 Mitigation Improvements				1.5	1.5								
2025 Mitigated Lane Configuration	2	0	1	1.5	1.5	0	0	0	0	0	3	1	
59. SR 241 NB Ramps & Antonio													
Existing Lane Configuration	0	0	0	0	3	1	1.5	0	1.5	1	3	0	
Without FTC-S													
2025 Mitigation Improvements					2.5	1.5				2			
2025 Mitigated Lane Configuration	0	0	0	0	2.5	1.5	1.5	0	1.5	2	3	0	
With FTC-S													
2025 Mitigation Improvements					2.5	1.5							
2025 Mitigated Lane Configuration	0	0	0	0	2.5	1.5	1.5	0	1.5	1	3	0	

Table 5-2 (cont)
INTERSECTION MITIGATION LANE GEOMETRIC SUMMARY

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
74. I-5 NB Ramps & Junipero Serra													
Existing Lane Configuration	0	0	0	0	1	1	1	0	1	0.5	1.5	0	
2025 Mitigation Improvements										2	1		
2025 Mitigated Lane Configuration	0	0	0	0	1	1	1	0	1	2	1	0	

Lane Notations: d = de-facto right-turn lane
f = free right-turn lane

Sources: 1 – Conditioned for implementation with development of Ladera Ranch.
2 – City of Laguna Niguel improvement project.
3 – County of Orange improvement project.
4 – Conditioned for implementation with development of Talega.
5 – Implemented through the City of San Clemente Regional Circulation Financing and Phasing Program (RCFPP).

(a) No feasible mitigation has been identified at this time.

(b) Uncontrolled turn movement under this grade separated option.

Table 5-3

TRAFFIC SHARES – 2025 CUMULATIVE WITH PROJECT

Location	Ranch Plan Traffic Share (%)
FREEWAY INTERCHANGES	
Saddleback College/I-5 Connectors	10
Ortega Hwy/I-5 Interchange	34
FREEWAY RAMPS	
I-5 Southbound off-ramp at Oso Pkwy	31
I-5 Southbound off-ramp at Crown Valley Pkwy	4
ARTERIAL ROADS	
La Pata Ave extension	21
New Ortega Hwy (Antonio to Old Ortega)	67
Ortega Hwy (I-5 to Antonio Pkwy)	40
Oso Pkwy (east of Las Flores to SR-241)	50
Oso Pkwy (I-5 to Marguerite Pkwy)	29
INTERSECTIONS	
4. Felipe Rd & Oso Pkwy	37
5. Antonio Pkwy & Oso Pkwy	32
11. Marguerite Pkwy & Crown Valley Pkwy	19
12. Antonio Pkwy & Crown Valley Pkwy	30
20. Golden Lantern & Paseo de Colinas	3
27. Rancho Viejo & Ortega	40
28. La Novia Ave & Ortega Hwy	45
29. Antonio Pkwy-La Pata Ave & Ortega Hwy	48
30. Cm Capistrano & Del Obispo St	18
32. Valle Rd & San Juan Creek Rd	10
37. Avd La Pata & Avd Vista Hermosa	14
39. Cm Vera Cruz & Avd Vista Hermosa	7
43. Antonio Pkwy & New Ortega Hwy	54
56. I-5 Southbound ramps & Avd Pico	14
59. SR-241 Northbound ramps & Antonio Pkwy	7
74. I-5 Northbound ramps & Junipero Serra Rd	4

Table 5-4

2025 INTERSECTION LOS SUMMARY WITH LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Intersection	Jurisdiction	Before Improvements				After Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
2025 CUMULATIVE WITH-PROJECT WITHOUT FTC-S									
4. Felipe Rd & Oso Pkwy	Mission Viejo	.82	D	1.05	F	.75	C	.89	D
5. Antonio Pkwy & Oso Pkwy	County	1.11	F	1.09	F	.90	D	.85	D
11. Marguerite & Crown Valley Pkwy	Mission Viejo	1.24	F	1.06	F	.94	E	1.02	F
12. Antonio Pkwy & Crown Valley Pkwy	County	.90	D	1.24	F	.67	B	.86	D
20. St of Golden Lantern & Paseo de Colinas	Laguna Niguel	1.03	F	.87	D	1.03	F	.87	D
27. Rancho Viejo & Ortega	San Juan Capistrano	.70	B	.89	D	.69	B	.89	D
28. La Novia & Ortega Hwy	San Juan Capistrano	.85	D	.91	E	.67	B	.86	D
29. Antonio/La Pata & Ortega Hwy	County	1.60	F	1.37	F	.85	D	.90	D
30. Camino Capistrano & Del Obispo	San Juan Capistrano	1.03	F	1.11	F	.93	E	.86	D
32. Valle Rd & San Juan Creek Rd	San Juan Capistrano	.91	E	.82	D	.73	C	.76	C
37. Avd La Pata & Avd Vista Hermosa	San Clemente	1.48	F	1.19	F	.85	D	.79	C
39. Camino Vera Cruz & Avd Vista Hermosa	San Clemente	1.16	F	1.25	F	.82	D	.86	D
43. Antonio Pkwy & New Ortega Hwy	County								
At-Grade Intersection Option		.89	D	1.07	F	.76	C	.94	E
Grade Separated Intersection Option		.89	D	1.07	F	.64	B	.85	D
56. I-5 SB Ramps & Avd Pico	San Clemente	1.14	F	1.01	F	.92	E	.86	D
59. SR-241 NB Ramps & Antonio Pkwy	Rancho Santa Margarita	1.41	F	.53	A	.73	C	.53	A
74. I-5 NB Ramps & Junipero Serra Rd	San Juan Capistrano	.78	C	1.05	F	.61	B	.82	D
2025 CUMULATIVE WITH-PROJECT WITH FTC-S									
4. Felipe Rd & Oso Pkwy	Mission Viejo	.81	D	1.00	E	.75	C	.87	D
5. Antonio Pkwy & Oso Pkwy	County	1.21	F	1.09	F	.88	D	.87	D
11. Marguerite & Crown Valley Pkwy	Mission Viejo	1.22	F	1.04	F	.95	E	.95	E
12. Antonio Pkwy & Crown Valley Pkwy	County	.99	E	1.31	F	.73	C	.88	D
20. St of Golden Lantern & Paseo de Colinas	Laguna Niguel	1.03	F	.86	D	1.03	F	.86	D
27. Rancho Viejo & Ortega	San Juan Capistrano	.71	C	.89	D	.70	B	.89	D
29. Antonio/La Pata & Ortega Hwy	County	1.61	F	1.39	F	.89	D	.87	D

Table 5-4 (cont)
2025 INTERSECTION LOS SUMMARY WITH LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Intersection	Jurisdiction	Before Improvements				After Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
2025 CUMULATIVE WITH-PROJECT WITH FTC-S (cont)									
30. Camino Capistrano & Del Obispo	San Juan Capistrano	.98	E	1.08	F	.88	D	.83	D
32. Valle Rd & San Juan Creek Rd	San Juan Capistrano	.91	E	.83	D	.73	C	.77	C
39. Camino Vera Cruz & Avd Vista Hermosa	San Clemente	1.13	F	1.14	F	.75	C	.73	C
43. Antonio Pkwy & New Ortega Hwy	County								
At-Grade Intersection Option		.87	D	.94	E	.76	C	.87	D
Grade Separated Intersection Option		.87	D	.94	E	.63	B	.83	D
59. SR-241 NB Ramps & Antonio Pkwy	Rancho Santa Margarita	1.30	F	.52	A	.66	B	.53	A
74. I-5 NB Ramps & Junipero Serra Rd	San Juan Capistrano	.78	C	.96	E	.59	A	.78	C

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

Table 5-5

2025 FREEWAY RAMP LOS SUMMARY
WITH LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
			Volume	V/C	LOS	Volume	V/C	LOS
2025 CUMULATIVE WITH-PROJECT WITHOUT FTC-S								
I-5 at Oso Parkway (southbound off-ramp)								
Before Improvements	1	1,500	1,110	.74	C	1,710	1.14	F
After Improvements	2	2,250	1,070	.48	A	1,650	.73	C
I-5 at Crown Valley Parkway (southbound off-ramp)								
Before Improvements	2	2,250	1,910	.85	D	2,920	1.30	F
After Improvements	2	3,000	1,640	.55	A	2,790	.93	E
I-5 at Crown Valley Parkway (northbound direct on-ramp)								
Before Improvements	1	1,500	1,360	.91	E	1,540	1.03	F
After Improvements	1	1,500	1,110	.74	C	1,340	.89	D
I-5 at Junipero Serra Road (northbound on-ramp)								
Before Improvements	1	1,080	1,120	1.04	F	1,070	.99	E
After Improvements	1	1,080	1,030	.95	E	970	.90	D
2025 CUMULATIVE WITH-PROJECT WITH FTC-S								
I-5 at Oso Parkway (southbound off-ramp)								
Before Improvements	1	1,500	1,100	.73	C	1,680	1.12	F
After Improvements	2	2,250	1,080	.48	A	1,670	.74	C
I-5 at Crown Valley Parkway (southbound off-ramp)								
Before Improvements	2	2,250	2,020	.90	D	3,000	1.33	F
After Improvements	2	3,000	1,690	.56	A	2,790	.93	E
I-5 at Crown Valley Parkway (northbound direct on-ramp)								
Before Improvements	1	1,500	1,470	.98	E	1,590	1.06	F
After Improvements	1	1,500	1,160	.77	C	1,340	.89	D

Abbreviations: LOS – level of service
V/C – volume/capacity ratio

The Street of the Golden Lantern/Paseo de Colinas intersection remains deficient after mitigation because, as mentioned earlier, no feasible mitigation improvements have been identified due to existing right-of-way constraints at that location. It should be noted that while the Ranch Plan share of future traffic at this intersection is three percent as indicated in Table 5-3, this represents less than one percent of the total (existing and future) traffic that is forecast at that intersection under long-range cumulative conditions.

As indicated in Table 5-5, the at-grade and grade separated plans at the Antonio Parkway/New Ortega Highway intersection both result in acceptable levels of service under cumulative conditions with the FTC-S. However, only the grade separated improvement plan results in acceptable levels of service under cumulative conditions without the FTC-S. For this reason, a grade separated plan may be the preferred design option.

The LOS summaries presented here do not include deficiencies identified for the I-5 mainline. Improvements to the I-5 mainline are part of regional transportation improvement programs with associated timing and funding sources.

Chapter 6.0
SHORT-RANGE ANALYSIS

This chapter discusses the short-range impacts of the project based on the amount of project development that is anticipated by 2010, and identifies the mitigation measures necessary to accommodate the traffic from that level of short-range project development. The analysis thereby addresses the requirements of the Growth Management Plan (GMP) and the Congestion Management Program (CMP).

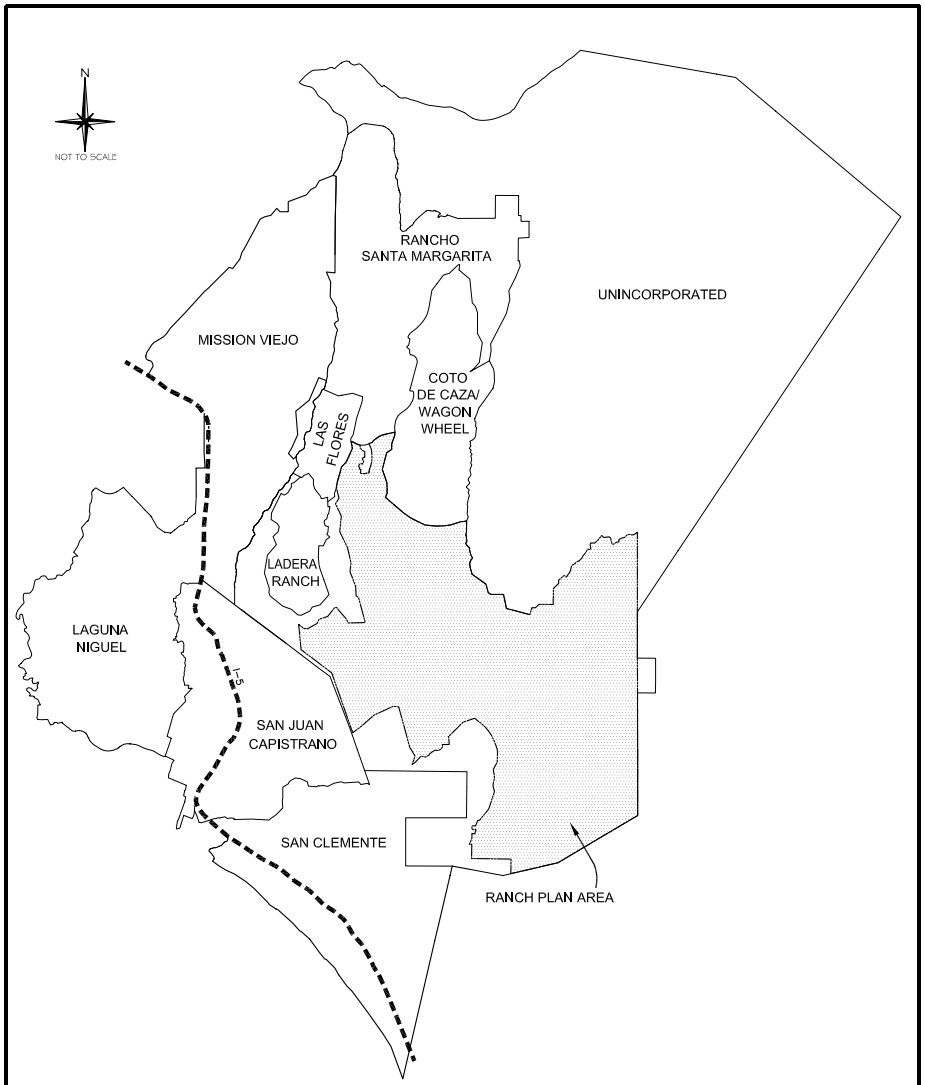
TRANSPORTATION SETTING

The year 2010 is used for this short-range project analysis. The 2010 no-project scenario assumes no development in the project area and the existing circulation system plus committed improvements. Year 2010 demographic data in the surrounding area is derived from OCP-2000 and is summarized in Figure 6-1 by cities and communities in the study area. For the area referenced here, the 2010 average daily traffic (ADT) growth represents around 61 percent of the ADT growth that is forecast between now and 2025.

The analysis results presented here were derived from the year 2010 version of the South County Sub-Area Model (SCSAM). No-project and with-project forecasts were prepared using the SCSAM and reflect the redistribution of trips associated with the introduction of the proposed project. Detailed results can be found in the appropriate appendices to this report and the main findings are summarized in this chapter.

SHORT-RANGE PROJECT DESCRIPTION

The short-range (2010) project comprises 5,000 residential dwelling units and a commercial/ business center (510,000 square feet). Figure 6-2 illustrates the short-range project development area and the proposed circulation system for the 2010 level of project development. In the short-range project, New Ortega Highway is assumed to extend eastward from Antonio Parkway, but does not connect to existing Ortega Highway.



City of Mission Viejo

	2000	2010	Growth
Dwelling Units	33,065	33,793	2%
Employment	26,956	29,401	9%
ADT	524,430	550,882	5%

City of San Juan Capistrano

	2000	2010	Growth
Dwelling Units	10,618	11,936	12%
Employment	15,028	17,841	19%
ADT	199,994	226,164	13%

City of Laguna Niguel

	2000	2010	Growth
Dwelling Units	24,310	25,998	7%
Employment	23,845	28,624	20%
ADT	369,740	410,633	11%

City of San Clemente

	2000	2010	Growth
Dwelling Units	22,198	27,199	22%
Employment	20,936	31,727	51%
ADT	335,000	486,707	45%

City of Rancho Santa Margarita

	2000	2010	Growth
Dwelling Units	16,661	17,184	3%
Employment	15,626	20,459	31%
ADT	251,829	283,967	13%

Ranch Plan

	2000	2010	Growth
Dwelling Units	19	5,000	--
Employment	328	1,515	--
ADT	1,325	52,964	--

Unincorporated (excluding Ranch Plan)

	2000	2010	Growth
Dwelling Units	798	1,898	238%
Employment	398	401	1%
ADT	9,486	19,277	203%

Las Flores

	2000	2010	Growth
Dwelling Units	1,982	1,982	- -
Employment	207	207	- -
ADT	18,705	18,705	- -

Coto De Caza/Wagon Wheel

	2000	2010	Growth
Dwelling Units	4,995	6,570	32%
Employment	1,330	1,570	18%
ADT	55,273	71,878	30%

Ladera Ranch

	2000	2010	Growth
Dwelling Units	961	8,100	--
Employment	11	2,481	--
ADT	8,023	90,225	--

Grand Total

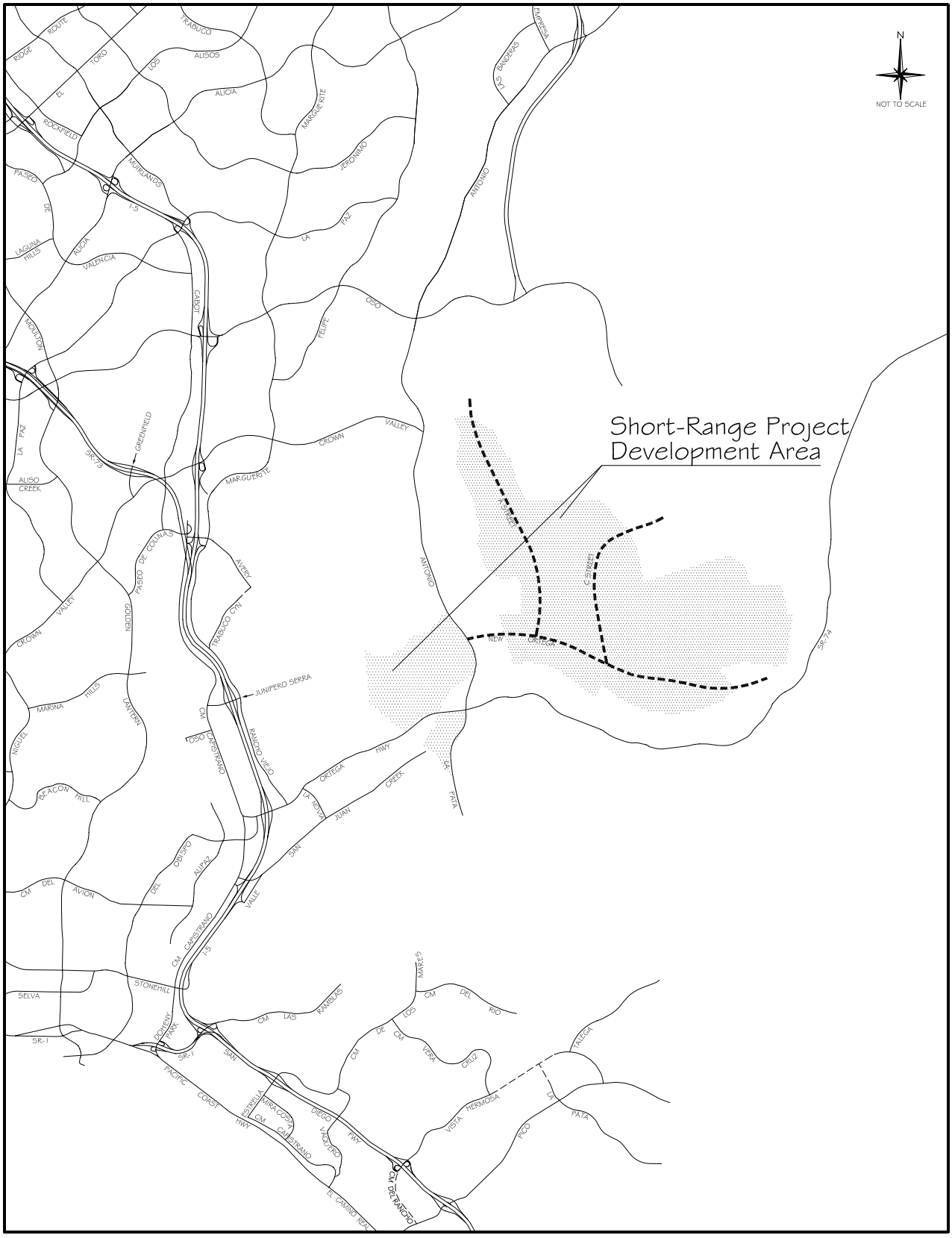
	2000	2010	Growth
Dwelling Units	115,607	139,509	21%
Employment	104,665	134,226	28%
ADT	1,773,803	2,211,402	25%

Abbreviations: ADT - average daily trips generated.

Source: Orange County Projections 2000 (OCP-2000) demographic data and General Plan land use based demographic data for the Cities of Mission Viejo, San Juan Capistrano and San Clemente and the unincorporated community of Ladera Ranch.

Figure 6-1

SHORT-RANGE STUDY AREA DEMOGRAPHIC DATA AND ADT TRIP GENERATION



Legend

- Future Roadway
- Project Roadway

Figure 6-2

SHORT-RANGE PROJECT DEVELOPMENT AREA

Table 6-1 summarizes the trip generation for the short-range (2010) project. Shown here are the peak hour and daily vehicle trip generation by land use. The short-range project trip generation is 50,864 trips per day, of which 3,965 are in the AM peak hour and 4,920 are in the PM peak hour.

SHORT-RANGE PROJECT IMPACTS

Year 2010 no-project and short-range project ADT volumes are illustrated in Figures 6-3 and 6-4, respectively. As shown, addition of short-range project traffic increases volumes primarily along Ortega Highway and Crown Valley Parkway and on Antonio Parkway south of Crown Valley Parkway. Small increases are seen along Oso Parkway and Antonio Parkway (north of Oso Parkway). The following discusses the impacts of the short-range project on the various components of the surrounding transportation system, and a proposed mitigation program that addresses the short-range impacts is outlined at the end of this chapter.

Intersections

Table 6-2 summarizes the year 2010 no-project and short-range project peak hour intersection capacity utilization (ICU) results for the study area intersections (a 2010 with-project intersection location map is provided in Figure 6-5, and actual ICU calculations are included in Appendix C). Of the 13 intersection locations that are forecast to operate deficiently under year 2010 no-project and short-range project conditions, the following 11 locations are impacted by the short-range project:

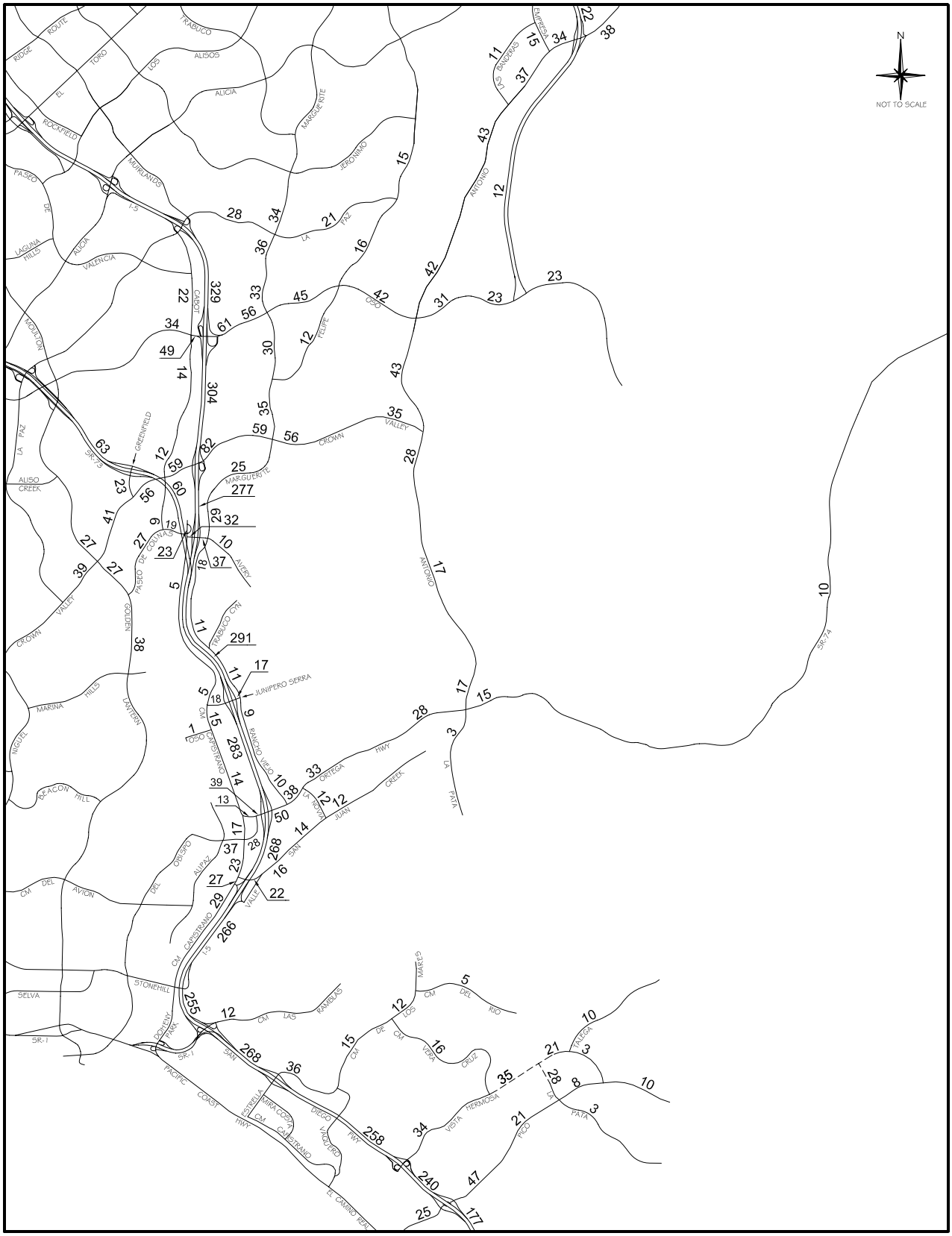
4. Felipe & Oso (Mission Viejo)
5. Antonio & Oso (County)
11. Marguerite & Crown Valley (Mission Viejo)
12. Antonio & Crown Valley (County)
27. Rancho Viejo & Ortega (San Juan Capistrano)
28. La Novia & Ortega (San Juan Capistrano)
29. Antonio/La Pata & Ortega (County)
30. Camino Capistrano & Del Obispo (San Juan Capistrano)
32. Valle & San Juan Creek (San Juan Capistrano)
33. La Novia & San Juan Creek (San Juan Capistrano)
59. SR-241 NB Ramps & Antonio (Rancho Santa Margarita)

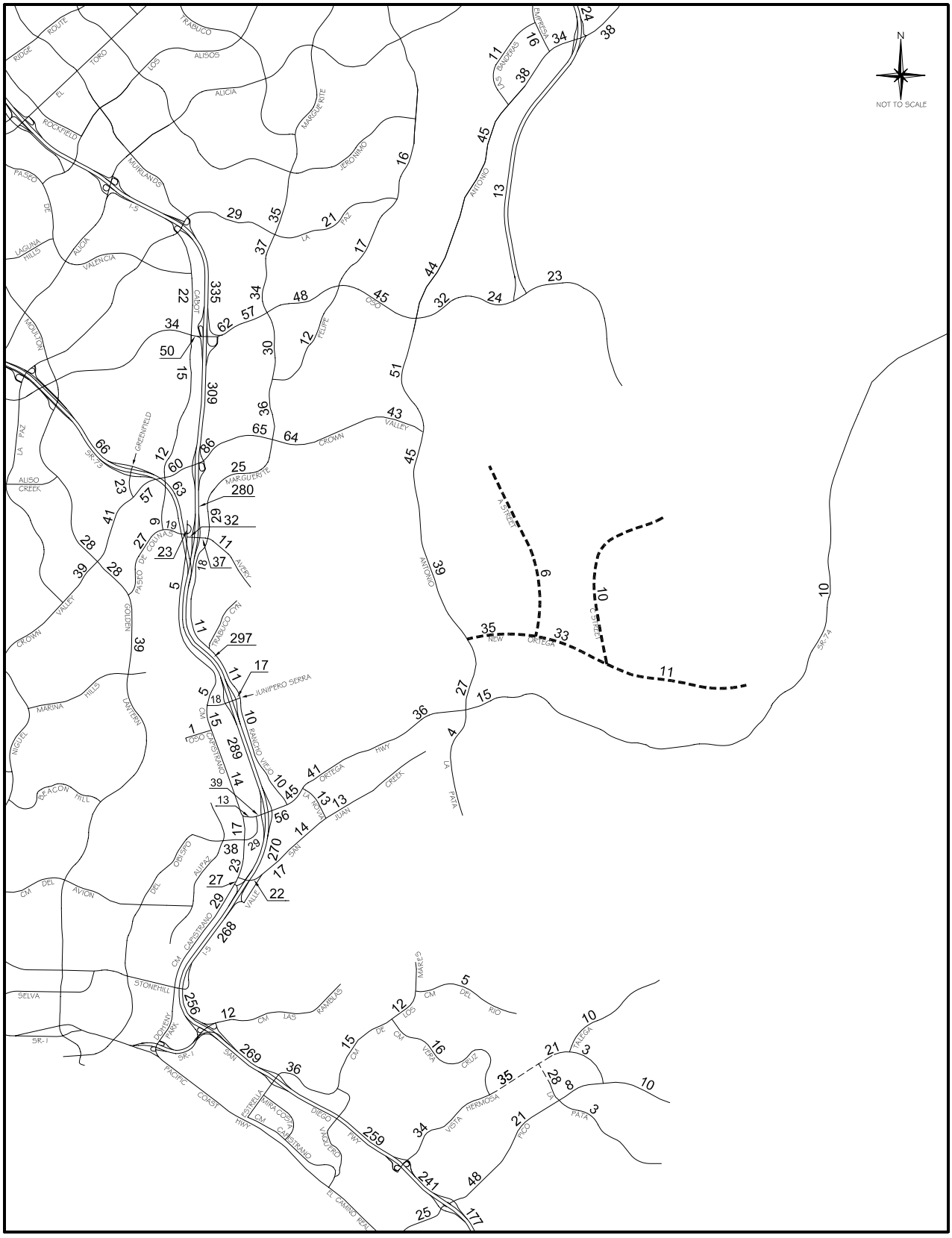
Table 6-1

TRIP GENERATION SUMMARY – SHORT-RANGE (2010) PROJECT

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Single Family - Detached	2,074 DU	260	1,297	1,557	1,228	587	1,816	18,979
Single Family - Attached	1,276 DU	133	704	837	647	291	938	9,797
Senior Housing	1,000 DU	61	185	246	204	128	332	3,496
Senior Apartments	170 DU	10	31	42	35	22	56	594
Apartments	480 DU	44	218	261	204	94	298	3,103
General Commercial	200 TSF	377	177	554	406	501	907	9,098
Specialty Retail	50 TSF	82	37	119	86	108	194	1,942
R&D/Business Park	100 TSF	68	16	84	29	74	103	970
Office	160 TSF	133	33	166	64	147	211	2,004
Elementary/Middle School	700 Students	90	9	99	24	42	66	881
Total		1,259	2,706	3,965	2,926	1,995	4,920	50,864

Abbreviations: ADT – average daily trips
DU – dwelling unit
TSF – thousand square feet


N
NOT TO SCALE
RANCHO CTN
JUNIPERO SERRA
RANCHO JULIO
ORTEGA HWY
LA PATA
CREEK
SAN JUAN
VALLEY
CAMINO CAPISTRANO
I-5
STONEHILL
SELVA
DONAHUE PARK
SR-1
PACIFIC COAST HWY
VISTA HERMOSA
PICO
DIEGO
VIEJO DRO
EL CAMINO REAL
SR-74
ANTONIO
CROWN VALLEY
GREENFIELD
AVERY
PASEO DE GUINALDO
MARGUERITE
FELIPE
JERONIMO
MARGUERITE
ALICIA
ALISOS
TRABUCO
ROUTE
RIDGE
EL TORO
ROCKFIELD
MURRIANDS
LAGUNA HILLS
VALENCIA
LA PAZ
AUSO CREEK
MARINA HILLS
LANTERN
NIGUEL
BEACON HILL
GOLDEN
CM DEL AVION
CM CAPISTRANO
CM LAS RAMBLAS
CM DEL RIO
CM LOS PINOS
CM VISTA CRUZ
CM MIRA COSTA
CM PESCADERO
CM DE LA PATA
LA PAZ
ALICIA
CABOT
HOMELTON
OSO
BANDERAS
LA PAZ
LA PAZ
LA PAZ



Legend

- Future Roadway
- Project Roadway

Figure 6-4

2010 ADT VOLUMES (000s) - SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM)

Table 6-2

INTERSECTION LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM)

	No-Project				Short-Range Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills								
15. Cabot & Oso	.60	A	.77	C	.66	B	.82	D
City of Laguna Niguel								
16. Moulton & Crown Valley (a)	.74	C	.82	D	.75	C	.83	D
17. Greenfield & Crown Valley	.72	C	.71	C	.73	C	.72	C
18. Cabot & Crown Valley	.71	C	.73	C	.73	C	.75	C
19. Forbes & Crown Valley	.61	B	.69	B	.63	B	.70	B
20. Golden Lantern & Paseo de Colinas (b)	1.00	E	.86	D	1.01	F	.85	D
21. Cabot & Paseo de Colinas	.43	A	.61	B	.49	A	.62	B
22. Camino Capistrano & Paseo de Colinas	.51	A	.54	A	.51	A	.54	A
23. Camino Capistrano & Avery	.49	A	.51	A	.49	A	.53	A
70. Greenfield & SR-73 SB Ramps	.51	A	.49	A	.53	A	.50	A
71. Greenfield & SR-73 NB Ramps	.67	B	.46	A	.67	B	.45	A
City of Mission Viejo								
1. Marguerite & La Paz	.58	A	.73	C	.58	A	.77	C
2. Olympiad & La Paz	.48	A	.49	A	.50	A	.49	A
3. Marguerite & Oso	.76	C	.68	B	.77	C	.73	C
4. Felipe & Oso (b)	.71	C	.82	D	.76	C	.96	E
6. Marguerite & Felipe	.59	A	.73	C	.66	B	.80	C
7. Puerta Real & Crown Valley (a)	.71	C	.77	C	.73	C	.79	C
8. Guevara/Medical Ctr & Crown Valley (a)	.62	B	.75	C	.64	B	.77	C
9. Los Altos & Crown Valley (a)	.65	B	.76	C	.68	B	.78	C
10. Bellogente & Crown Valley (a)	.69	B	.62	B	.71	C	.65	B
11. Marguerite & Crown Valley (a) (b)	1.09	F	.92	E	1.16	F	1.02	F
24. Marguerite & Avery	.81	D	.79	C	.84	D	.84	D
44. I-5 SB Ramps & Oso	.62	B	.75	C	.62	B	.77	C
45. I-5 NB Ramps & Oso	.67	B	.82	D	.71	C	.85	D
46. I-5 SB Ramps & Crown Valley (a)	.70	B	.94	E	.70	B	.97	E

Table 6-2 (cont)
INTERSECTION LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM)

	No-Project				Short-Range Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Mission Viejo (cont)								
47. I-5 NB Ramps & Crown Valley (a)	.68	B	.86	D	.70	B	.91	E
48. I-5 SB Ramps & Avery	.65	B	.82	D	.70	B	.83	D
49. I-5 NB Ramps & Avery	.66	B	.72	C	.66	B	.79	C
City of Rancho Santa Margarita								
13. Banderas & Antonio	.65	B	.70	B	.68	B	.74	C
14. Empresa & Antonio	.61	B	.45	A	.62	B	.45	A
58. SR-241 SB Ramps & Antonio	.37	A	.62	B	.38	A	.62	B
59. SR-241 NB Ramps & Antonio (b)	1.27	F	.49	A	1.32	F	.49	A
60. SR-241 SB Ramps & Oso	.44	A	.42	A	.44	A	.43	A
61. SR-241 NB Ramps & Oso	.70	B	.40	A	.75	C	.40	A
City of San Clemente								
37. La Pata & Vista Hermosa (b)	.98	E	.74	C	.98	E	.74	C
38. Talega & Vista Hermosa	.73	C	.68	B	.73	C	.68	B
39. Vera Cruz & Vista Hermosa	.88	D	.90	D	.88	D	.90	D
40. La Pata & Pico	.42	A	.63	B	.42	A	.63	B
41. Vista Hermosa & Pico	.19	A	.07	A	.19	A	.07	A
54. I-5 SB Ramps & Vista Hermosa	.55	A	.40	A	.55	A	.40	A
55. I-5 NB Ramps & Vista Hermosa	.61	B	.57	A	.61	B	.56	A
56. I-5 SB Ramps & Pico	.89	D	.76	C	.90	D	.76	C
57. I-5 NB Ramps & Pico	.89	D	.63	B	.90	D	.63	B
City of San Juan Capistrano								
25. Camino Capistrano & Ortega	.55	A	.49	A	.56	A	.49	A
26. Del Obispo & Ortega	.60	A	.68	B	.63	B	.67	B
27. Rancho Viejo & Ortega (b)	.69	B	.84	D	.69	B	.92	E
28. La Novia & Ortega (b)	.69	B	.81	D	.79	C	.92	E
30. Camino Capistrano & Del Obispo (b)	.92	E	.97	E	.94	E	1.00	E
31. Camino Capistrano & San Juan Creek	.63	B	.68	B	.66	B	.68	B
32. Valle & San Juan Creek (b)	.90	D	.84	D	.92	E	.81	D

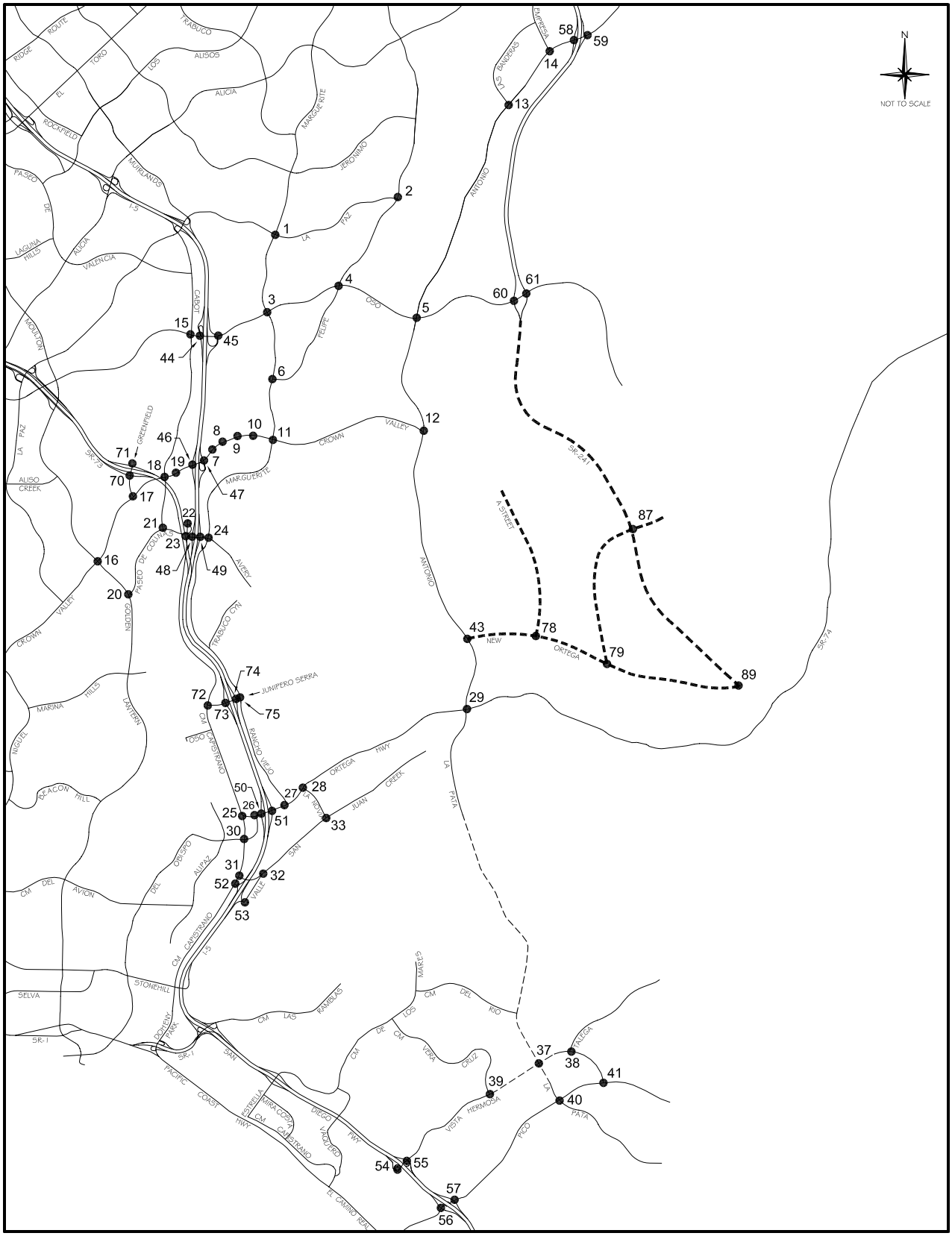
Table 6-2 (cont)
INTERSECTION LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM)

	No-Project				Short-Range Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of San Juan Capistrano (cont)								
33. La Novia & San Juan Creek (b)	.92	E	.81	D	.94	E	.82	D
50. I-5 SB Ramps & Ortega (a)	.95	E	.93	E	.95	E	.96	E
51. I-5 NB Ramps & Ortega (a)	.82	D	.78	C	.84	D	.83	D
52. Camino Capistrano & I-5 SB Ramps	.80	C	.80	C	.82	D	.79	C
53. Valle & La Novia/I-5 NB Ramps	.83	D	.77	C	.85	D	.80	C
72. Camino Capistrano & Junipero Serra	.71	C	.69	B	.73	C	.73	C
73. I-5 SB Ramps & Junipero Serra	.61	B	.66	B	.63	B	.71	C
74. I-5 NB Ramps & Junipero Serra	.66	B	.85	D	.68	B	.90	D
75. Rancho Viejo & Junipero Serra	.66	B	.70	B	.67	B	.73	C
Unincorporated (County of Orange)								
5. Antonio & Oso (b)	.87	D	.86	D	.99	E	1.19	F
12. Antonio & Crown Valley (b)	.51	A	.79	C	.74	C	1.16	F
29. Antonio/La Pata & Ortega (b)	1.40	F	1.19	F	1.60	F	1.19	F
43. Antonio & New Ortega	--	--	--	--	.49	A	.71	C
78. A St & New Ortega	--	--	--	--	.63	B	.55	A
79. C St & New Ortega	--	--	--	--	.78	C	.44	A

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.
(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Shaded entries denote impacts compared to no-project conditions. An intersection location is considered to be impacted when it is forecast to operate at an unacceptable LOS and, compared to no-project conditions, the ICU increases as follows:
0.01 or greater for intersections in the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano and in unincorporated County of Orange.
Greater than 0.01 for intersections in the Cities of Laguna Hills, Laguna Niguel and San Clemente.



Legend

- Future Roadway
- Project Roadway

Figure 6-5

INTERSECTION LOCATION MAP
- 2010 SHORT-RANGE PROJECT

Freeway Ramps

Table 6-3 summarizes the year 2010 peak hour volume/capacity (V/C) results for the freeway ramps in the study area. Of the five ramp locations that are forecast to operate deficiently under 2010 no-project and short-range project conditions, the following three ramps are impacted by the short-range project:

I-5 southbound off-ramp at Oso
I-5 southbound off-ramp at Crown Valley
I-5 northbound on-ramp at Ortega

Freeway Segments

Year 2010 freeway mainline peak hour V/C ratios for no-project and short-range project conditions are summarized in Table 6-4. Five I-5 mainline segments are forecast to be deficient under year 2010 no-project and short-range project conditions. None of the deficient mainline segments are significantly impacted by the short-range project.

LA PATA AVENUE EXTENSION

A special analysis was conducted to examine the effect of the La Pata Avenue extension together with the short-range project under year 2010 conditions on the study area circulation system. The intent is to show the effect of this roadway extension and the extent to which it would mitigate any of the year 2010 short-range project impacts identified in the previous section.

Figure 6-6 illustrates the 2010 short-range project ADT volumes for this scenario. The extension of La Pata Avenue reduces traffic volumes on Ortega Highway and Crown Valley Parkway and increases traffic volumes on Antonio Parkway. The following table summarizes the ADT differences.

Table 6-3

FREEWAY RAMP LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM)

				No-Project						Short-Range Project					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Interchange	**Ramp**	**Lanes**	**Peak Hour Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**
I-5 at Oso	SB Direct On	1	1,080	460	.43	A	620	.57	A	470	.44	A	640	.59	A
	SB Loop On	1	1,080	720	.67	B	400	.37	A	760	.70	B	410	.38	A
	NB Direct On	1	1,500	1,080	.72	C	750	.50	A	1,170	.78	C	770	.51	A
	NB Loop On	1	1,500	240	.16	A	540	.36	A	270	.18	A	530	.35	A
	SB Off (a)	1	1,500	1,010	.67	B	1,740	1.16	F	1,050	.70	B	1,750	1.17	F
	NB Off	1	1,500	690	.46	A	1,010	.67	B	760	.51	A	1,010	.67	B
I-5 at Crown Valley	SB On	1	1,800	770	.43	A	900	.50	A	760	.42	A	940	.52	A
	NB Direct On	1	1,500	1,380	.92	E	1,400	.93	E	1,480	.99	E	1,490	.99	E
	NB Loop On	1	1,080	950	.88	D	960	.89	D	960	.89	D	940	.87	D
	SB Off (a)	2	2,250	1,890	.84	D	2,940	1.31	F	1,880	.84	D	2,960	1.32	F
	NB Off	1	1,500	1,340	.89	D	780	.52	A	1,410	.94	E	870	.58	A
I-5 at Avery	SB On	1	1,080	540	.50	A	710	.66	B	550	.51	A	700	.65	B
	NB On	1	1,500	520	.35	A	750	.50	A	500	.33	A	830	.55	A
	SB Off	1	1,500	710	.47	A	910	.61	B	720	.48	A	910	.61	B
	NB Off	1	1,500	690	.46	A	870	.58	A	700	.47	A	910	.61	B
I-5 at Junipero Serra	SB On	1	1,080	360	.33	A	460	.43	A	380	.35	A	470	.44	A
	NB On	1	1,080	880	.81	D	790	.73	C	900	.83	D	810	.75	C
	SB Off	1	1,500	750	.50	A	780	.52	A	750	.50	A	850	.57	A
	NB Off	1	1,500	320	.21	A	330	.22	A	330	.22	A	340	.23	A
I-5 at Ortega	SB On	1	1,500	770	.51	A	760	.51	A	790	.53	A	700	.47	A
	NB On (a)	1	1,500	1,710	1.14	F	1,640	1.09	F	1,910	1.27	F	1,720	1.15	F
	SB Off	2	2,250	1,830	.81	D	1,920	.85	D	1,910	.85	D	2,210	.98	E
	NB Off	1	1,500	1,060	.71	C	980	.65	B	1,040	.69	B	1,020	.68	B
I-5 at Camino Capistrano	SB On	1	1,500	670	.45	A	640	.43	A	720	.48	A	620	.41	A
	NB On	1	1,500	830	.55	A	440	.29	A	830	.55	A	460	.31	A
	SB Off	1	1,500	920	.61	B	1,450	.97	E	960	.64	B	1,480	.99	E
	NB Off	1	1,500	700	.47	A	850	.57	A	650	.43	A	840	.56	A

Table 6-3 (cont)
FREEWAY RAMP LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM)

				No-Project						Short-Range Project					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Interchange	**Ramp**	**Lanes**	**Peak Hour Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**
I-5 at Vista Hermosa	SB On	1	1,080	140	.13	A	80	.07	A	150	.14	A	80	.07	A
	NB Direct On	1	1,500	1,190	.79	C	1,490	.99	E	1,170	.78	C	1,490	.99	E
	NB Loop On	1	1,080	170	.16	A	150	.14	A	170	.16	A	150	.14	A
	SB Off (a)	1	1,500	1,580	1.05	F	1,200	.80	C	1,580	1.05	F	1,220	.81	D
	NB Off	1	1,500	230	.15	A	480	.32	A	260	.17	A	500	.33	A
I-5 at Pico	SB On	1	1,500	390	.26	A	620	.41	A	390	.26	A	620	.41	A
	NB On (a)	1	1,500	1,550	1.03	F	1,740	1.16	F	1,540	1.03	F	1,740	1.16	F
	SB Off	2	2,250	2,230	.99	E	1,830	.81	D	2,250	1.00	E	1,830	.81	D
	NB Off	1	1,500	820	.55	A	390	.26	A	820	.55	A	390	.26	A

Abbreviations: LOS – level of service
V/C – volume/capacity ratio
NB – northbound
SB – southbound

(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 ramps).

Shaded entries denote impacts compared to no-project conditions. A ramp location is considered to be impacted when it is forecast to operate at LOS F and, compared to no-project conditions, the V/C ratio increases as follows:
0.01 or greater for ramps at intersections in the Cities of Mission Viejo and San Juan Capistrano.
Greater than 0.01 for ramps at intersections in the Cities of Laguna Niguel and San Clemente.

Table 6-4

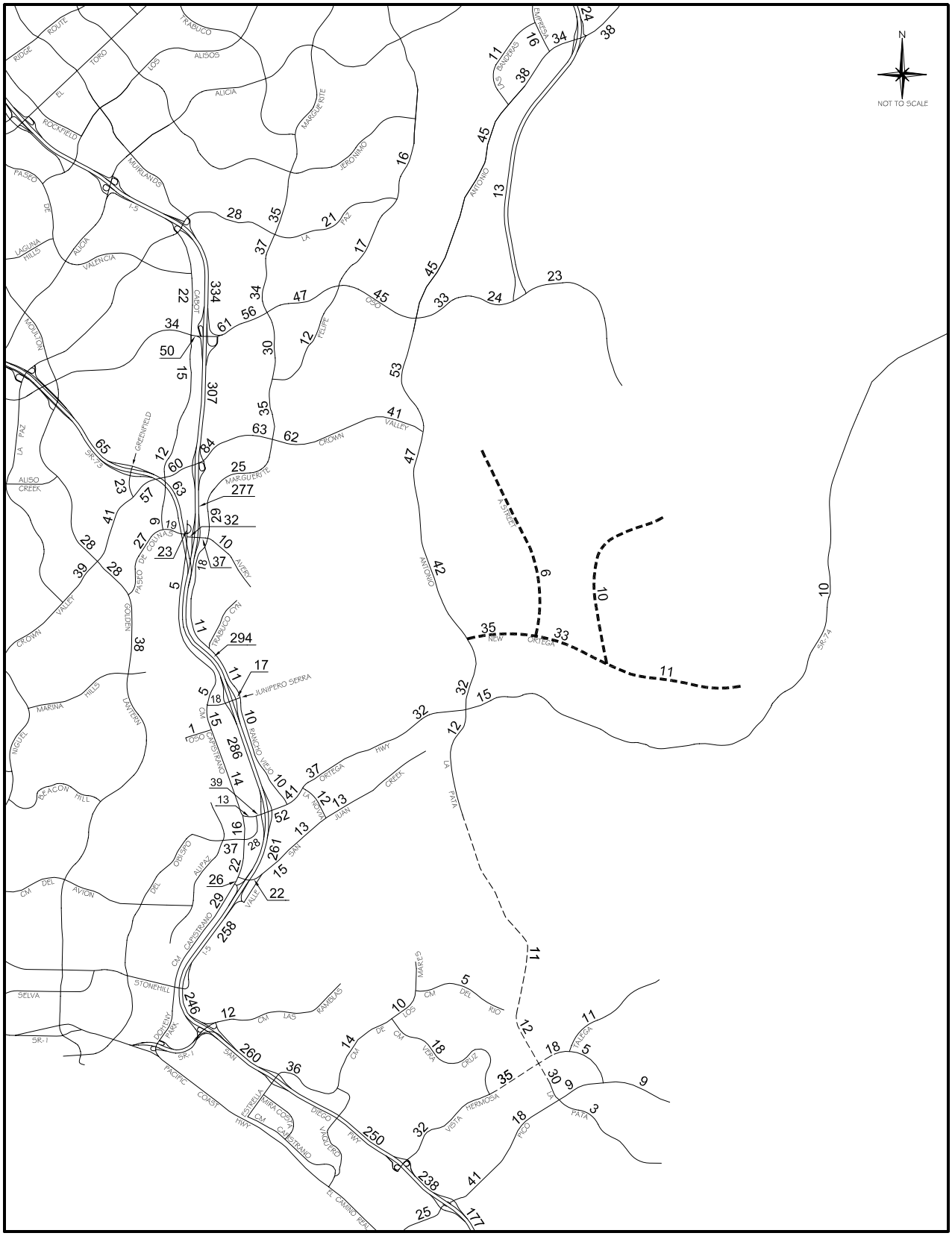
FREEWAY MAINLINE LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM)

			No-Project								Short-Range Project							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
Location	**Direction**	**Lanes**	**CAP**	**Volume**	**V/C**	**LOS**	**CAP**	**Volume**	**V/C**	**LOS**	**CAP**	**Volume**	**V/C**	**LOS**	**CAP**	**Volume**	**V/C**	**LOS**
I-5 n/o Oso (a)	Northbound	4+1H	9,600	10,160	1.06	F	9,600	9,110	.95	E	9,600	10,500	1.09	F	9,600	9,180	.96	E
	Southbound	4+1H	9,600	8,200	.85	D	9,600	10,100	1.05	F	9,600	8,280	.86	D	9,600	10,270	1.07	F
I-5 n/o Crown Valley	Northbound	4+1H+1A	10,600	9,160	.86	D	9,600	8,670	.90	E	10,600	9,450	.89	D	9,600	8,720	.91	E
	Southbound	4+1H	9,600	8,380	.87	D	9,600	9,380	.98	E	9,600	8,480	.88	D	9,600	9,580	1.00	E
I-5 n/o Avery	Northbound	4+1H+1A	9,600	7,240	.75	D	9,600	7,120	.74	D	9,600	7,490	.78	D	9,600	7,180	.75	D
	Southbound	4+1H+1A	9,600	6,930	.72	D	9,600	7,460	.78	D	9,600	7,020	.73	D	9,600	7,680	.80	D
I-5 n/o SR-73	Northbound	4+1H	9,600	7,260	.76	D	9,600	6,710	.70	C	9,600	7,490	.78	D	9,600	6,780	.71	C
	Southbound	4+1H	9,600	6,430	.67	C	9,600	7,120	.74	D	9,600	6,540	.68	C	9,600	7,330	.76	D
I-5 n/o Junipero Serra	Northbound	6+1H	13,600	11,410	.84	D	13,600	9,570	.70	C	13,600	11,760	.86	D	13,600	9,770	.72	D
	Southbound	6+1H	13,600	8,020	.59	C	13,600	11,320	.83	D	13,600	8,140	.60	C	13,600	11,690	.86	D
I-5 n/o Ortega	Northbound	5+1H	11,600	10,740	.93	E	11,600	9,000	.78	D	11,600	11,000	.95	E	11,600	9,180	.79	D
	Southbound	5+1H	11,600	7,530	.65	C	11,600	10,760	.93	E	11,600	7,660	.66	C	11,600	11,090	.96	E
I-5 n/o Cm Capistrano (a)	Northbound	4+1H	9,600	10,130	1.06	F	9,600	8,710	.91	E	9,600	10,270	1.07	F	9,600	8,850	.92	E
	Southbound	4+1H	9,600	7,290	.76	D	9,600	10,100	1.05	F	9,600	7,360	.77	D	9,600	10,150	1.06	F
I-5 s/o Cm Capistrano (a)	Northbound	4+1H	9,600	10,140	1.06	F	9,600	9,020	.94	E	9,600	10,160	1.06	F	9,600	9,150	.95	E
	Southbound	4+1H	9,600	7,080	.74	D	9,600	9,950	1.04	F	9,600	7,180	.75	D	9,600	9,920	1.03	F
I-5 n/o Hermosa (a)	Northbound	4	8,000	8,170	1.02	F	8,000	8,120	1.02	F	8,000	8,230	1.03	F	8,000	8,180	1.02	F
	Southbound	4	8,000	7,160	.90	E	8,000	8,840	1.11	F	8,000	7,250	.91	E	8,000	8,830	1.10	F
I-5 n/o Pico	Northbound	4+1A	9,000	7,480	.83	D	9,000	7,570	.84	D	9,000	7,590	.84	D	9,000	7,690	.85	D
	Southbound	4+1A	9,000	6,540	.73	D	9,000	8,180	.91	E	9,000	6,650	.74	D	9,000	8,240	.92	E
I-5 s/o Pico (a)	Northbound	4	8,000	7,510	.94	E	8,000	7,680	.96	E	8,000	7,480	.94	E	8,000	7,650	.96	E
	Southbound	4	8,000	6,230	.78	D	8,000	8,490	1.06	F	8,000	6,240	.78	D	8,000	8,440	1.06	F

Abbreviations: A – auxiliary lane
CAP – capacity
H – high occupancy vehicle (HOV) lane
LOS – level of service
V/C – volume/capacity ratio

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline.

No freeway mainline impacts occur under this scenario. An I-5 mainline location is considered to be impacted when it is forecast to operate at LOS F and, compared to no-project conditions, the V/C ratio increases by more than 0.03 (the impact threshold specified in the Orange County Congestion Management Program).



Legend

- - - - - - - - Future Roadway
- - - - - - - - Project Roadway

Figure 6-6

2010 ADT VOLUMES (000s) - SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Roadway	2010 Short-Range Project ADT Volumes (000s)		
	Without La Pata	With La Pata	Difference
Oso Parkway (east of I-5)	62	61	-1
Crown Valley Parkway (east of I-5)	86	84	-2
Ortega Highway (east of I-5)	56	52	-4
Ortega Highway (west of Antonio/La Pata)	36	32	-4
Antonio Parkway (north of Oso)	44	45	+1
Antonio Parkway (north of Ortega)	27	32	+5
Avenida Pico (north of I-5)	48	41	-7
Avenida Vista Hermosa (north of I-5)	34	32	-2

Table 6-5 summarizes the year 2010 peak hour ICU results for this alternative, and Table 6-6 summarizes the corresponding peak hour V/C data for the freeway ramps in the study area. The peak hour freeway mainline volumes and V/C ratios for this alternative are listed in Table 6-7. The effect of the La Pata Avenue extension is to mitigate the following year 2010 short-range intersection and ramp impacts:

Intersections
27. Rancho Viejo & Ortega (San Juan Capistrano)
28. La Novia & Ortega (San Juan Capistrano)
30. Camino Capistrano & Del Obispo (San Juan Capistrano)
32. Valle & San Juan Creek (San Juan Capistrano)
33. La Novia & San Juan Creek (San Juan Capistrano)

Ramps
I-5 southbound off-ramp at Oso

Because the extension of La Pata Avenue allows traffic to travel south to San Clemente and I-5 via the arterial extension, and because of other reorientations in traffic that occur with the extension, the following additional ramp and intersection locations are deficient under this scenario:

Intersections
37. La Pata & Vista Hermosa (San Clemente)
56. I-5 southbound ramps & Pico (San Clemente)

Ramps
I-5 southbound off-ramp at Ortega

Table 6-5

INTERSECTION LOS SUMMARY – 2010 SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of Laguna Hills				
15. Cabot & Oso	.66	B	.81	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.76	C	.81	D
17. Greenfield & Crown Valley	.69	B	.71	C
18. Cabot & Crown Valley	.72	C	.75	C
19. Forbes & Crown Valley	.62	B	.70	B
20. Golden Lantern & Paseo de Colinas (b)	1.00	E	.85	D
21. Cabot & Paseo de Colinas	.48	A	.62	B
22. Camino Capistrano & Paseo de Colinas	.49	A	.54	A
23. Camino Capistrano & Avery	.48	A	.54	A
70. Greenfield & SR-73 SB Ramps	.52	A	.50	A
71. Greenfield & SR-73 NB Ramps	.67	B	.45	A
City of Mission Viejo				
1. Marguerite & La Paz	.58	A	.77	C
2. Olympiad & La Paz	.50	A	.49	A
3. Marguerite & Oso	.76	C	.72	C
4. Felipe & Oso (b)	.76	C	.95	E
6. Marguerite & Felipe	.64	B	.75	C
7. Puerta Real & Crown Valley (a)	.72	C	.77	C
8. Guevara/Medical Center & Crown Valley (a)	.62	B	.77	C
9. Los Altos & Crown Valley (a)	.66	B	.76	C
10. Bellogente & Crown Valley (a)	.69	B	.63	B
11. Marguerite & Crown Valley (a) (b)	1.14	F	.99	E
24. Marguerite & Avery	.82	D	.79	C
44. I-5 SB Ramps & Oso	.62	B	.76	C
45. I-5 NB Ramps & Oso	.70	B	.81	D
46. I-5 SB Ramps & Crown Valley (a)	.67	B	.93	E
47. I-5 NB Ramps & Crown Valley (a)	.69	B	.87	D
48. I-5 SB Ramps & Avery	.68	B	.81	D
49. I-5 NB Ramps & Avery	.66	B	.72	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.67	B	.76	C
14. Empresa & Antonio	.63	B	.46	A
58. SR-241 SB Ramps & Antonio	.38	A	.62	B
59. SR-241 NB Ramps & Antonio (b)	1.33	F	.49	A
60. SR-241 SB Ramps & Oso	.45	A	.44	A
61. SR-241 NB Ramps & Oso	.78	C	.39	A
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.17	F	.92	E
38. Talega & Vista Hermosa	.77	C	.66	B
39. Vera Cruz & Vista Hermosa	.90	D	.83	D
40. La Pata & Pico	.59	A	.72	C
41. Vista Hermosa & Pico	.18	A	.08	A
54. I-5 SB Ramps & Vista Hermosa	.49	A	.42	A
55. I-5 NB Ramps & Vista Hermosa	.59	A	.50	A
56. I-5 SB Ramps & Pico (b)	1.00	E	.78	C
57. I-5 NB Ramps & Pico	.78	C	.60	A

Table 6-5 (cont)
INTERSECTION LOS SUMMARY – 2010 SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.55	A	.47	A
26. Del Obispo & Ortega	.62	B	.67	B
27. Rancho Viejo & Ortega	.66	B	.89	D
28. La Novia & Ortega	.69	B	.85	D
30. Camino Capistrano & Del Obispo (b)	.90	D	.96	E
31. Camino Capistrano & San Juan Creek	.59	A	.63	B
32. Valle & San Juan Creek	.90	D	.77	C
33. La Novia & San Juan Creek	.84	D	.74	C
50. I-5 SB Ramps & Ortega (a)	.79	C	.90	D
51. I-5 NB Ramps & Ortega (a)	.77	C	.82	D
52. Camino Capistrano & I-5 SB Ramps	.74	C	.75	C
53. Valle & La Novia/I-5 NB Ramps	.72	C	.68	B
72. Camino Capistrano & Junipero Serra	.74	C	.71	C
73. I-5 SB Ramps & Junipero Serra	.64	B	.69	B
74. I-5 NB Ramps & Junipero Serra	.71	C	.85	D
75. Rancho Viejo & Junipero Serra	.69	B	.68	B
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.03	F	1.13	F
12. Antonio & Crown Valley (b)	.79	C	1.15	F
29. Antonio/La Pata & Ortega (b)	1.42	F	1.06	F
43. Antonio & New Ortega	.62	B	.74	C
78. A St & New Ortega	.63	B	.55	A
79. C St & New Ortega	.78	C	.44	A

Abbreviations: ICU - intersection capacity utilization NB - northbound
LOS - level of service SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Shaded entries denote impacts compared to no-project conditions. An intersection location is considered impacted when it is forecast to operate at an unacceptable LOS and, compared to no-project conditions, the ICU increases as follows:
0.01 or greater for intersections in the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano and in unincorporated County of Orange.
Greater than 0.01 for intersections in the Cities of Laguna Hills, Laguna Niguel and San Clemente.

Table 6-6

FREEWAY RAMP LOS SUMMARY – 2010 SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	470	.44	A	640	.59	A
	SB Loop On	1	1,080	670	.62	B	390	.36	A
	NB Direct On	1	1,500	1,180	.79	C	760	.51	A
	NB Loop On	1	1,500	270	.18	A	520	.35	A
	SB Off (a)	1	1,500	1,030	.69	B	1,700	1.13	F
	NB Off	1	1,500	710	.47	A	930	.62	B
I-5 at Crown Valley	SB On	1	1,800	630	.35	A	850	.47	A
	NB Direct On	1	1,500	1,500	1.00	E	1,490	.99	E
	NB Loop On	1	1,080	960	.89	D	940	.87	D
	SB Off (a)	2	2,250	1,920	.85	D	2,990	1.33	F
	NB Off	1	1,500	1,320	.88	D	730	.49	A
I-5 at Avery	SB On	1	1,080	530	.49	A	670	.62	B
	NB On	1	1,500	470	.31	A	780	.52	A
	SB Off	1	1,500	730	.49	A	910	.61	B
	NB Off	1	1,500	700	.47	A	850	.57	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	450	.42	A
	NB On	1	1,080	980	.91	E	810	.75	C
	SB Off	1	1,500	760	.51	A	840	.56	A
	NB Off	1	1,500	320	.21	A	330	.22	A
I-5 at Ortega	SB On	1	1,500	450	.30	A	500	.33	A
	NB On (a)	1	1,500	2,090	1.39	F	1,740	1.16	F
	SB Off (a)	2	2,250	1,880	.84	D	2,400	1.07	F
	NB Off	1	1,500	820	.55	A	750	.50	A
I-5 at Cm Capistrano	SB On	1	1,500	610	.41	A	530	.35	A
	NB On	1	1,500	860	.57	A	470	.31	A
	SB Off	1	1,500	960	.64	B	1,490	.99	E
	NB Off	1	1,500	470	.31	A	760	.51	A
I-5 at Vista Hermosa	SB On	1	1,080	360	.33	A	110	.10	A
	NB Direct On	1	1,500	920	.61	B	1,220	.81	D
	NB Loop On	1	1,080	210	.19	A	160	.15	A
	SB Off	1	1,500	1,350	.90	D	1,120	.75	C
	NB Off	1	1,500	450	.30	A	590	.39	A
I-5 at Avd Pico	SB On	1	1,500	640	.43	A	690	.46	A
	NB On	1	1,500	1,450	.97	E	1,480	.99	E
	SB Off	2	2,250	2,070	.92	E	1,500	.67	B
	NB Off	1	1,500	640	.43	A	680	.45	A

Abbreviations: LOS – level of service
V/C – volume/capacity ratio

(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

Shaded entries denote impacts compared to no-project conditions. A ramp location is considered to be impacted when it is forecast to operate at LOS F and, compared to no-project conditions, the V/C ratio increases as follows:
0.01 or greater for ramps at intersections in the Cities of Mission Viejo and San Juan Capistrano.
Greater than 0.01 for ramps at intersections in the Cities of Laguna Niguel and San Clemente.

Table 6-7

FREEWAY MAINLINE LOS SUMMARY – 2010 SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,510	1.09	F	9,600	9,120	.95	E
	SB	4+1H	9,600	8,210	.86	D	9,600	10,220	1.06	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	9,420	.89	D	9,600	8,600	.90	E
	SB	4+1H	9,600	8,340	.87	D	9,600	9,550	.99	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,290	.76	D	9,600	6,910	.72	D
	SB	4+1H+1A	9,600	6,710	.70	C	9,600	7,540	.79	D
I-5 n/o SR-73	NB	4+1H	9,600	7,260	.76	D	9,600	6,450	.67	C
	SB	4+1H	9,600	6,200	.65	C	9,600	7,160	.75	D
I-5 n/o Junipero Serra	NB	6+1H	13,600	11,590	.85	D	13,600	9,430	.69	C
	SB	6+1H	13,600	7,780	.57	C	13,600	11,550	.85	D
I-5 n/o Ortega	NB	5+1H	11,600	10,820	.93	E	11,600	8,840	.76	D
	SB	5+1H	11,600	7,300	.63	C	11,600	10,940	.94	E
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	9,890	1.03	F	9,600	8,260	.86	D
	SB	4+1H	9,600	6,700	.70	C	9,600	9,650	1.01	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	9,670	1.01	F	9,600	8,460	.88	D
	SB	4+1H	9,600	6,400	.67	C	9,600	9,320	.97	E
I-5 n/o Hermosa (a)	NB	4	8,000	7,740	.97	E	8,000	7,620	.95	E
	SB	4	8,000	6,580	.82	D	8,000	8,280	1.04	F
I-5 n/o Pico	NB	4+1A	9,000	7,520	.84	D	9,000	7,350	.82	D
	SB	4+1A	9,000	6,390	.71	C	9,000	8,070	.90	E
I-5 s/o Pico (a)	NB	4	8,000	7,500	.94	E	8,000	7,650	.96	E
	SB	4	8,000	6,220	.78	D	8,000	8,450	1.06	F

Abbreviations: LOS – level of service
V/C – volume/capacity ratio

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

LA PATA AVENUE EXTENSION AND ARTERIAL SOUTH OF OSO PARKWAY

An additional special analysis was conducted to evaluate the effect of the La Pata Avenue extension together with a new arterial south of Oso Parkway that would follow the FTC-S alignment and extend south to New Ortega Highway. Figure 6-7 illustrates the 2010 short-range project ADT volumes for this scenario.

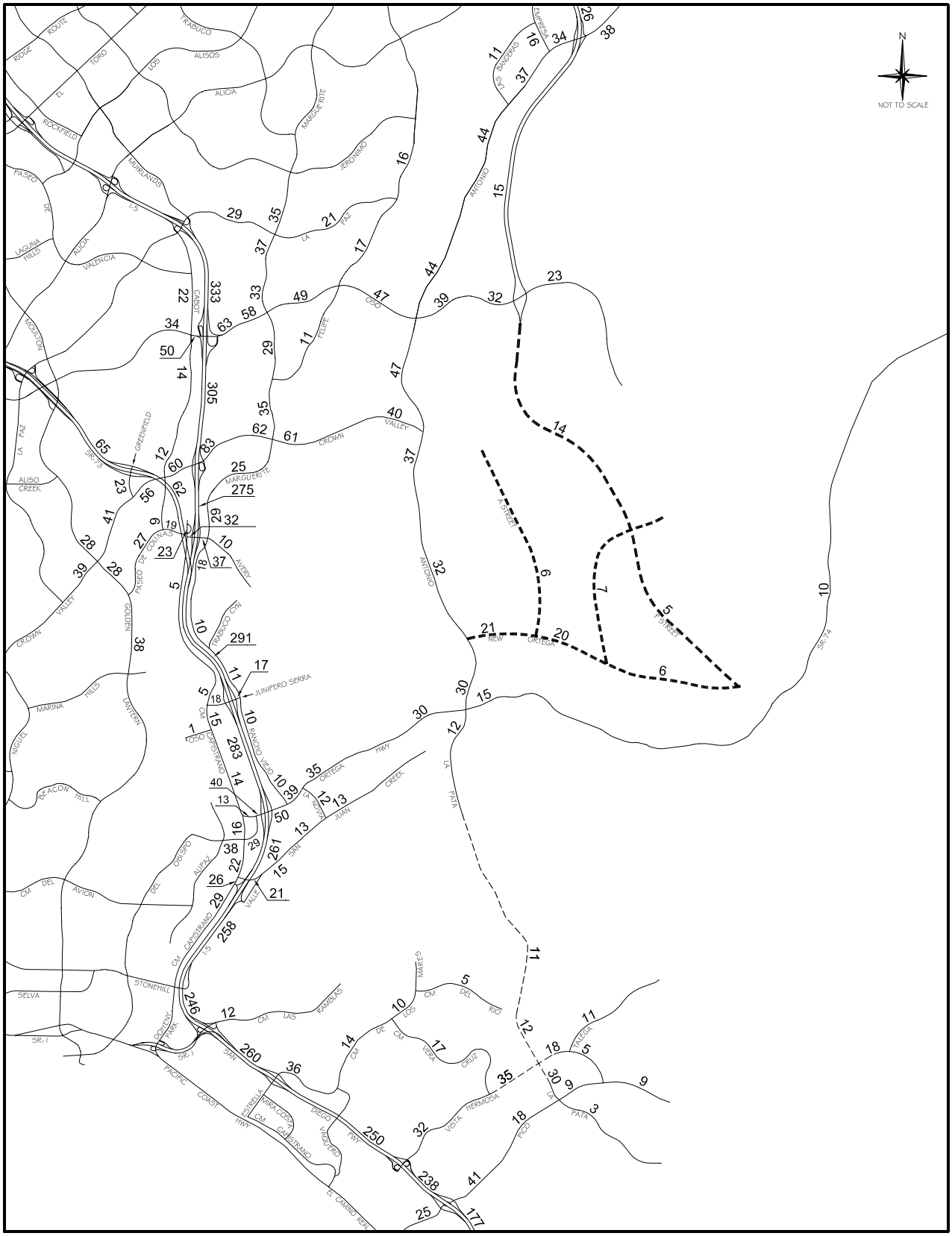
The effect of this circulation system alternative reduces traffic along Ortega Highway and Crown Valley Parkway, and causes a slight increase in traffic along Oso Parkway. The chart below summarizes the ADT volumes and differences compared to the volumes under the committed network:

	2010 Short-Range Project ADT Volumes (000s)		
Roadway	**Without La Pata**	**With La Pata**	**With La Pata & Arterial s/o Oso**
Oso Parkway (east of I-5)	62	61 (-1)	63 (+1)
Crown Valley Parkway (east of I-5)	86	84 (-2)	83 (-3)
Ortega Highway (east of I-5)	56	52 (-4)	50 (-6)
Ortega Highway (west of Antonio/La Pata)	36	32 (-4)	30 (-6)
Antonio Parkway (north of Oso)	44	45 (+1)	44 (0)
Antonio Parkway (north of Ortega)	27	32 (+5)	30 (+3)
Avenida Pico (north of I-5)	48	41 (-7)	41 (-7)
Avenida Vista Hermosa (north of I-5)	34	32 (-2)	32 (-2)

Table 6-8 summarizes the year 2010 peak hour ICU results for this alternative, and Table 6-9 summarizes the corresponding peak hour V/C data for the freeway ramps in the study area. The peak hour freeway mainline volumes and V/C ratios for this alternative are listed in Table 6-10. The effect of the La Pata Avenue extension and the arterial south of Oso Parkway mitigates the following year 2010 short-range intersection impacts:

27. Rancho Viejo & Ortega (San Juan Capistrano)
28. La Novia & Ortega (San Juan Capistrano)
30. Camino Capistrano & Del Obispo (San Juan Capistrano)
32. Valle & San Juan Creek (San Juan Capistrano)
33. La Novia & San Juan Creek (San Juan Capistrano)

Similar to the previous alternative circulation system scenario, because the extension of La Pata Avenue allows traffic to travel south to San Clemente and I-5 via the arterial extension, and because of other reorientations in traffic that occur with the extension, the following additional ramp and intersection locations are deficient under this scenario:



Legend

- Future Roadway
- Project Roadway

Figure 6-7

2010 ADT VOLUMES (000s) - SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA
AND ARTERIAL SOUTH OF OSO AT SR-241)

Table 6-8

INTERSECTION LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM WITH LA PATA AND ARTERIAL SOUTH OF OSO AT SR-241)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of Laguna Hills				
15. Cabot & Oso	.65	B	.81	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.76	C	.81	D
17. Greenfield & Crown Valley	.69	B	.72	C
18. Cabot & Crown Valley	.72	C	.75	C
19. Forbes & Crown Valley	.63	B	.70	B
20. Golden Lantern & Paseo de Colinas (b)	1.00	E	.85	D
21. Cabot & Paseo de Colinas	.47	A	.61	B
22. Camino Capistrano & Paseo de Colinas	.50	A	.54	A
23. Camino Capistrano & Avery	.48	A	.54	A
70. Greenfield & SR-73 SB Ramps	.52	A	.51	A
71. Greenfield & SR-73 NB Ramps	.67	B	.45	A
City of Mission Viejo				
1. Marguerite & La Paz	.58	A	.78	C
2. Olympiad & La Paz	.51	A	.49	A
3. Marguerite & Oso	.78	C	.73	C
4. Felipe & Oso (b)	.75	C	.96	E
6. Marguerite & Felipe	.63	B	.74	C
7. Puerta Real & Crown Valley (a)	.72	C	.77	C
8. Guevara/Medical Center & Crown Valley (a)	.62	B	.77	C
9. Los Altos & Crown Valley (a)	.67	B	.76	C
10. Bellogente & Crown Valley (a)	.70	B	.64	B
11. Marguerite & Crown Valley (a) (b)	1.14	F	.95	E
24. Marguerite & Avery	.82	D	.79	C
44. I-5 SB Ramps & Oso	.62	B	.79	C
45. I-5 NB Ramps & Oso	.71	C	.82	D
46. I-5 SB Ramps & Crown Valley (a)	.65	B	.95	E
47. I-5 NB Ramps & Crown Valley (a)	.68	B	.87	D
48. I-5 SB Ramps & Avery	.67	B	.82	D
49. I-5 NB Ramps & Avery	.65	B	.72	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.68	B	.76	C
14. Empresa & Antonio	.61	B	.49	A
58. SR-241 SB Ramps & Antonio	.39	A	.62	B
59. SR-241 NB Ramps & Antonio (b)	1.34	F	.49	A
60. SR-241 SB Ramps & Oso	.44	A	.35	A
61. SR-241 NB Ramps & Oso	.59	A	.67	B
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.22	F	.93	E
38. Talega & Vista Hermosa	.77	C	.66	B
39. Vera Cruz & Vista Hermosa	.90	D	.83	D
40. La Pata & Pico	.59	A	.72	C
41. Vista Hermosa & Pico	.18	A	.08	A
54. I-5 SB Ramps & Vista Hermosa	.48	A	.41	A
55. I-5 NB Ramps & Vista Hermosa	.59	A	.50	A

Table 6-8 (cont)
INTERSECTION LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED) CIRCULATION SYSTEM WITH LA PATA AND ARTERIAL SOUTH OF OSO AT SR-241)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Clemente (cont)				
56. I-5 SB Ramps & Pico (b)	1.00	E	.78	C
57. I-5 NB Ramps & Pico	.79	C	.59	A
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.53	A	.48	A
26. Del Obispo & Ortega	.64	B	.68	B
27. Rancho Viejo & Ortega	.64	B	.84	D
28. La Novia & Ortega	.65	B	.81	D
30. Camino Capistrano & Del Obispo (b)	.91	E	.94	E
31. Camino Capistrano & San Juan Creek	.58	A	.62	B
32. Valle & San Juan Creek	.90	D	.77	C
33. La Novia & San Juan Creek	.84	D	.74	C
50. I-5 SB Ramps & Ortega (a)	.80	C	.88	D
51. I-5 NB Ramps & Ortega (a)	.76	C	.78	C
52. Camino Capistrano & I-5 SB Ramps	.73	C	.74	C
53. Valle & La Novia/I-5 NB Ramps	.71	C	.67	B
72. Camino Capistrano & Junipero Serra	.73	C	.71	C
73. I-5 SB Ramps & Junipero Serra	.64	B	.68	B
74. I-5 NB Ramps & Junipero Serra	.71	C	.80	C
75. Rancho Viejo & Junipero Serra	.66	B	.66	B
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	.95	E	.94	E
12. Antonio & Crown Valley (b)	.69	B	1.02	F
29. Antonio/La Pata & Ortega (b)	1.32	F	1.06	F
43. Antonio & New Ortega	.49	A	.53	A
78. A St & New Ortega	.39	A	.41	A
79. C St & New Ortega	.36	A	.32	A
87. F St & C St	.37	A	.35	A
89. F St & New Ortega	.25	A	.21	A

Abbreviations: ICU - intersection capacity utilization NB - northbound
LOS - level of service SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Shaded entries denote impacts compared to no-project conditions. An intersection location is considered impacted when it is forecast to operate at an unacceptable LOS and, compared to no-project conditions, the ICU increases as follows:
0.01 or greater for intersections in the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano and in unincorporated County of Orange.
Greater than 0.01 for intersections in the Cities of Laguna Hills, Laguna Niguel and San Clemente.

Table 6-9

FREEWAY RAMP LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM WITH LA PATA AND ARTERIAL SOUTH OF OSO AT SR-241)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	470	.44	A	640	.59	A
	SB Loop On	1	1,080	670	.62	B	390	.36	A
	NB Direct On	1	1,500	1,210	.81	D	770	.51	A
	NB Loop On	1	1,500	290	.19	A	560	.37	A
	SB Off (a)	1	1,500	1,060	.71	C	1,820	1.21	F
	NB Off	1	1,500	700	.47	A	950	.63	B
I-5 at Crown Valley	SB On	1	1,800	610	.34	A	830	.46	A
	NB Direct On	1	1,500	1,490	.99	E	1,460	.97	E
	NB Loop On	1	1,080	960	.89	D	930	.86	D
	SB Off (a)	2	2,250	1,910	.85	D	3,010	1.34	F
	NB Off	1	1,500	1,290	.86	D	720	.48	A
I-5 at Avery	SB On	1	1,080	530	.49	A	690	.64	B
	NB On	1	1,500	510	.34	A	790	.53	A
	SB Off	1	1,500	730	.49	A	920	.61	B
	NB Off	1	1,500	690	.46	A	850	.57	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	420	.39	A
	NB On	1	1,080	940	.87	D	800	.74	C
	SB Off	1	1,500	740	.49	A	850	.57	A
	NB Off	1	1,500	320	.21	A	330	.22	A
I-5 at Ortega	SB On	1	1,500	470	.31	A	500	.33	A
	NB On (a)	1	1,500	1,930	1.29	F	1,710	1.14	F
	SB Off (a)	2	2,250	1,850	.82	D	2,270	1.01	F
	NB Off	1	1,500	820	.55	A	760	.51	A
I-5 at Cm Capistrano	SB On	1	1,500	610	.41	A	520	.35	A
	NB On	1	1,500	840	.56	A	450	.30	A
	SB Off	1	1,500	960	.64	B	1,480	.99	E
	NB Off	1	1,500	480	.32	A	750	.50	A
I-5 at Vista Hermosa	SB On	1	1,080	360	.33	A	140	.13	A
	NB Direct On	1	1,500	910	.61	B	1,210	.81	D
	NB Loop On	1	1,080	210	.19	A	160	.15	A
	SB Off	1	1,500	1,340	.89	D	1,080	.72	C
	NB Off	1	1,500	460	.31	A	610	.41	A
I-5 at Avd Pico	SB On	1	1,500	640	.43	A	710	.47	A
	NB On	1	1,500	1,460	.97	E	1,480	.99	E
	SB Off	2	2,250	2,070	.92	E	1,480	.66	B
	NB Off	1	1,500	670	.45	A	650	.43	A

Abbreviations: LOS – level of service
V/C – volume/capacity ratio

(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

Shaded entries denote impacts compared to no-project conditions. A ramp location is considered to be impacted when it is forecast to operate at LOS F and, compared to no-project conditions, the V/C ratio increases as follows:
0.01 or greater for ramps at intersections in the Cities of Mission Viejo and San Juan Capistrano.
Greater than 0.01 for ramps at intersections in the Cities of Laguna Niguel and San Clemente.

Table 6-10

FREEWAY MAINLINE LOS SUMMARY – 2010 SHORT-RANGE PROJECT (COMMITTED CIRCULATION SYSTEM WITH LA PATA AND ARTERIAL SOUTH OF OSO AT SR-241)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,340	1.08	F	9,600	9,110	.95	E
	SB	4+1H	9,600	8,190	.85	D	9,600	10,100	1.05	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	9,150	.86	D	9,600	8,570	.89	D
	SB	4+1H	9,600	8,300	.86	D	9,600	9,310	.97	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,010	.73	D	9,600	6,900	.72	D
	SB	4+1H+1A	9,600	6,670	.69	C	9,600	7,240	.75	D
I-5 n/o SR-73	NB	4+1H	9,600	7,040	.73	D	9,600	6,420	.67	C
	SB	4+1H	9,600	6,160	.64	C	9,600	6,880	.72	D
I-5 n/o Junipero Serra	NB	6+1H	13,600	11,300	.83	D	13,600	9,370	.69	C
	SB	6+1H	13,600	7,730	.57	C	13,600	11,210	.82	D
I-5 n/o Ortega	NB	5+1H	11,600	10,620	.92	E	11,600	8,780	.76	D
	SB	5+1H	11,600	7,250	.63	C	11,600	10,660	.92	E
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	9,760	1.02	F	9,600	8,250	.86	D
	SB	4+1H	9,600	6,700	.70	C	9,600	9,490	.99	E
I-5 s/o Camino Capistrano	NB	4+1H	9,600	9,570	1.00	E	9,600	8,460	.88	D
	SB	4+1H	9,600	6,410	.67	C	9,600	9,170	.96	E
I-5 n/o Hermosa (a)	NB	4	8,000	7,600	.95	E	8,000	7,620	.95	E
	SB	4	8,000	6,580	.82	D	8,000	8,140	1.02	F
I-5 n/o Pico	NB	4+1A	9,000	7,410	.82	D	9,000	7,370	.82	D
	SB	4+1A	9,000	6,390	.71	C	9,000	8,020	.89	D
I-5 s/o Pico (a)	NB	4	8,000	7,520	.94	E	8,000	7,640	.96	E
	SB	4	8,000	6,220	.78	D	8,000	8,450	1.06	F

Abbreviations: LOS – level of service
V/C – volume/capacity ratio

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

Intersections
37. La Pata & Vista Hermosa (San Clemente)
56. I-5 southbound ramps & Pico (San Clemente)

Ramps
I-5 southbound off-ramp at Ortega

2010 MITIGATION PROGRAM

Table 6-11 summarizes the transportation improvement program proposed as mitigation for the short-range project. The program involves all or part of the improvements identified in the long-range (2025) transportation improvement program in Chapter 5.0, and hence prioritizes those long-range improvements as part of the short-range project. The number of improvements varies depending on the circulation system scenario (i.e., committed, committed plus La Pata Avenue extension, committed plus La Pata Avenue extension and arterial south of Oso Parkway). As footnoted in Table 6-11, under 2010 short-range project conditions based on the committed circulation system without the La Pata Avenue extension or the arterial south of Oso Parkway, the improvements identified at the following intersection locations are not included in the proposed long-range (2025) transportation improvement program:

27. Rancho Viejo & Ortega (San Juan Capistrano)
33. La Novia & San Juan Creek (San Juan Capistrano)

As discussed previously in Chapter 5.0, the proposed mitigation for the I-5/Ortega Highway interchange involves reconstructing the interchange. A traffic study for the interchange reconstruction is currently on-going by the City of San Juan Capistrano and Caltrans and is scheduled for completion by the middle of 2004.

LEVELS OF SERVICE AFTER MITIGATION

Table 6-12 lists the deficient intersection locations under 2010 short-range project conditions and shows the LOS with and without the proposed improvements. Table 6-13 lists the deficient freeway ramps and the LOS with and without the proposed improvements. As the summary tables indicate, the proposed improvements result in acceptable levels of service at each improvement location.

Table 6-11

2010 CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Location	Jurisdiction	Improvements	Scenario in which Improvements are Needed (a)		
			1	2	3
FREEWAY INTERCHANGES					
Ortega Hwy/I-5 Interchange	Caltrans	Reconstruct interchange: design to be determined by Caltrans.	X	X	X
FREEWAY RAMPS					
I-5 southbound off-ramp at Oso Pkwy	Caltrans	Add second drop lane from I-5 to the off-ramp.	X		X
I-5 southbound off-ramp at Crown Valley Pkwy	Caltrans	Add second auxiliary lane from I-5 to the off-ramp.	X	X	X
ARTERIAL ROADS					
La Pata Ave extension	County	Extend as four-lane primary arterial from current terminus south of Ortega Hwy to existing termination point in San Clemente.		X	X
New Ortega Hwy (Antonio Pkwy east into the project site)	County	Construct four/six lane roadway.	X (c)	X (c)	X (c)
INTERSECTIONS					
4. Felipe Rd & Oso Pkwy	Mission Viejo	Add second southbound left-turn lane.	X	X	X
5. Antonio Pkwy & Oso Pkwy	County	Add fourth southbound through lane, and provide eastbound right-turn overlap with the northbound left-turn movement and northbound right-turn overlap with the westbound left-turn movement.	X	X	X
		Add third northbound left-turn lane.	X	X	
11. Marguerite Pkwy & Crown Valley Pkwy	Mission Viejo	Committed improvements (Ladera Ranch): add fourth eastbound and westbound through lanes, second northbound, southbound and westbound left-turn lanes, northbound right-turn lane, and convert southbound free right-turn lane to a standard right-turn lane.	X (d)	X (d)	X (d)
		Convert second southbound through lane to shared second through/ second right-turn lane, and add a de-facto westbound right-turn lane.	X	X	X
12. Antonio Pkwy & Crown Valley Pkwy	County	Convert second eastbound through lane to a third left-turn lane and add a second eastbound right-turn lane.	X	X	X
		Add a third northbound left-turn lane.		X	
27. Rancho Viejo Rd & Ortega Hwy	San Juan Capistrano	Convert eastbound right-turn lane to shared third through/right-turn lane.	X (b)		
28. La Novia Ave & Ortega Hwy	San Juan Capistrano	Add second westbound left-turn lane.	X		

Table 6-11 (cont)
2010 CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Location	Jurisdiction	Improvements	Scenario in which Improvements are Needed (a)		
			1	2	3
29. Antonio Pkwy-La Pata Ave & Ortega Hwy	County	Committed improvements (County of Orange): add second eastbound left-turn lane.	X (d)	X (d)	X (d)
		Add southbound free right-turn lane.	X	X	X
		Add second northbound through lane.		X	X
30. Cm Capistrano & Del Obispo St	San Juan Capistrano	Convert southbound right-turn lane to shared second through/right-turn lane, and add second westbound left-turn lane.	X		
32. Valle Rd & San Juan Creek Rd	San Juan Capistrano	Add second westbound through lane.	X		
33. La Novia Ave & San Juan Creek Rd	San Juan Capistrano	Add second eastbound left-turn lane.	X (b)		
37. Avd La Pata & Avd Vista Hermosa	San Clemente	Add second eastbound left-turn lane.		X	X
43. Antonio Pkwy & New Ortega Hwy	County	Construct intersection and provide the following lanes: one northbound left-turn lane, three northbound through lanes, and a northbound free right-turn lane, two southbound left-turn lanes, three southbound through lanes, and a de-facto southbound right-turn lane, two westbound left-turn lanes, one westbound through lane, and a westbound free right-turn lane, one eastbound left-turn lane, one eastbound through lane, and one eastbound right-turn lane.	X	X	X
56. I-5 southbound ramps & Avd Pico	San Clemente	Convert second westbound through lane to shared second left-turn/ through lane.		X	X
59. SR-241 northbound ramps & Antonio Pkwy	Rancho Santa Margarita	Convert third westbound through lane to shared third through/second right-turn lane.	X	X	X

(a) The background circulation system assumptions for each scenario are as follows:
Scenario 1: Committed circulation system.
Scenario 2: Committed circulation system with La Pata Avenue extension.
Scenario 3: Committed circulation system with La Pata Avenue extension and arterial road south of Oso Parkway at SR-241.

(b) The improvements listed at this location are not required in the long-range (2025) mitigation program for the project.

(c) In the 2010 scenarios, New Ortega Highway is only assumed to extend east of Antonio Parkway into the project site and not to Old Ortega Highway.

(d) These committed improvements are assumed to be constructed by others by year 2010.

Table 6-12
2010 INTERSECTION LOS SUMMARY WITH THE SHORT-RANGE PROJECT CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Intersection	Jurisdiction	Before Improvements				After Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
2010 COMMITTED CIRCULATION SYSTEM									
4. Felipe & Oso	Mission Viejo	.76	C	.96	E	.69	B	.82	D
5. Antonio & Oso	County	.99	E	1.19	F	.80	C	.86	D
11. Marguerite & Crown Valley (a)	Mission Viejo	1.16	F	1.02	F	.98	E	.99	E
12. Antonio & Crown Valley	County	.74	C	1.16	F	.66	B	.90	D
27. Rancho Viejo & Ortega	San Juan Capistrano	.69	B	.92	E	.69	B	.82	D
28. La Novia & Ortega	San Juan Capistrano	.79	C	.92	E	.72	C	.89	D
29. Antonio/La Pata & Ortega	County	1.60	F	1.19	F	.85	D	.72	C
30. Camino Capistrano & Del Obispo	San Juan Capistrano	.94	E	1.00	E	.86	C	.81	C
32. Valle & San Juan Creek	San Juan Capistrano	.92	E	.81	D	.67	B	.75	C
33. La Novia & San Juan Creek	San Juan Capistrano	.94	E	.82	D	.82	D	.69	B
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	1.32	F	.49	A	.86	D	.49	A
2010 COMMITTED WITH LA PATA AVENUE EXTENSION									
4. Felipe & Oso	Mission Viejo	.76	C	.95	E	.68	B	.81	D
5. Antonio & Oso	County	1.03	F	1.13	F	.80	C	.88	D
11. Marguerite & Crown Valley (a)	Mission Viejo	1.14	F	.99	E	.95	E	.96	E
12. Antonio & Crown Valley	County	.79	C	1.15	F	.60	A	.83	D
29. Antonio/La Pata & Ortega	County	1.42	F	1.06	F	.86	D	.88	D
37. La Pata & Vista Hermosa	San Clemente	1.17	F	.92	E	.82	D	.74	C
56. I-5 SB Ramps & Pico	San Clemente	1.00	E	.78	C	.84	D	.73	C
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	1.33	F	.49	A	.87	D	.49	A
2010 COMMITTED WITH LA PATA AVENUE EXTENSION AND ARTERIAL SOUTH OF OSO PARKWAY AT SR-241									
4. Felipe & Oso	Mission Viejo	.75	C	.96	E	.68	B	.82	D
5. Antonio & Oso	County	.95	E	.94	E	.87	D	.85	D
11. Marguerite & Crown Valley (a)	Mission Viejo	1.14	F	.95	E	.94	E	.92	E
12. Antonio & Crown Valley	County	.69	B	1.02	F	.59	A	.83	D
29. Antonio/La Pata & Ortega	County	1.32	F	1.06	F	.89	D	.86	D
37. La Pata & Vista Hermosa	San Clemente	1.22	F	.93	E	.87	D	.78	C
56. I-5 SB Ramps & Pico	San Clemente	1.00	E	.78	C	.84	D	.73	B
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	1.34	F	.49	A	.89	D	.49	A

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

Table 6-13

2010 FREEWAY RAMP LOS SUMMARY
WITH THE SHORT-RANGE PROJECT CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
			Volume	V/C	LOS	Volume	V/C	LOS
2010 Committed								
I-5 at Oso Parkway (southbound off-ramp)								
Before Improvements	1	1,500	1,050	.70	B	1,750	1.17	F
After Improvements	2	2,250	1,050	.47	A	1,750	.78	C
I-5 at Crown Valley Parkway (southbound off-ramp)								
Before Improvements	2	2,250	1,880	.84	D	2,960	1.32	F
After Improvements	2	3,000	1,880	.63	B	2,960	.99	E
2010 Committed With La Pata Avenue Extension								
I-5 at Crown Valley Parkway (southbound off-ramp)								
Before Improvements	2	2,250	1,920	.85	D	2,990	1.33	F
After Improvements	2	3,000	1,920	.64	B	2,990	1.00	E
2010 Committed With La Pata Avenue Extension and Arterial South of Oso Parkway at SR-241								
I-5 at Oso Parkway (southbound off-ramp)								
Before Improvements	1	1,500	1,060	.71	C	1,820	1.21	F
After Improvements	2	2,250	1,060	.47	A	1,820	.81	D
I-5 at Crown Valley Parkway (southbound off-ramp)								
Before Improvements	2	2,250	1,910	.85	D	3,010	1.34	F
After Improvements	2	3,000	1,910	.64	B	3,010	1.00	E

Abbreviations: LOS – level of service
V/C – volume/capacity ratio

Chapter 7.0
PROJECT ALTERNATIVES

This chapter discusses alternatives to the proposed project. They represent different amounts and distribution of land use development within the project area and hence have different traffic impacts than the proposed project.

OVERVIEW

Nine project alternatives are discussed in this chapter. They are briefly summarized below and more detailed descriptions are given later in this chapter under the discussions on individual alternatives.

1. A-1: No Project – No development in the project area

2. A-2: Current County General Plan Zoning (Existing Zoning) – This alternative would have 3,265 dwellings in the project area (one unit per four acres in the developable parts of the project area)

3. A-3: OCP-2000 Demographic Data – These projections are part of the Orange County Demographic database used for Countywide planning, and show 20,500 dwelling units and 9,800 employees for the project area.

4. B-4 Reduced Intensity – This alternative is a reduced intensity alternative with 10,800 dwelling units and 8,784 employees.

5. B-5 Alternative – This alternative concentrates the development in the more northerly parts of the project (i.e., no development in Planning Areas 6 through 10). It has 14,000 dwelling units and 16,895 employees, the same as the proposed project.

6. B-6 Alternative – This alternative has 14,000 dwelling units and 16,895 employees, the same as the proposed project, but with no development in Planning Areas 2, 10 and 12.

7. B-8 Alternative – This reduced intensity alternative has 8,400 dwelling units and 7,731 employees, with development concentrated in Planning Areas 1, 3 and 5.

8. Regional Housing – This alternative has 19,200 dwelling units and 11,569 employees and provides additional housing and employment compared to the proposed project.

9. County Constrained – This alternative has 14,450 dwelling units and 17,563 employees.

ANALYSIS SCENARIOS

A detailed traffic analysis was carried out for six of the nine land use alternatives. For the three alternatives that were not analyzed in detail, a trip generation estimate was prepared and a finding made that the particular alternative would not be measurably different from one of the fully analyzed alternatives.

Table 7-1 lists the trip generation for each alternative and provides a comparison against the proposed project. Detailed land use data and trip generation for all nine alternatives is presented in Appendix A. A full traffic analysis was carried out for the six alternatives noted in the table, and a discussion of the results is presented in this chapter. The three alternatives that were not included in the full analysis are as follows:

B-6 Alternative: The land use distribution and project trip generation is minimally different from the proposed project and would show the same cumulative impact results.

B-8 Alternative: The cumulative impacts of this alternative would be similar to the B-4 Reduced Intensity alternative for most of the study area since the trip generation is generally the same. In the southernmost part of the study area (i.e., the southeastern part of San Clemente), the impacts would be the same as for the B-5 Alternative which also features no land use in the southern part of the project area.

County Constrained: The land use distribution and project trip generation for this alternative is minimally different from the proposed project and would show the same cumulative impact results.

For the six alternatives that are analyzed in detail, the land use is paired with one or more circulation system alternatives. The combination of land use and transportation system creates an analysis "scenario." Land uses outside the project area are the same for all scenarios, and with the exception of the Existing Zoning and OCP-2000 alternatives, the on-site circulation is the same for every scenario (the existing zoning and OCP-2000 alternatives assume the current MPAH on-site, while all other alternatives assume the proposed MPAH amendments on-site).

Table 7-1

LAND USE AND TRIP GENERATION SUMMARY - PROJECT ALTERNATIVES

Alternative	AM Peak Hour			PM Peak Hour			ADT
	In	Out	Total	In	Out	Total	
Proposed Project (B-4)	6,901	7,389	14,289	9,086	8,947	18,033	183,338
No Project*	0	0	0	0	0	0	0
Existing Zoning (3,265 DU)*	409	2,041	2,451	1,934	925	2,858	29,878
OCP-2000 (21k DU)*	6,673	11,877	18,550	13,064	9,530	22,594	235,552
Reduced Intensity (B-4R)*	4,604	6,052	10,656	7,189	6,236	13,425	137,844
B-5 Alternative*	6,976	7,398	14,375	9,093	9,007	18,100	183,906
B-6 Alternative	6,976	7,398	14,375	9,093	9,007	18,100	183,906
B-8 Alternative	4,223	5,852	10,075	6,734	5,594	12,327	126,925
Regional Housing*	6,406	8,063	14,469	9,908	8,794	18,702	191,911
County Constrained	6,768	7,555	14,323	9,183	8,821	18,004	183,360

Note: Detailed land use information on each alternative can be found in Appendix A.

* Detailed traffic analysis results for these alternatives are given in this chapter.

Abbreviations: DU – dwelling unit
ADT – average daily trips generated

The 11 scenarios analyzed here can be seen in Table 7-2. All scenarios are analyzed for 2025 cumulative conditions, and the following sections discuss the cumulative impact results for these 11 scenarios.

CUMULATIVE IMPACTS – PROJECT ALTERNATIVES

Year 2025 ADT diagrams and supporting traffic forecast data for the 11 project alternative scenarios can be found in Appendix B. Table 7-3 provides a master impact table which summarizes cumulative deficiencies for the mainline freeway, freeway ramps and intersections in the study area. Shaded entries denote locations where there is a deficiency. These can be compared with the same information for the cumulative setting with proposed project in Chapter 4.0. As a basis for the comparison discussion that follows, the number of deficiencies for the proposed project under 2025 cumulative conditions are as follows:

Circulation System Component	Number of Deficient Locations		
	Committed Circulation System	Committed with La Pata	Committed with La Pata and FTC-S
Freeway Mainline	7	7	4
Freeway Ramps	7	5	5
Intersections	19	16	12

The following sections discuss the cumulative analysis results for each alternative with emphasis on how each alternative would affect these deficiencies.

No Project

This alternative assumes no development in the Ranch Plan area and is paired with the committed circulation system. The intent of this alternative is to serve as a benchmark for comparison against other scenarios. As can be seen in the previously referenced master impact table, there are seven mainline freeway deficiencies, seven freeway ramp deficiencies and 15 deficient intersections under this scenario.

Existing Zoning

This scenario examines the current County General Plan zoning which would enable a total of 3,265 dwelling units to be built over the Ranch Plan area. This land use would generate approximately

Table 7-2

PROJECT ALTERNATIVE SCENARIOS

Project Alternative	Committed Circulation System	Committed With La Pata	Committed With La Pata and FTC-S	MPAH Buildout*
No Project	X			
Existing Zoning	X			X
OCP-2000				X
B-4 Reduced Intensity	X	X	X	
B-5 Alternative	X	X	X	
Regional Housing			X	

* Buildout of the Orange County Master Plan of Arterial Highways (MPAH) includes the Foothill Transportation Corridor South (FTC-S).

Table 7-3

2025 CIRCULATION SYSTEM DEFICIENCIES BY ALTERNATIVE

Location		No Project	Existing Zoning		OCP-2000	B-4 Reduced Intensity			B-5 Alternative		
		Committed	Committed	MPAH *	MPAH *	Committed	Committed w/La Pata	Committed w/La Pata & FTC-S	Committed	Committed w/La Pata	Committed w/La Pata & FTC-S
Freeway Mainline											
I-5 north of Oso		■	■	■	■	■	■	□	■	■	□
I-5 north of Ortega		■	■	□	□	■	■	□	■	■	□
I-5 north of Camino Capistrano		■	■	■	■	■	■	■	■	■	■
I-5 south of Camino Capistrano		■	■	■	■	■	■	■	■	■	□
I-5 north of Vista Hermosa		■	■	□	□	■	■	■	■	■	■
I-5 north of Avd Pico		■	■	□	□	■	■	□	■	■	□
I-5 south of Avd Pico		■	■	■	■	■	■	■	■	■	■
Freeway Interchange	**Ramp**										
I-5 at Oso	SB Off	■	■	□	■	■	■	■	■	■	■
I-5 at Crown Valley	NB Direct On	□	■	■	■	■	■	■	□	■	■
	SB Off	■	■	■	■	■	■	■	■	■	■
I-5 at Junipero Serra	NB On	■	■	■	■	■	■	□	■	■	□
I-5 at Ortega	NB On	■	■	■	■	■	■	■	■	■	■
	SB Off	□	□	□	■	□	□	□	□	□	□
I-5 at Camino Capistrano	SB Off	□	□	□	■	□	□	□	□	□	□
I-5 at Vista Hermosa	NB Direct On	■	■	□	□	□	□	□	□	□	□
	SB Off	■	■	□	□	■	□	□	■	□	□
I-5 at Avd Pico	NB On	■	■	□	□	■	□	□	□	□	□
Intersections	**Jurisdiction**										
4. Felipe & Oso	Mission Viejo	□	■	■	■	■	■	■	■	■	■
5. Antonio & Oso	Unincorporated	■	■	■	■	■	■	■	■	■	■
6. Marguerite & Felipe	Mission Viejo	□	□	□	■	□	□	□	□	□	□
9. Los Altos & Crown Valley	Mission Viejo	□	□	□	■	□	□	□	□	□	□
11. Marguerite & Crown Valley	Mission Viejo	■	■	■	■	■	■	■	■	■	■
12. Antonio & Crown Valley	Unincorporated	■	■	□	■	■	■	■	■	■	■
20. Golden Lantern & Paseo de Colinas	Laguna Niguel	■	■	■	■	■	■	■	■	■	■

Table 7-3 (cont)
2025 CIRCULATION SYSTEM DEFICIENCIES BY ALTERNATIVE

Location		No Project	Existing Zoning		OCP-2000	B-4 Reduced Intensity			B-5 Alternative		
		Committed	Committed	MPAH *	MPAH *	Committed	Committed w/La Pata	Committed w/La Pata & FTC-S	Committed	Committed w/La Pata	Committed w/La Pata & FTC-S
Intersections (cont)	**Jurisdiction**										
24. Marguerite & Avery	Mission Viejo	☐	■	☐	☐	■	☐	☐	☐	☐	☐
27. Rancho Viejo & Ortega	San Juan Capistrano	☐	☐	☐	■	☐	☐	☐	☐	☐	☐
28. La Novia & Ortega	San Juan Capistrano	☐	■	☐	☐	■	☐	☐	■	■	☐
29. Antonio/La Pata & Ortega	Unincorporated	■	■	☐	■	■	■	■	■	■	■
30. Camino Capistrano & Del Obispo	San Juan Capistrano	■	■	☐	☐	■	■	■	■	■	■
32. Valle & San Juan Creek	San Juan Capistrano	■	■	☐	☐	■	■	☐	■	■	☐
33. La Novia & San Juan Creek	San Juan Capistrano	■	■	☐	☐	■	☐	☐	■	☐	☐
34. La Pata & San Juan Creek	Unincorporated	☐	☐	☐	■	☐	☐	☐	☐	☐	☐
37. La Pata & Vista Hermosa	San Clemente	■	■	☐	☐	■	■	☐	■	■	☐
38. Talega & Vista Hermosa	San Clemente	☐	☐	☐	☐	■	☐	☐	■	☐	☐
39. Vera Cruz & Vista Hermosa	San Clemente	■	■	☐	☐	■	■	■	■	■	■
43. Antonio & New Ortega	Unincorporated	☐	☐	☐	☐	☐	■	☐	☐	■	■
45. I-5 NB Ramps & Oso	Mission Viejo	☐	☐	☐	☐	☐	☐	☐	■	☐	☐
46. I-5 SB Ramps & Crown Valley	Mission Viejo	☐	☐	☐	■	☐	☐	☐	☐	☐	☐
53. Valle & La Novia/I-5 NB Ramps	San Juan Capistrano	■	■	☐	☐	■	☐	☐	■	☐	☐
56. I-5 SB Ramps & Pico	San Clemente	■	■	☐	☐	■	■	☐	■	■	☐
57. I-5 NB Ramps & Pico	San Clemente	■	■	☐	☐	■	■	☐	■	■	☐
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	■	■	■	■	■	■	■	■	■	■
61. SR-241 NB Ramps & Oso	Rancho Santa Margarita	☐	■	☐	☐	☐	☐	☐	☐	■	■
67. SR-241 NB Ramps & New Ortega	Unincorporated	☐	☐	☐	☐	☐	☐	☐	☐	☐	■
74. I-5 NB Ramps & Junipero Serra	San Juan Capistrano	■	■	☐	☐	■	■	■	■	■	■
79. C Street & New Ortega	Unincorporated	☐	☐	☐	☐	☐	☐	☐	☐	■	■

* Buildout of the Orange County Master Plan of Arterial Highways (MPAH) includes the Foothill Transportation Corridor South (FTC-S).

☐ - No deficiency at this location.
■ - Deficiency at this location.

30,000 trips per day. Two circulation scenarios for this land use are analyzed, one being the committed system and the other being the full MPAH including the FTC-S.

As indicated in the master impact table, under the committed network scenario this alternative would have seven mainline freeway deficiencies, eight freeway ramp deficiencies and 19 intersection deficiencies. The MPAH circulation system with existing zoning land use, by comparison, results in four mainline freeway deficiencies, four freeway ramp deficiencies and five intersection deficiencies.

OCP-2000 Demographic Data

The OCP-2000 demographic data for the County of Orange assumes development of the project area with 20,468 dwelling units and 9,800 total employees. As shown earlier, this alternative is expected to generate approximately 236,000 average daily trips, substantially more than the 183,300 for the proposed project.

This alternative was analyzed using the MPAH network (both on-site and off-site) including the FTC-S. Under this scenario, the OCP-2000 alternative results in four mainline freeway deficiencies, seven freeway ramp deficiencies and 12 intersection deficiencies.

B-4 Reduced Intensity Alternative

This alternative is a reduced intensity version of the proposed project. Proposed development includes 10,800 dwelling units and about two million square feet of non-residential land uses. It is estimated to generate approximately 135,000 daily trips and is evaluated under the committed network, the committed plus La Pata Avenue, and committed plus La Pata Avenue and FTC-S circulation systems.

The B-4 Reduced Intensity alternative under the committed circulation system results in seven mainline freeway deficiencies, seven freeway ramp deficiencies and 19 intersection deficiencies. Under the committed plus La Pata Avenue circulation system, the mainline deficiencies remain the same (seven), the freeway ramp deficiencies reduce to five, and there are 15 intersection deficiencies. The committed plus La Pata Avenue and FTC-S circulation system results in the least number of deficiencies

for this land use plan (four mainline freeway deficiencies, four freeway ramp deficiencies and 10 intersection deficiencies).

B-5 Alternative

The B-5 alternative is similar to the proposed project but concentrates the project development in the northern areas, placing no development in Planning Areas 4 and 6 through 9. It is estimated to generate approximately 183,900 daily trips, the same as the proposed project. This alternative is evaluated under three different circulation systems: committed, committed plus La Pata Avenue, and committed plus La Pata Avenue and FTC-S.

The B-5 alternative under the committed circulation system results in seven mainline freeway deficiencies, five freeway ramp deficiencies and 19 intersection deficiencies. Under the committed plus La Pata Avenue circulation system, the mainline and ramp deficiencies remain the same (seven and five, respectively), and there are 18 intersection deficiencies. The committed plus La Pata Avenue and FTC-S circulation system results in three mainline freeway deficiencies, four freeway ramp deficiencies and 14 intersection deficiencies.

Regional Housing Alternative

The Regional Housing alternative assumes development of the project area with 19,200 dwelling units and 11,569 total employees. Seniors housing comprises 11,450 of the total dwelling units (compared to 6,000 for the proposed project). Total trip generation is estimated at 191,900 trips (compared to 184,000 for the proposed project). The on-site circulation is the same as for the proposed project. This alternative was analyzed based on the committed network plus La Pata Avenue and FTC-S circulation system.

Since this alternative has a higher trip generation than the proposed project and represents a different development concept for the project area, the cumulative analysis results for this alternative were not included in the master impact table presented earlier. Of primary interest is whether this alternative would require additional mitigation than the proposed project, and Table 7-4 provides a comparison of the 2025 deficiencies for the proposed project versus this Regional Housing Alternative,

Table 7-4

2025 CIRCULATION SYSTEM DEFICIENCIES
(PROPOSED PROJECT VERSUS REGIONAL HOUSING)
- COMMITTED WITH LA PATA AND FTC-S

Location		Proposed Project	Regional Housing
Freeway Mainline			
I-5 north of Camino Capistrano		■	■
I-5 south of Camino Capistrano		■	■
I-5 north of Vista Hermosa		■	■
I-5 south of Avd Pico		■	■
Freeway Interchange	**Ramp**		
I-5 at Oso	SB Off	■	■
I-5 at Crown Valley	NB Direct On	■	■
	SB Off	■	■
I-5 at Ortega	NB On	■	■
	SB Off	□	■
I-5 at Avd Pico	NB On	■	□
Intersections	**Jurisdiction**		
4. Felipe & Oso	Mission Viejo	■	■
5. Antonio & Oso	Unincorporated	■	■
11. Marguerite & Crown Valley	Mission Viejo	■	■
12. Antonio & Crown Valley	Unincorporated	■	■
20. Golden Lantern & Paseo de Colinas	Laguna Niguel	■	■
27. Rancho Viejo & Ortega	San Juan Capistrano	□	■
28. La Novia & Ortega	San Juan Capistrano	□	■
29. Antonio/La Pata & Ortega	Unincorporated	■	■
30. Camino Capistrano & Del Obispo	San Juan Capistrano	■	■
32. Valle & San Juan Creek	San Juan Capistrano	■	■
39. Vera Cruz & Vista Hermosa	San Clemente	■	■
43. Antonio & New Ortega	Unincorporated	■	□
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	■	■
74. I-5 NB Ramps & Junipero Serra	San Juan Capistrano	■	■

□ - No deficiency at this location.
■ - Deficiency at this location.

both based on the committed network plus La Pata Avenue and FTC-S. As can be seen, this alternative results in four mainline freeway deficiencies, five freeway ramp deficiencies and 13 intersection deficiencies. This is similar to the deficiencies for the proposed project, although there is some variation in the actual locations of the intersection deficiencies.

SUMMARY OF FINDINGS – PROJECT ALTERNATIVES

The following summarizes the key findings from the analysis of the project alternatives.

Freeway Mainline

Deficiencies on the freeway mainline are minimally affected by the intensity of land use on the project site. For example, with the committed network, the same seven locations are deficient for the 30,000 ADT existing zoning scenario as for the 184,000 ADT proposed project. The addition of the FTC-S reduces these deficiencies to three or four, again irrespective of project area land use.

Freeway Ramps

The freeway ramp analysis shows between four and eight locations being impacted, the differences being partly attributable to the amount and distribution of project land use and partly to the regional circulation system (e.g., with FTC-S versus no FTC-S).

Intersections

The intersection deficiencies are affected both by the amount and distribution of project land uses and by the regional circulation system. For example, the proposed project cumulative setting results in 19 deficient locations under the committed circulation system, and 12 with the addition of La Pata and FTC-S. The corresponding deficiencies for the reduced intensity alternative are 19 and 10, respectively. Other alternatives such as B-5 (19 and 14 deficiencies, respectively) generally fit within this envelope of intersection deficiencies. The cumulative setting with no development on the project area shows 15 intersection deficiencies under the committed system.

Mitigation

As was shown in Chapter 6.0, the cumulative impacts with the proposed project are mitigated by an overall transportation improvement program for the study area. An evaluation of the intersection improvements proposed in relation to the project alternative indicates that some of the improvements would not be needed with alternative land uses. The results are summarized in Table 7-5 in the form of an intersection deficiency listing by alternative. The locations included here are those that are deficient in the cumulative with project setting and which are therefore addressed in the mitigation program. Mitigation would not be required at locations that are not deficient under a given alternative.

EXISTING ZONING BASELINE COMPARISON

The "Environmental Baseline" for EIR purposes is existing conditions (April, 2003). In accordance with CEQA requirements, the analysis then evaluates existing plus project conditions and identifies project impacts in relation to that no-project baseline. Cumulative development is then added to the existing plus project to give existing plus project plus cumulative conditions. This is the 2025 analysis presented in the second part of Chapter 4.0. As discussed there, growth projections for year 2025 are used to represent cumulative growth. Mitigation measures for this 2025 cumulative scenario are then identified as summarized in Chapter 5.0.

The project alternatives examined here in Chapter 7.0 use the same 2025 time frame, providing information for a number of existing plus project plus cumulative scenarios. The primary purpose is to identify the extent to which the mitigation measures would be different (e.g., not needed) under each project alternative.

Since the proposed project requires a General Plan Amendment (GPA), a comparison between the existing General Plan (referred to here as the "General Plan Baseline") and the proposed project shows the impact of the GPA in a long-range cumulative setting. Two networks are used for this comparison, the existing circulation system plus improvements that are committed by 2025 and MPAH buildout. The latter is the General Plan Circulation Element of the County, but since the committed network is also used for some of the traffic analysis material presented in this traffic report, comparative material for committed network conditions is also summarized here. The General Plan Baseline assumes the MPAH

Table 7-5

2025 INTERSECTION DEFICIENCIES BY ALTERNATIVE

Intersection	Jurisdiction	No Project	Existing Zoning		OCP-2000	B-4 Reduced Intensity			B-5 Alternative			Regional Housing
		Committed	Committed	MPAH *	MPAH *	Committed	Committed w/La Pata	Committed w/La Pata & FTC-S	Committed	Committed w/La Pata	Committed w/La Pata & FTC-S	Committed w/La Pata & FTC-S
4. Felipe & Oso	Mission Viejo	□	■	■	■	■	■	■	■	■	■	■
5. Antonio & Oso	Unincorporated	■	■	■	■	■	■	■	■	■	■	■
11. Marguerite & Crown Valley	Mission Viejo	■	■	■	■	■	■	■	■	■	■	■
12. Antonio & Crown Valley	Unincorporated	■	■	□	■	■	■	■	■	■	■	■
20. Golden Lantern & Paseo de Colinas	Laguna Niguel	■	■	■	■	■	■	■	■	■	■	■
27. Rancho Viejo & Ortega	San Juan Capistrano	(a)	(a)	(a)	■	(a)	(a)	(a)	(a)	(a)	(a)	■
28. La Novia & Ortega	San Juan Capistrano	□	■	□	□	■	□	□	■	■	□	■
29. Antonio/La Pata & Ortega	Unincorporated	■	■	□	■	■	■	■	■	■	■	■
30. Camino Capistrano & Del Obispo	San Juan Capistrano	■	■	□	□	■	■	■	■	■	■	■
32. Valle & San Juan Creek	San Juan Capistrano	■	■	□	□	■	■	□	■	■	□	■
37. La Pata & Vista Hermosa	San Clemente	■	■	□	□	■	■	□	■	■	□	□
39. Vera Cruz &Vista Hermosa	San Clemente	■	■	□	□	■	■	■	■	■	■	■
43. Antonio & New Ortega Hwy	Unincorporated	□	□	□	□	□	■	□	□	■	■	□
56. I-5 SB Ramps & Pico	San Clemente	■	■	□	□	■	■	□	■	■	□	□
59. SR-241 NB Ramps & Antonio	Unincorporated	■	■	■	■	■	■	■	■	■	■	■
74. I-5 NB Ramps & Junipero Serra	San Juan Capistrano	■	■	□	□	■	■	■	■	■	■	■

* Buildout of the Orange County Master Plan of Arterial Highways (MPAH) includes the Foothill Transportation Corridor South (FTC-S).

□ - No deficiency at this location.
■ - Deficiency at this location.

(a) Although a deficiency is not forecast at this location, operational considerations indicate that the level of service based on intersection capacity utilization (ICU) values is not achieved. Therefore, improvements at this location are needed as mitigation under this alternative scenario.

roadway network for all of the study area including the project site. Development assumptions are for 3,265 dwelling units with corresponding trip generation as discussed earlier in this chapter. For the proposed project, the MPAH amendments proposed as part of the project are used as the project site network assumptions.

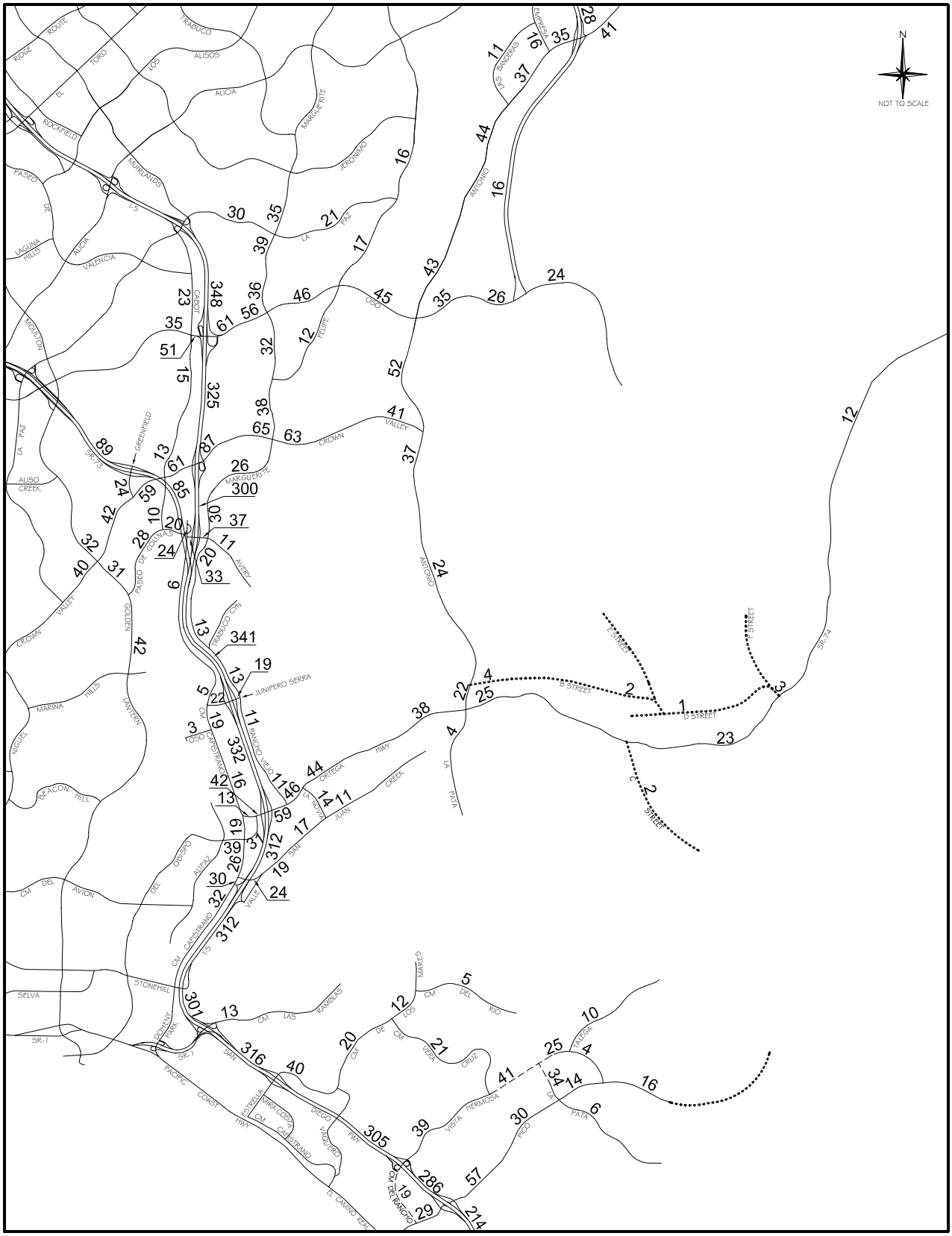
Figure 7-1 shows the 2025 ADT volumes for the existing zoning with the committed network. The corresponding volumes with the proposed project can be found in Chapter 4.0 and for comparison purposes, the volume differences are illustrated in Figure 7-2.

The existing zoning with the current MPAH network (General Plan Baseline) 2025 ADT volumes are shown in Figure 7-3. The corresponding volumes with the proposed project can be found later in Chapter 8.0, and volume differences are illustrated in Figure 7-4.

The 2025 ICU values for the two sets of comparisons are summarized in Tables 7-6 and 7-7. The first table is for the committed network and the second for the MPAH network. A summary of those locations impacted by the proposed project is provided in Table 7-8 along with comparative data from the existing plus project analysis presented earlier in Chapter 4.0. The locations listed here are those that would be impacted by applying the significance criteria. A designation is then made as to whether the deficiency is a result of the project ("PI" for "Project Impact") or whether the project contributes to an existing or baseline deficiency ("CI" for "Contributing Impact").

LONG-RANGE ANALYSIS SUMMARY

The information presented in this report has analyzed project impacts in relation to the Environmental Baseline (existing conditions) and also analyzed long-range cumulative conditions for a number of project alternatives. One of those alternatives was the General Plan Baseline, and the previous section compared that with the proposed project.



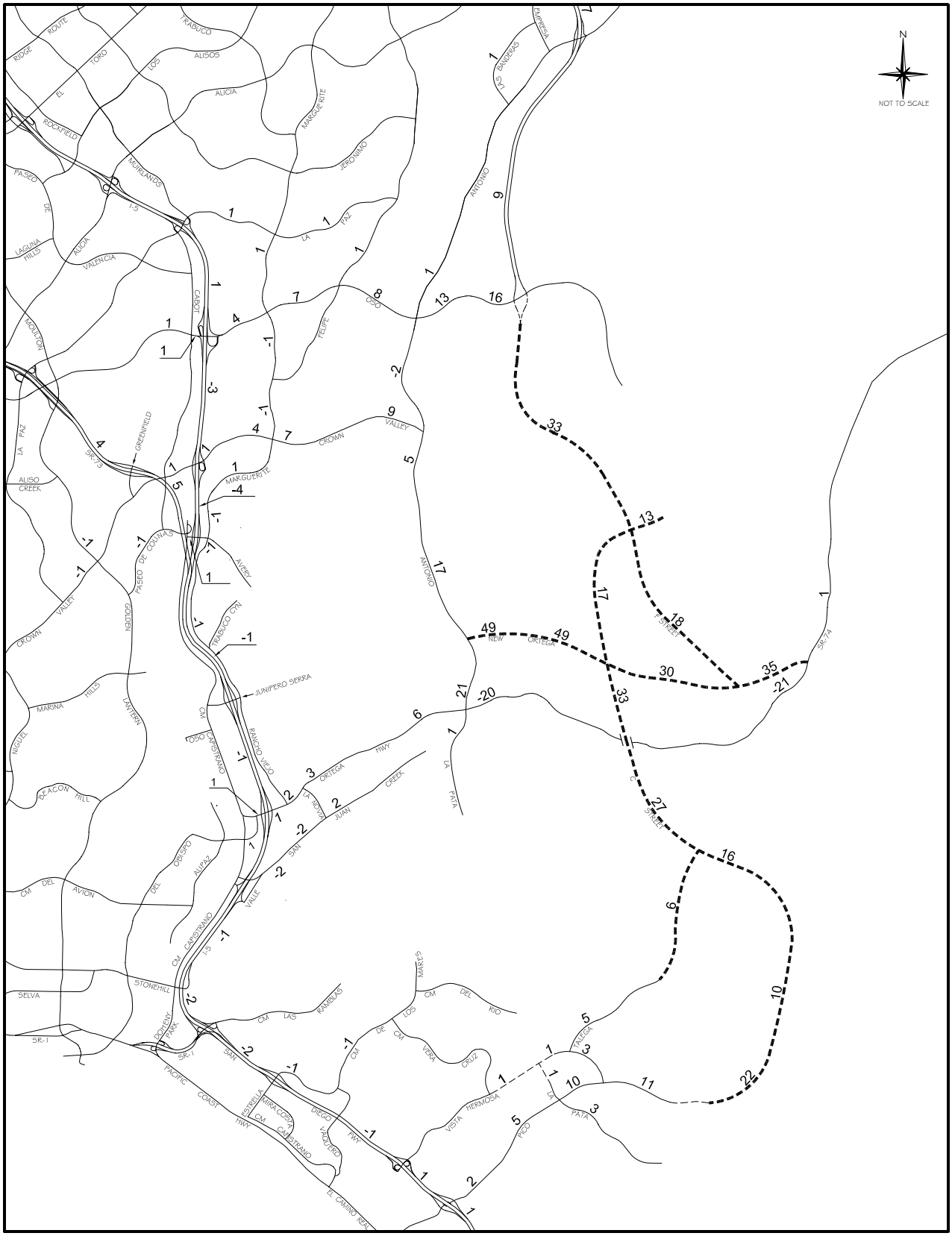
Legend

– – – – – – – Future Roadway (MPAH)

••••••••••••••• Local Roadway

Figure 7-1

2025 ADT VOLUMES (000s) - EXISTING ZONING
(COMMITTED CIRCULATION SYSTEM)

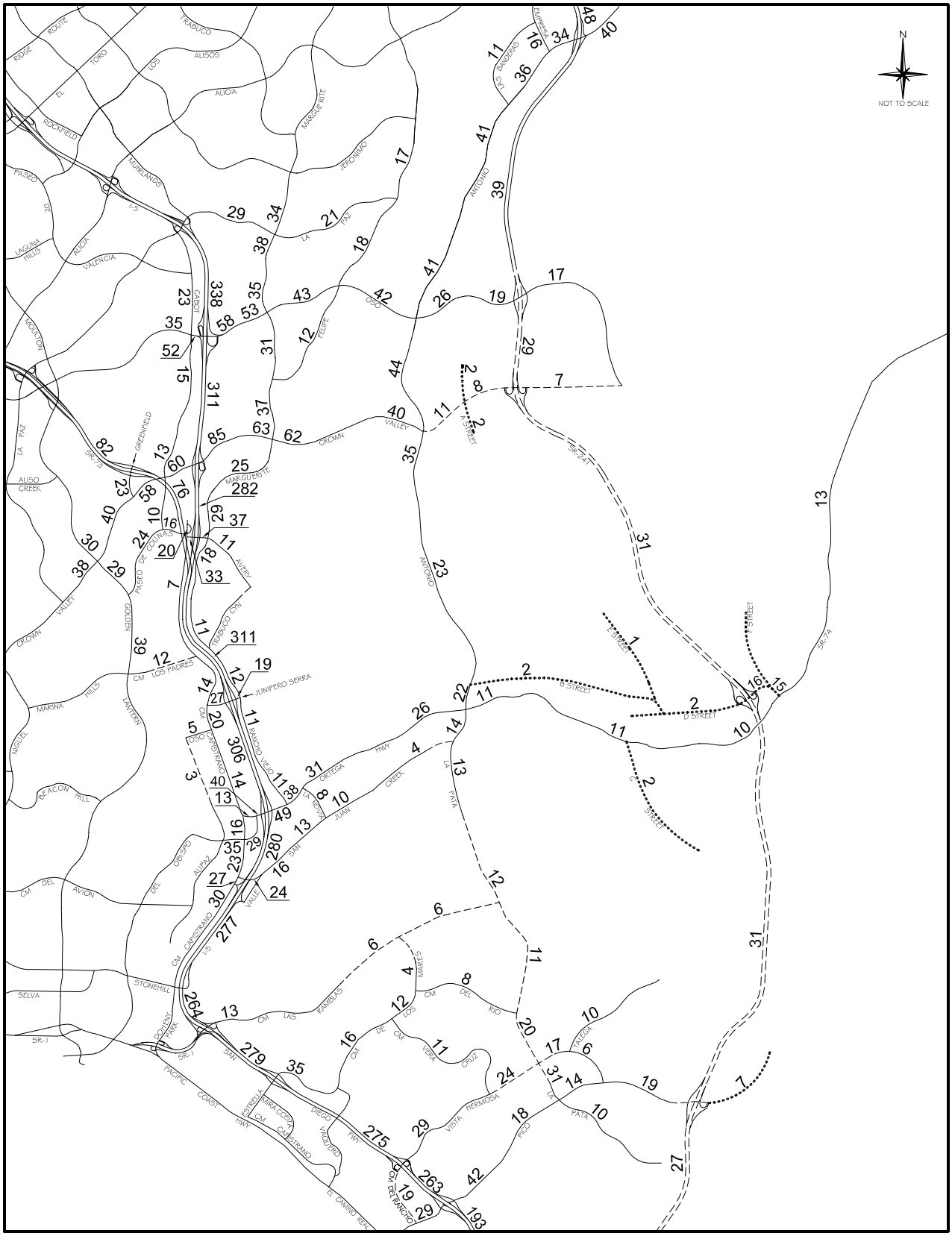


Legend

- - - - - - - - Future Roadway
- - - - - - - - Project Roadway

Figure 7-2

2025 ADT VOLUME DIFFERENCES (000s)
- PROPOSED PROJECT VERSUS EXISTING ZONING
(COMMITTED CIRCULATION SYSTEM)

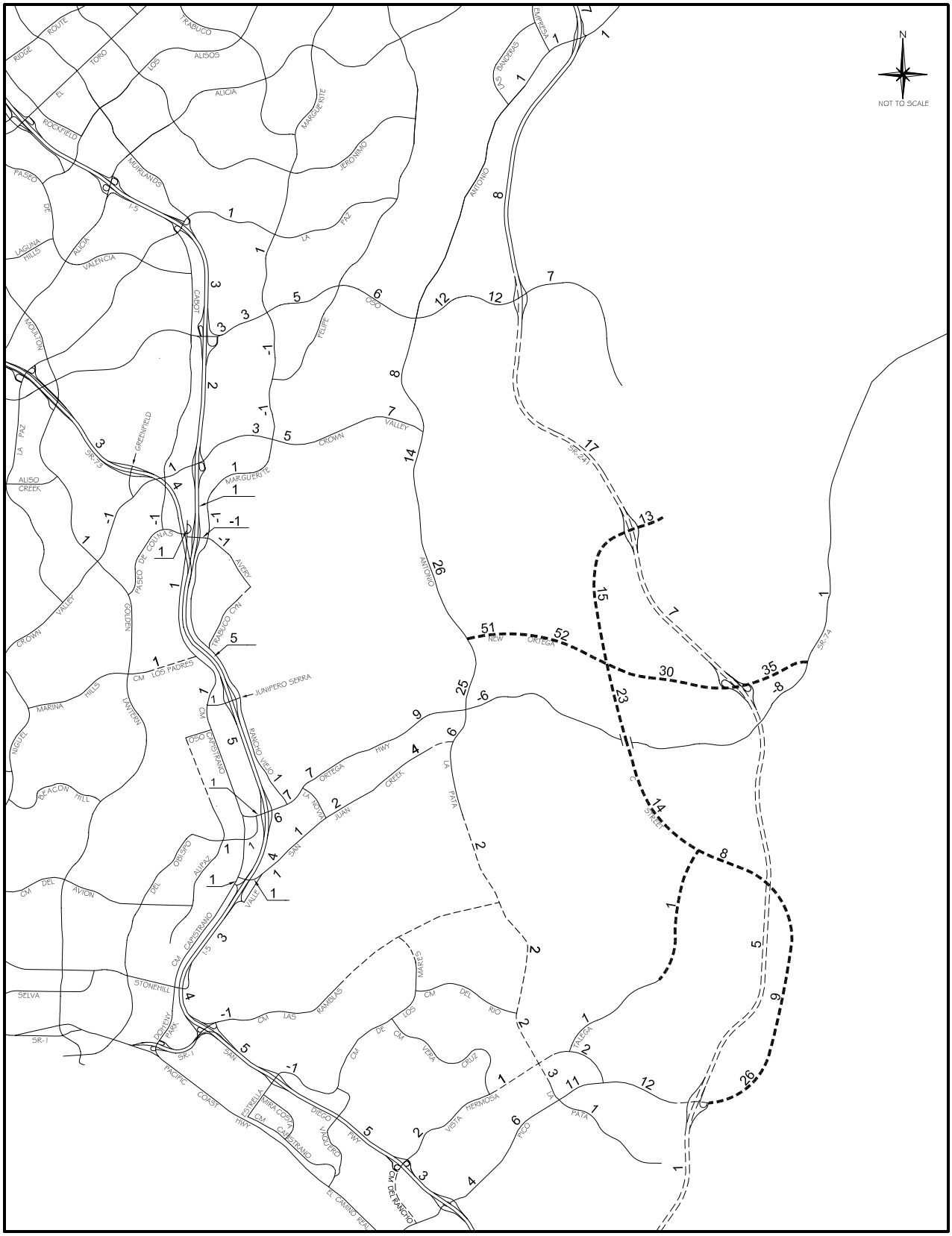


Legend

- – – – – – – Future Roadway (MPAH)
- ..... Local Roadway

Figure 7-3

2025 ADT VOLUMES (000s)
- EXISTING ZONING
(MPAH BUILDOUT)



Legend

Future Roadway

Project Roadway

Figure 7-4

2025 ADT VOLUME DIFFERENCES (000s)
- PROPOSED PROJECT VERSUS EXISTING ZONING
(MPAH BUILDOUT)

Table 7-6

2025 INTERSECTION LOS SUMMARY (COMMITTED CIRCULATION SYSTEM)

Intersection	Existing Zoning				Proposed Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of Laguna Hills								
15. Cabot & Oso	.66	B	.88	D	.66	B	.85	D
City of Laguna Niguel								
16. Moulton & Crown Valley (a)	.81	D	.88	D	.80	C	.87	D
17. Greenfield & Crown Valley	.82	D	.76	C	.82	D	.77	C
18. Cabot & Crown Valley	.76	C	.79	C	.76	C	.79	C
19. Forbes & Crown Valley	.66	B	.74	C	.67	B	.79	C
20. Golden Lantern & Paseo de Colinas (b)	1.04	F	.88	D	1.03	F	.89	D
21. Cabot & Paseo de Colinas	.53	A	.66	B	.52	A	.64	B
22. Camino Capistrano & Paseo de Colinas	.53	A	.56	A	.54	A	.56	A
23. Camino Capistrano & Avery	.51	A	.55	A	.52	A	.56	A
70. Greenfield & SR-73 SB Ramps	.57	A	.54	A	.57	A	.56	A
71. Greenfield & SR-73 NB Ramps	.70	B	.46	A	.70	B	.45	A
City of Mission Viejo								
1. Marguerite & La Paz	.63	B	.83	D	.64	B	.86	D
2. Olympiad & La Paz	.56	A	.62	B	.59	A	.63	B
3. Marguerite & Oso	.81	D	.76	C	.80	C	.81	D
4. Felipe & Oso (b)	.77	C	.97	E	.81	D	1.07	F
6. Marguerite & Felipe	.61	B	.80	C	.63	B	.87	D
7. Puerta Real & Crown Valley (a)	.77	C	.81	D	.77	C	.82	D
8. Guevara/Medical Ctr & Crown Valley (a)	.65	B	.79	C	.64	B	.80	C
9. Los Altos & Crown Valley (a)	.70	B	.92	E	.72	C	.97	E
10. Bellogente & Crown Valley (a)	.70	B	.68	B	.71	C	.67	B
11. Marguerite & Crown Valley (a) (b)	1.17	F	1.03	F	1.22	F	1.05	F
24. Marguerite & Avery (b)	.91	E	.90	D	.92	E	.89	D

Table 7-6 (cont)
2025 INTERSECTION LOS SUMMARY (COMMITTED CIRCULATION SYSTEM)

	Existing Zoning				Proposed Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Mission Viejo (cont)								
44. I-5 SB Ramps & Oso	.66	B	.75	C	.64	B	.75	C
45. I-5 NB Ramps & Oso	.72	C	.86	D	.74	C	.89	D
46. I-5 SB Ramps & Crown Valley (a)	.76	C	.95	E	.74	C	.95	E
47. I-5 NB Ramps & Crown Valley (a)	.70	B	.90	D	.71	C	.87	D
48. I-5 SB Ramps & Avery	.69	B	.79	C	.70	B	.81	C
49. I-5 NB Ramps & Avery	.60	A	.82	D	.61	B	.82	C
City of Rancho Santa Margarita								
13. Banderas & Antonio	.68	B	.74	C	.68	B	.75	C
14. Empresa & Antonio	.60	A	.47	A	.61	B	.50	A
58. SR-241 SB Ramps & Antonio	.44	A	.66	B	.45	A	.67	B
59. SR-241 NB Ramps & Antonio (b)	1.37	F	.51	A	1.38	F	.53	A
60. SR-241 SB Ramps & Oso	.48	A	.51	A	.57	A	.63	B
61. SR-241 NB Ramps & Oso	.89	D	.40	A	.81	D	.60	A
City of San Clemente								
37. La Pata & Vista Hermosa (b)	1.08	F	.93	E	1.11	F	1.00	E
38. Talega & Vista Hermosa (b)	.74	C	.69	B	1.06	F	1.02	F
39. Vera Cruz & Vista Hermosa (b)	1.14	F	1.27	F	1.16	F	1.31	F
40. La Pata & Pico	.44	A	.73	C	.46	A	.74	C
41. Vista Hermosa & Pico	.41	A	.33	A	.32	A	.34	A
54. I-5 SB Ramps & Vista Hermosa	.63	B	.45	A	.60	A	.45	A
55. I-5 NB Ramps & Vista Hermosa	.68	B	.58	A	.71	C	.59	A
56. I-5 SB Ramps & Pico (b)	.99	E	.98	E	1.00	E	1.05	F
57. I-5 NB Ramps & Pico (b)	.97	E	.74	C	.99	E	.73	C

Table 7-6 (cont)
2025 INTERSECTION LOS SUMMARY (COMMITTED CIRCULATION SYSTEM)

Intersection	Existing Zoning				Proposed Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of San Juan Capistrano								
25. Camino Capistrano & Ortega	.72	C	.71	C	.68	B	.70	B
26. Del Obispo & Ortega	.65	B	.72	C	.66	B	.73	C
27. Rancho Viejo & Ortega	.73	C	.85	D	.72	C	.87	D
28. La Novia & Ortega (b)	.79	C	.95	E	.89	D	.99	E
30. Camino Capistrano & Del Obispo (b)	1.08	F	1.17	F	1.08	F	1.21	F
31. Camino Capistrano & San Juan Creek	.69	B	.80	C	.66	B	.79	C
32. Valle & San Juan Creek (b)	.91	E	.85	D	.92	E	.85	D
33. La Novia & San Juan Creek (b)	.99	E	.85	D	1.01	F	.83	D
50. I-5 SB Ramps & Ortega (a)	.91	E	.89	D	.95	E	.89	D
51. I-5 NB Ramps & Ortega (a)	.81	D	.84	D	.83	D	.78	C
52. Camino Capistrano & I-5 SB Ramps	.84	D	.86	D	.85	D	.85	D
53. Valle & La Novia/I-5 NB Ramps (b)	.98	E	.97	E	.94	E	.99	E
72. Camino Capistrano & Junipero Serra	.90	D	.90	D	.90	D	.90	D
73. I-5 SB Ramps & Junipero Serra	.71	C	.89	D	.70	B	.85	D
74. I-5 NB Ramps & Junipero Serra (b)	.77	C	1.11	F	.77	C	1.10	F
75. Rancho Viejo & Junipero Serra	.80	C	.84	D	.78	C	.82	D
Unincorporated (County of Orange)								
5. Antonio & Oso (b)	1.07	F	1.14	F	1.03	F	1.05	F
12. Antonio & Crown Valley (b)	.64	B	1.04	F	.82	D	1.18	F
29. Antonio/La Pata & Ortega (b)	1.65	F	1.45	F	1.79	F	1.51	F
43. Antonio & New Ortega	.31	A	.39	A	.76	C	.82	D
76. A St & Oso	--	--	--	--	.52	A	.48	A
78. A St & New Ortega	--	--	--	--	.50	A	.51	A

Table 7-6 (cont)
2025 INTERSECTION LOS SUMMARY (COMMITTED CIRCULATION SYSTEM)

Intersection	Existing Zoning				Proposed Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Unincorporated (County of Orange) (cont)								
79. C St & New Ortega	--	--	--	--	.74	C	.85	D
80. Ortega & New Ortega	--	--	--	--	.57	A	.63	B
81. C St & Talega	--	--	--	--	.78	C	.80	C
85. D St & Ortega	.47	A	.54	A	--	--	--	--
87. F St & C St	--	--	--	--	.68	B	.62	B
89. F St & New Ortega	--	--	--	--	.69	B	.69	B

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Note: An intersection location is considered to be impacted when it is forecast to operate at an unacceptable LOS and, compared to existing zoning conditions, the ICU increases as follows:
0.01 or greater for intersections in the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano and in unincorporated County of Orange.
Greater than 0.01 for intersections in the Cities of Laguna Hills, Laguna Niguel and San Clemente.

Shaded entries denote impacts compared to the base case (existing zoning with committed circulation system).

Table 7-7

2025 INTERSECTION LOS SUMMARY (MPAH BUILDOUT)

Intersection	Existing Zoning				Proposed Project With Proposed MPAH Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of Laguna Hills								
15. Cabot & Oso	.65	B	.87	D	.65	B	.84	D
City of Laguna Niguel								
16. Moulton & Crown Valley (a)	.76	C	.78	C	.74	C	.77	C
17. Greenfield & Crown Valley	.82	D	.68	B	.81	D	.69	B
18. Cabot & Crown Valley	.73	C	.75	C	.74	C	.74	C
19. Forbes & Crown Valley	.64	B	.70	B	.64	B	.69	B
20. Golden Lantern & Paseo de Colinas (b)	.96	E	.77	C	.96	E	.78	C
21. Cabot & Paseo de Colinas	.48	A	.57	A	.48	A	.57	A
22. Camino Capistrano & Paseo de Colinas	.43	A	.46	A	.44	A	.47	A
23. Camino Capistrano & Avery	.65	B	.73	C	.65	B	.74	C
70. Greenfield & SR-73 SB Ramps	.55	A	.54	A	.56	A	.53	A
71. Greenfield & SR-73 NB Ramps	.68	B	.42	A	.70	B	.43	A
City of Mission Viejo								
1. Marguerite & La Paz	.60	A	.79	C	.60	A	.82	D
2. Olympiad & La Paz	.58	A	.59	A	.58	A	.62	B
3. Marguerite & Oso	.77	C	.77	C	.78	C	.78	C
4. Felipe & Oso (b)	.79	C	.95	E	.84	D	1.03	F
6. Marguerite & Felipe	.59	A	.81	D	.62	B	.83	D
7. Puerta Real & Crown Valley (a)	.74	C	.78	C	.74	C	.80	C
8. Guevara/Medical Ctr & Crown Valley (a)	.62	B	.78	C	.63	B	.77	C
9. Los Altos & Crown Valley (a)	.68	B	.94	E	.71	C	.95	E
10. Bellogente & Crown Valley (a)	.68	B	.66	B	.69	B	.65	B
11. Marguerite & Crown Valley (a) (b)	1.05	F	.94	E	1.11	F	.98	E

Table 7-7 (cont)
2025 INTERSECTION LOS SUMMARY (MPAH BUILDOUT)

Intersection	Existing Zoning				Proposed Project With Proposed MPAH Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of Mission Viejo (cont)								
24. Marguerite & Avery	.82	D	.86	D	.86	D	.84	D
44. I-5 SB Ramps & Oso	.65	B	.73	C	.64	B	.75	C
45. I-5 NB Ramps & Oso	.72	C	.77	C	.74	C	.80	C
46. I-5 SB Ramps & Crown Valley (a)	.65	B	.95	E	.68	B	.91	E
47. I-5 NB Ramps & Crown Valley (a)	.67	B	.86	D	.70	B	.84	D
48. I-5 SB Ramps & Avery	.60	A	.71	C	.60	A	.71	C
49. I-5 NB Ramps & Avery	.54	A	.61	B	.56	A	.59	A
City of Rancho Santa Margarita								
13. Banderas & Antonio	.66	B	.68	B	.65	B	.66	B
14. Empresa & Antonio	.58	A	.46	A	.60	A	.47	A
58. SR-241 SB Ramps & Antonio	.42	A	.66	B	.47	A	.69	B
59. SR-241 NB Ramps & Antonio (b)	1.17	F	.50	A	1.15	F	.53	A
60. SR-241 SB Ramps & Oso	.34	A	.31	A	.53	A	.45	A
61. SR-241 NB Ramps & Oso	.58	A	.31	A	.85	D	.53	A
City of San Clemente								
35. La Pata & Las Ramblas	.51	A	.40	A	.51	A	.42	A
36. La Pata & Del Rio	.52	A	.64	B	.52	A	.70	B
37. La Pata & Vista Hermosa	.66	B	.55	A	.70	B	.60	A
38. Talega & Vista Hermosa	.66	B	.50	A	.71	C	.57	A
39. Vera Cruz & Vista Hermosa	.73	C	.61	B	.75	C	.67	B
40. La Pata & Pico	.45	A	.65	B	.48	A	.68	B
41. Vista Hermosa & Pico	.30	A	.25	A	.39	A	.37	A
54. I-5 SB Ramps & Vista Hermosa	.43	A	.33	A	.45	A	.37	A
55. I-5 NB Ramps & Vista Hermosa	.51	A	.41	A	.54	A	.43	A

Table 7-7 (cont)
2025 INTERSECTION LOS SUMMARY (MPAH BUILDOUT)

Intersection	Existing Zoning				Proposed Project With Proposed MPAH Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of San Clemente (cont)								
56. I-5 SB Ramps & Pico	.87	D	.76	C	.87	D	.79	C
57. I-5 NB Ramps & Pico	.85	D	.60	A	.88	D	.61	B
City of San Juan Capistrano								
25. Camino Capistrano & Ortega	.45	A	.54	A	.45	A	.54	A
26. Del Obispo & Ortega	.56	A	.67	B	.57	A	.67	B
27. Rancho Viejo & Ortega (b)	.69	B	.88	D	.72	C	.92	E
28. La Novia & Ortega	.68	B	.71	C	.72	C	.73	C
30. Camino Capistrano & Del Obispo	.81	D	.87	D	.82	D	.90	D
31. Camino Capistrano & San Juan Creek	.62	B	.71	C	.62	B	.79	C
32. Valle & San Juan Creek	.56	A	.66	B	.58	A	.72	C
33. La Novia & San Juan Creek	.68	B	.52	A	.69	B	.67	B
50. I-5 SB Ramps & Ortega (a)	.74	C	.85	D	.79	C	.87	D
51. I-5 NB Ramps & Ortega (a)	.71	C	.79	C	.73	C	.80	C
52. Camino Capistrano & I-5 SB Ramps	.73	C	.84	D	.71	C	.83	D
53. Valle & La Novia/I-5 NB Ramps	.74	C	.74	C	.75	C	.77	C
72. Camino Capistrano & Junipero Serra	.80	C	.61	B	.83	D	.63	B
73. I-5 SB Ramps & Junipero Serra	.59	A	.60	A	.60	A	.62	B
74. I-5 NB Ramps & Junipero Serra	.52	A	.57	A	.51	A	.59	A
75. Rancho Viejo & Junipero Serra	.59	A	.53	A	.59	A	.56	A

Table 7-7 (cont)
2025 INTERSECTION LOS SUMMARY (MPAH BUILDOUT)

Intersection	Existing Zoning				Proposed Project With Proposed MPAH Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Unincorporated (County of Orange)								
5. Antonio & Oso (b)	.96	E	.82	D	1.00	E	.95	E
12. Antonio & Crown Valley (b)	.71	C	.79	C	.80	C	.95	E
29. Antonio/La Pata & Ortega (b)	.79	C	.59	A	1.19	F	1.02	F
34. La Pata & San Juan Creek	.52	A	.56	A	.71	C	.80	C
42. A St & Crown Valley	.24	A	.22	A	--	--	--	--
43. Antonio & B St	.37	A	.36	A	--	--	--	--
43. Antonio & New Ortega (b)	--	--	--	--	.90	D	.95	E
62. SR-241 SB Ramps & Crown Valley	.17	A	.23	A	--	--	--	--
63. SR-241 NB Ramps & Crown Valley	.24	A	.21	A	--	--	--	--
64. SR-241 SB Ramps & C St	--	--	--	--	.28	A	.38	A
65. SR-241 NB Ramps & C St	--	--	--	--	.38	A	.28	A
66. SR-241 SB Ramps & New Ortega	--	--	--	--	.43	A	.53	A
67. SR-241 NB Ramps & New Ortega	--	--	--	--	.87	D	.82	D
68. SR-241 SB Ramps & Pico	.27	A	.32	A	.49	A	.62	B
69. SR-241 NB Ramps & Pico	.23	A	.30	A	.59	A	.75	C
76. A St & Oso	--	--	--	--	.41	A	.39	A
78. A St & New Ortega	--	--	--	--	.55	A	.57	A
79. C St & New Ortega	--	--	--	--	.85	D	.81	D
80. Ortega & New Ortega	--	--	--	--	.58	A	.64	B
81. C St & Talega	--	--	--	--	.23	A	.28	A

Table 7-7 (cont)
2025 INTERSECTION LOS SUMMARY (MPAH BUILDOUT)

Intersection	Existing Zoning				Proposed Project With Proposed MPAH Amendments)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Unincorporated (County of Orange) (cont)								
82. SR-241 SB Ramps & D St	.15	A	.36	A	--	--	--	--
83. SR-241 NB Ramps & D St	.38	A	.47	A	--	--	--	--
85. D St & Ortega	.48	A	.56	A	--	--	--	--

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Note: An intersection location is considered to be impacted when it is forecast to operate at an acceptable LOS and, compared to existing zoning conditions, the ICU increases as follows:
0.01 or greater for intersections in the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano and in unincorporated County of Orange.
Greater than 0.01 for intersections in the Cities of Laguna Hills, Laguna Niguel and San Clemente.

Shaded entries denote impacts compared to the base case (existing zoning with MPAH buildout).

Table 7-8

IMPACTED INTERSECTION SUMMARY

Intersection	Jurisdiction	AM Peak Hour		PM Peak Hour	
		ICU	Impact	ICU	Impact
Existing plus Proposed Project					
3. Marguerite & Oso*	Mission Viejo	1.05	CI	.97	CI
5. Antonio & Oso	Unincorporated	--	--	.96	PI
11. Marguerite & Crown Valley*	Mission Viejo	--	--	1.25	CI
29. Antonio/La Pata & Ortega*	Unincorporated	1.23	CI	1.05	PI
45. I-5 NB Ramps & Oso	Mission Viejo	--	--	.91	PI
51. I-5 NB Ramps & Ortega*	San Juan Capistrano	1.03	PI	--	--
60. SR-241 SB Ramps & Oso	Rancho Santa Margarita	--	--	1.39	PI
2025 Cumulative with Proposed Project (Committed Circulation System)					
4. Felipe & Oso	Mission Viejo	--	--	1.07	CI
11. Marguerite & Crown Valley	Mission Viejo	1.22	CI	1.05	PI
12. Antonio & Crown Valley	Unincorporated	--	--	1.18	CI
24. Marguerite & Avery	Mission Viejo	.92	CI	--	--
28. La Novia & Ortega	San Juan Capistrano	--	--	.99	CI
29. Antonio/La Pata & Ortega	Unincorporated	1.79	CI	1.51	CI
30. Camino Capistrano & Del Obispo	San Juan Capistrano	--	--	1.21	CI
32. Valle & San Juan Creek	San Juan Capistrano	.92	CI	--	--
33. La Novia & San Juan Creek	San Juan Capistrano	1.01	CI	--	--
37. La Pata & Vista Hermosa	San Clemente	1.11	CI	1.00	CI
38. Talega & Vista Hermosa	San Clemente	1.06	PI	1.02	PI
39. Vera Cruz & Vista Hermosa	San Clemente	1.16	CI	1.31	CI
53. Valle & La Novia/I-5 NB Ramps	San Juan Capistrano	--	--	.99	CI
56. I-5 SB Ramps & Pico	San Clemente	--	--	1.05	CI
57. I-5 NB Ramps & Pico	San Clemente	.99	CI	--	--
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	1.38	CI	--	--
2025 Cumulative with Proposed Project (MPAH Buildout with Proposed MPAH Amendments)					
4. Felipe & Oso	Mission Viejo	--	--	1.03	CI
5. Antonio & Oso	San Juan Capistrano	1.00	CI	.95	PI
11. Marguerite & Crown Valley	Mission Viejo	1.11	CI	--	--
12. Antonio & Crown Valley	Unincorporated	--	--	.95	PI
27. Rancho Viejo & Ortega	San Juan Capistrano	--	--	.92	PI
29. Antonio/La Pata & Ortega	Unincorporated	1.19	PI	1.02	PI
43. Antonio & New Ortega	Unincorporated	--	--	.95	PI

Abbreviations: PI - Project Impact CI - Contributing Impact

* Committed improvements are assumed to be implemented at these locations by 2025, resulting in 2025 ICUs that may be lower than existing plus project.

Four scenarios from previous sections of this report are summarized here to allow a comparison between the following sets of intersection data:

Existing (2003) Conditions
2025 No Project (Committed Circulation System)
2025 Proposed Project (Committed Circulation System)
2025 Proposed Project with Proposed Mitigation

The fourth scenario shows the results of the proposed mitigation program for those locations where improvements are proposed, and contains the same data as summarized at the end of Chapter 5.0. Tables 7-9 through 7-11 summarize the levels of service on intersections, freeway ramps and freeway mainline segments in the study area for the four scenarios. The purpose here is to enable the performance of the various circulation system components to be compared from existing to future, with and without the project and with mitigation. Note that several intersection locations have committed improvements, and the comparison between existing and 2025 includes the effect of such improvements.

Table 7-9

2025 INTERSECTION LOS SUMMARY – PROPOSED PROJECT (COMMITTED CIRCULATION SYSTEM)

Intersection	Existing				2025 No Project				2025 Proposed Project				2025 Proposed Project With Mitigation			
	AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of Laguna Hills																
15. Cabot & Oso	.61	B	.75	C	.66	B	.83	D	.66	B	.85	D	--	--	--	--
City of Laguna Niguel																
16. Moulton & Crown Valley (a)	.68	B	.68	B	.81	D	.88	D	.80	C	.87	D	--	--	--	--
17. Greenfield & Crown Valley	.68	B	.63	B	.79	C	.75	C	.82	D	.77	C	--	--	--	--
18. Cabot & Crown Valley (c)	.66	B	.80	C	.76	C	.79	C	.76	C	.79	C	--	--	--	--
19. Forbes & Crown Valley (c)	.49	A	.74	C	.66	B	.74	C	.67	B	.75	C	--	--	--	--
20. Golden Lantern & P. Colinas (b) (c) (e)	.97	E	.93	E	1.04	F	.89	D	1.03	F	.89	D	1.03	F	.87	D
21. Cabot & Paseo de Colinas	.46	A	.56	A	.52	A	.65	B	.52	A	.64	B	--	--	--	--
22. Cm Capistrano & Paseo de Colinas	.47	A	.52	A	.53	A	.56	A	.54	A	.56	A	--	--	--	--
23. Cm Capistrano & Avery	.43	A	.69	B	.51	A	.55	A	.52	A	.56	A	--	--	--	--
70. Greenfield & SR-73 SB Ramps	.49	A	.45	A	.56	A	.54	A	.57	A	.56	A	--	--	--	--
71. Greenfield & SR-73 NB Ramps	.63	B	.44	A	.68	B	.46	A	.70	B	.45	A	--	--	--	--
City of Mission Viejo																
1. Marguerite & La Paz	.58	A	.81	D	.60	A	.83	D	.64	B	.86	D	--	--	--	--
2. Olympiad & La Paz	.54	A	.47	A	.54	A	.58	A	.59	A	.63	B	--	--	--	--
3. Marguerite & Oso (b) (c)	1.02	F	.91	E	.81	D	.76	C	.80	C	.81	D	--	--	--	--
4. Felipe & Oso (b)	.79	C	.70	B	.72	C	.90	D	.81	D	1.07	F	.75	C	.89	D
6. Marguerite & Felipe	.62	B	.62	B	.58	A	.76	C	.63	B	.87	D	--	--	--	--
7. Puerta Real & Crown Valley (a) (c)	.66	B	.75	C	.75	C	.80	C	.77	C	.82	D	--	--	--	--
8. Guevara/Medical & Crown Valley (a) (c)	.56	A	.64	B	.63	B	.77	C	.64	B	.80	C	--	--	--	--
9. Los Altos & Crown Valley (a) (c)	.53	A	.56	A	.71	C	.91	E	.72	C	.97	E	--	--	--	--
10. Bellogente & Crown Valley (a) (c)	.58	A	.48	A	.70	B	.65	B	.71	C	.67	B	--	--	--	--
11. Marguerite & Crown Valley (a) (b) (c) (f)	.84	D	1.04	F	1.14	F	.93	E	1.22	F	1.05	F	.94	E	1.02	F
24. Marguerite & Avery (b) (d)	.73	C	.75	C	.90	D	.86	D	.92	E	.89	D	--	--	--	--
44. I-5 SB Ramps & Oso	.72	C	.76	C	.64	B	.72	C	.64	B	.75	C	--	--	--	--
45. I-5 NB Ramps & Oso	.75	C	.89	D	.72	C	.84	D	.74	C	.89	D	--	--	--	--
46. I-5 SB Ramps & Crown Valley (a) (c)	.61	B	.85	D	.74	C	.93	E	.74	C	.95	E	--	--	--	--
47. I-5 NB Ramps & Crown Valley (a)	.62	B	.70	B	.70	B	.89	D	.71	C	.87	D	--	--	--	--

Table 7-9 (cont)
2025 INTERSECTION LOS SUMMARY – PROPOSED PROJECT (COMMITTED CIRCULATION SYSTEM)

Intersection	Existing				2025 No Project				2025 Proposed Project				2025 Proposed Project With Mitigation			
	AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of Mission Viejo (cont)																
48. I-5 SB Ramps & Avery (c)	.67	B	.89	D	.69	B	.81	D	.70	B	.81	D	--	--	--	--
49. I-5 NB Ramps & Avery (c)	.68	B	.77	C	.63	B	.79	C	.61	B	.82	D	--	--	--	--
City of Rancho Santa Margarita																
13. Banderas & Antonio	.62	B	.77	C	.68	B	.73	C	.68	B	.75	C	--	--	--	--
14. Empresa & Antonio	.52	A	.42	A	.60	A	.47	A	.61	B	.50	A	--	--	--	--
58. SR-241 SB Ramps & Antonio	.36	A	.48	A	.43	A	.66	B	.45	A	.67	B	--	--	--	--
59. SR-241 NB Ramps & Antonio (b)	.64	B	.37	A	1.38	F	.52	A	1.38	F	.53	A	.73	C	.53	A
60. SR-241 SB Ramps & Oso	.49	A	.42	A	.45	A	.49	A	.57	A	.63	B	--	--	--	--
61. SR-241 NB Ramps & Oso	.71	C	.36	A	.82	D	.41	A	.81	D	.60	A	--	--	--	--
City of San Clemente																
37. La Pata & Vista Hermosa (b) (c)	--	--	--	--	1.05	F	.92	E	1.11	F	1.00	E	.85	D	.79	C
38. Talega & Vista Hermosa (b) (c) (d)	--	--	--	--	.74	C	.69	B	1.06	F	1.02	F	--	--	--	--
39. Vera Cruz & Vista Hermosa (b) (c)	.66	B	.52	A	1.11	F	1.26	F	1.16	F	1.31	F	.82	D	.86	D
40. La Pata & Pico (c)	.28	A	.32	A	.43	A	.69	B	.46	A	.74	C	--	--	--	--
41. Vista Hermosa & Pico	.26	A	.15	A	.45	A	.27	A	.32	A	.34	A	--	--	--	--
54. I-5 SB Ramps & Vista Hermosa	.23	A	.19	A	.64	B	.44	A	.60	A	.45	A	--	--	--	--
55. I-5 NB Ramps & Vista Hermosa	.33	A	.34	A	.69	B	.60	A	.71	C	.59	A	--	--	--	--
56. I-5 SB Ramps & Pico (b) (f)	.72	C	.75	C	.94	E	.77	C	1.00	E	1.05	F	.92	E	.86	D
57. I-5 NB Ramps & Pico (b) (d)	.73	C	.59	A	.97	E	.64	B	.99	E	.73	C	--	--	--	--
City of San Juan Capistrano																
25. Camino Capistrano & Ortega	.45	A	.46	A	.69	B	.65	B	.68	B	.70	B	--	--	--	--
26. Del Obispo & Ortega	.56	A	.58	A	.66	B	.73	C	.66	B	.73	C	--	--	--	--
27. Rancho Viejo & Ortega	.66	B	.73	C	.67	B	.83	D	.72	C	.87	D	.69	B	.89	D
28. La Novia & Ortega (b)	.67	B	.61	B	.80	C	.88	D	.89	D	.99	E	.67	B	.86	D
30. Cm Capistrano & Del Obispo (b) (f)	.65	B	.75	C	1.07	F	1.17	F	1.08	F	1.21	F	.93	E	.86	D
31. Cm Capistrano & San Juan Creek	.34	A	.43	A	.67	B	.78	C	.66	B	.79	C	--	--	--	--
32. Valle & San Juan Creek (b)	.68	B	.66	B	.91	E	.84	D	.92	E	.85	D	.73	C	.76	C
33. La Novia & San Juan Creek (b) (d)	.58	A	.39	A	.98	E	.87	D	1.01	F	.83	D	--	--	--	--
50. I-5 SB Ramps & Ortega (a) (c)	.71	C	.83	D	.92	E	.85	D	.95	E	.89	D	--	--	--	--

Table 7-9 (cont)
2025 INTERSECTION LOS SUMMARY – PROPOSED PROJECT (COMMITTED CIRCULATION SYSTEM)

Intersection	Existing				2025 No Project				2025 Proposed Project				2025 Proposed Project With Mitigation			
	AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of San Juan Capistrano (cont)																
51. I-5 NB Ramps & Ortega (a)	.98	E	.81	D	.79	C	.76	C	.83	D	.78	C	--	--	--	--
52. Cm Capistrano & I-5 SB Ramps (c)	.72	C	.84	D	.85	D	.86	D	.85	D	.85	D	--	--	--	--
53. Valle & I-5 NB Ramps (b) (c) (d)	.45	A	.60	A	.95	E	.99	E	.94	E	.99	E	--	--	--	--
72. Cm Capistrano & Junipero Serra	.40	A	.47	A	.89	D	.90	D	.90	D	.90	D	--	--	--	--
73. I-5 SB Ramps & Junipero Serra	.48	A	.57	A	.69	B	.86	D	.70	B	.85	D	--	--	--	--
74. I-5 NB Ramps & Junipero Serra (b)	.53	A	.56	A	.75	C	1.07	F	.77	C	1.10	F	.61	B	.82	D
75. Rancho Viejo & Junipero Serra	.44	A	.52	A	.76	C	.80	C	.78	C	.82	D	--	--	--	--
Unincorporated (County of Orange)																
5. Antonio & Oso (b)	.74	C	.81	D	1.01	F	1.07	F	1.03	F	1.05	F	.90	D	.85	C
12. Antonio & Crown Valley (b)	.39	A	.45	A	.59	A	.95	E	.82	D	1.18	F	.67	B	.86	C
29. Antonio/La Pata & Ortega (b) (c)	1.02	F	.73	C	1.60	F	1.37	F	1.66	F	1.51	F	.85	C	.90	D

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location currently operates or is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

(c) Committed improvements are assumed to be in place at this intersection under 2025 No Project and Propose Project conditions.

(d) The La Pata Avenue extension eliminates the deficiency that is forecast at this intersection under 2025 Proposed Project conditions.

(e) With mitigation, this intersection is forecast to operate at an unacceptable LOS under 2025 Proposed Project conditions with or without the Foothill Transportation Corridor South (FTC-S).

(f) With mitigation, this intersection is forecast to operate at an unacceptable LOS under 2025 Proposed Project conditions without the FTC-S (this intersection is forecast to operate at an acceptable LOS under 2025 Proposed Project conditions with the FTC-S).

Table 7-10

2025 FREEWAY RAMP LOS SUMMARY – PROPOSED PROJECT (COMMITTED CIRCULATION SYSTEM)

Interchange	Ramp	Existing				2025 No Project				2025 Proposed Project				2025 Proposed Project With Mitigation			
		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
I-5 at Oso	SB Direct On	.48	A	.48	A	.41	A	.56	A	.43	A	.64	B	--	--	--	--
	SB Loop On	.46	A	.40	A	.73	C	.38	A	.71	C	.37	A	--	--	--	--
	NB Direct On	.87	D	.41	A	.65	B	.40	A	.81	D	.49	A	--	--	--	--
	NB Loop On	.35	A	.31	A	.19	A	.37	A	.17	A	.37	A	--	--	--	--
	SB Off (a)	.73	C	1.12	F	.67	B	1.01	F	.74	C	1.14	F	.48	A	.73	C
	NB Off	.73	C	.73	C	.45	A	.68	B	.51	A	.70	B	--	--	--	--
I-5 at Crown Valley	SB On	.35	A	.47	A	.46	A	.48	A	.43	A	.48	A	--	--	--	--
	NB Direct On (a)	.72	C	.75	C	.93	E	.98	E	.91	E	1.03	F	.74	C	.89	D
	NB Loop On	.78	C	.79	C	.87	D	.90	D	.88	D	.87	D	--	--	--	--
	SB Off (a)	.64	B	1.19	F	.85	D	1.28	F	.85	D	1.30	F	.55	A	.93	E
	NB Off	.68	B	.49	A	.86	D	.58	A	.85	D	.49	A	--	--	--	--
I-5 at Avery	SB On	.38	A	.58	A	.56	A	.57	A	.51	A	.57	A	--	--	--	--
	NB On	.45	A	.53	A	.38	A	.54	A	.38	A	.55	A	--	--	--	--
	SB Off	.61	B	.72	C	.47	A	.61	B	.48	A	.62	B	--	--	--	--
	NB Off	.52	A	.49	A	.43	A	.59	A	.41	A	.61	B	--	--	--	--
I-5 at Junipero Serra	SB On	.30	A	.30	A	.35	A	.46	A	.35	A	.46	A	--	--	--	--
	NB On (a)	.97	E	.55	A	1.01	F	.99	E	1.04	F	.99	E	.95	E	.90	D
	SB Off	.33	A	.53	A	.53	A	.71	C	.55	A	.69	B	--	--	--	--
	NB Off	.19	A	.16	A	.23	A	.23	A	.23	A	.24	A	--	--	--	--
I-5 at Ortega	SB On	.43	A	.53	A	.41	A	.40	A	.40	A	.38	A	--	--	--	--
	NB On (a)	1.38	F	.89	D	1.17	F	1.07	F	1.21	F	1.16	F	(c)	(c)	(c)	(c)
	SB Off	.63	B	.91	E	.88	D	.79	C	.94	E	.85	D	--	--	--	--
	NB Off	.69	B	.53	A	.59	A	.51	A	.61	B	.53	A	--	--	--	--
I-5 at Camino Capistrano	SB On	.25	A	.34	A	.47	A	.41	A	.47	A	.39	A	--	--	--	--
	NB On	.26	A	.23	A	.59	A	.31	A	.60	A	.31	A	--	--	--	--
	SB Off	.55	A	.67	B	.66	B	.91	E	.66	B	.92	E	--	--	--	--
	NB Off	.26	A	.38	A	.45	A	.52	A	.44	A	.52	A	--	--	--	--

Table 7-10 (cont)
2025 FREEWAY RAMP LOS SUMMARY – PROPOSED PROJECT (COMMITTED CIRCULATION SYSTEM)

Interchange	Ramp	Existing				2025 No Project				2025 Proposed Project				2025 Proposed Project With Mitigation			
		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
I-5 at Vista Hermosa	SB On	.26	A	.16	A	.17	A	.06	A	.27	A	.23	A	--	--	--	--
	NB Direct On	.51	A	.45	A	.80	C	1.09	F	.76	C	.99	E	--	--	--	--
	NB Loop On	.02	A	.01	A	.19	A	.20	A	.19	A	.19	A	--	--	--	--
	SB Off (a) (b)	.43	A	.42	A	1.25	F	.97	E	1.15	F	.95	E	--	--	--	--
	NB Off	.16	A	.26	A	.15	A	.26	A	.29	A	.29	A	--	--	--	--
I-5 at Avd Pico	SB On	.30	A	.56	A	.33	A	.58	A	.38	A	.79	C	--	--	--	--
	NB On (a) (b)	.94	E	.97	E	1.00	E	1.29	F	.99	E	1.07	F	--	--	--	--
	SB Off	.68	B	.57	A	.97	E	.74	C	.89	D	.66	B	--	--	--	--
	NB Off	.61	B	.45	A	.67	B	.46	A	.78	C	.62	B	--	--	--	--

Abbreviations: LOS – level of service V/C – volume/capacity ratio

(a) This location currently operates or is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS E performance standard).

(b) The La Pata Avenue extension eliminates the deficiency that is forecast at this ramp under 2025 Proposed Project conditions.

(c) The deficiency at this ramp is addressed with the reconstruction of the Ortega Highway/I-5 interchange, which is included in the long-range mitigation program that is proposed for the project.

Table 7-11

2025 FREEWAY MAINLINE LOS SUMMARY – PROPOSED PROJECT (COMMITTED CIRCULATION SYSTEM)

Location	Direction	Existing				2025 No Project				2025 Proposed Project				2025 Proposed Project With Mitigation			
		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr		AM Pk Hr		PM Pk Hr	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
I-5 n/o Oso (a)	Northbound	1.05	F	.93	E	1.06	F	1.00	E	1.07	F	1.01	F	--	--	--	--
	Southbound	.75	D	1.06	F	.90	E	1.04	F	.90	E	1.04	F	--	--	--	--
I-5 n/o Crown Valley	Northbound	.83	D	.91	E	.87	D	.97	E	.87	D	.97	E	--	--	--	--
	Southbound	.77	D	1.00	E	.92	E	.98	E	.91	E	.97	E	--	--	--	--
I-5 n/o Avery	Northbound	.85	D	.78	D	.77	D	.81	D	.77	D	.79	D	--	--	--	--
	Southbound	.65	C	.87	D	.78	D	.80	D	.76	D	.79	D	--	--	--	--
I-5 n/o Junipero Serra	Northbound	.77	D	.66	C	.94	E	.87	D	.94	E	.87	D	--	--	--	--
	Southbound	.54	C	.76	D	.75	D	.95	E	.75	D	.96	E	--	--	--	--
I-5 n/o Ortega (a)	Northbound	.87	D	.74	D	1.03	F	.95	E	1.03	F	.95	E	--	--	--	--
	Southbound	.61	C	.85	D	.83	D	1.04	F	.84	D	1.06	F	--	--	--	--
I-5 n/o Camino Capistrano (a)	Northbound	1.00	E	.82	D	1.19	F	1.12	F	1.19	F	1.10	F	--	--	--	--
	Southbound	.63	C	.89	D	.97	E	1.20	F	.94	E	1.19	F	--	--	--	--
I-5 s/o Camino Capistrano (a)	Northbound	1.00	E	.84	D	1.19	F	1.15	F	1.18	F	1.12	F	--	--	--	--
	Southbound	.61	C	.83	D	.95	E	1.19	F	.92	E	1.18	F	--	--	--	--
I-5 n/o Hermosa (a)	Northbound	.84	D	.77	D	1.25	F	1.29	F	1.22	F	1.26	F	--	--	--	--
	Southbound	.69	C	.85	D	1.12	F	1.36	F	1.09	F	1.33	F	--	--	--	--
I-5 n/o Pico (a)	Northbound	.69	C	.65	C	1.02	F	1.05	F	1.03	F	1.05	F	--	--	--	--
	Southbound	.57	C	.71	C	.90	E	1.11	F	.90	E	1.10	F	--	--	--	--
I-5 s/o Pico (a)	Northbound	.71	C	.63	C	1.19	F	1.25	F	1.20	F	1.26	F	--	--	--	--
	Southbound	.50	B	.74	D	1.01	F	1.35	F	1.01	F	1.35	F	--	--	--	--

Abbreviations: LOS – level of service V/C – volume/capacity ratio

(a) This location currently operates or is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS E performance standard).

Chapter 8.0
SPECIAL ISSUES

This chapter discusses a number of special issues in the study area. They involve specific transportation analyses which depict potential conditions not directly covered in the previous chapters.

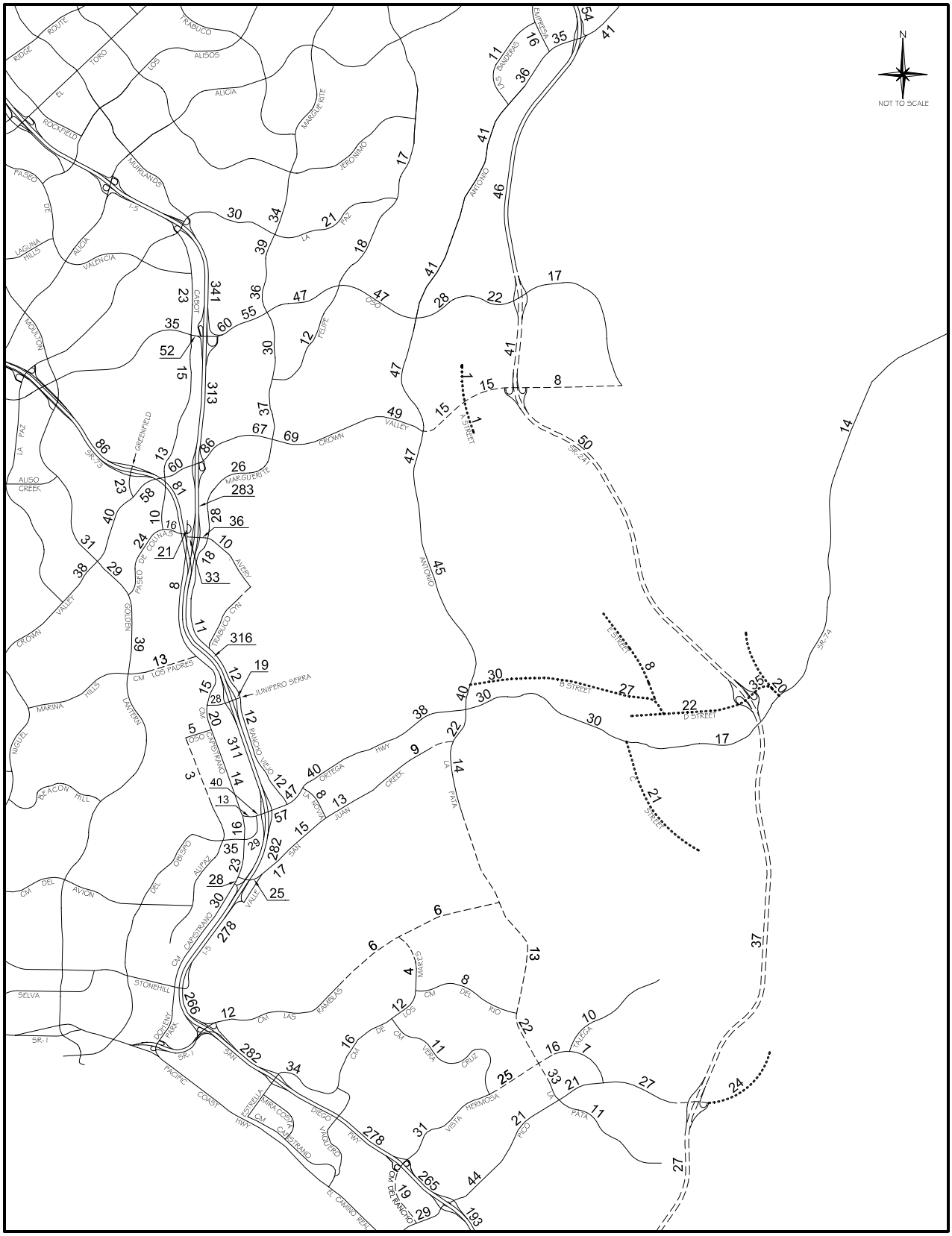
MPAH AMENDMENTS

The proposed project includes specific changes to the Orange County Master Plan of Arterial Highways (MPAH). These changes are described in Chapter 3.0 under the project description. To evaluate these proposed amendments to the MPAH, long-range (2025) traffic forecasts with the proposed project land uses are presented here for two scenarios, one based on buildout of the current MPAH and the other based on buildout of the MPAH with the proposed MPAH amendments.

Figures 8-1 and 8-2 show the 2025 average daily traffic (ADT) volumes for the two MPAH buildout scenarios, and Table 8-1 summarizes the corresponding peak hour intersection capacity utilization (ICU) values. As the ADT illustrations indicate, the proposed MPAH amendments result in moderately reduced volumes on Crown Valley Parkway, Ortega Highway and San Juan Creek Road between I-5 and Antonio Parkway/La Pata Avenue, and moderately increased volumes on Oso Parkway. Table 8-2 summarizes the 10 peak hour intersection deficiencies that are forecast under the two MPAH buildout scenarios. Eight of the ten intersections are deficient under both of the MPAH buildout scenarios, one location (Los Altos and Crown Valley Parkway) is deficient only under the scenario that is based on buildout of the current MPAH, and one location (Antonio Parkway and New Ortega Highway) is deficient only under the scenario that is based on buildout of the MPAH with the proposed MPAH amendments.

CALTRANS TRAFFIC SHARES

Guidelines prepared by Caltrans for analyzing the traffic impacts of land use developments contain a number of specific requirements. Most of those are included in the overall impact methodology used throughout this report. One component of the guidelines not directly addressed is a section on traffic

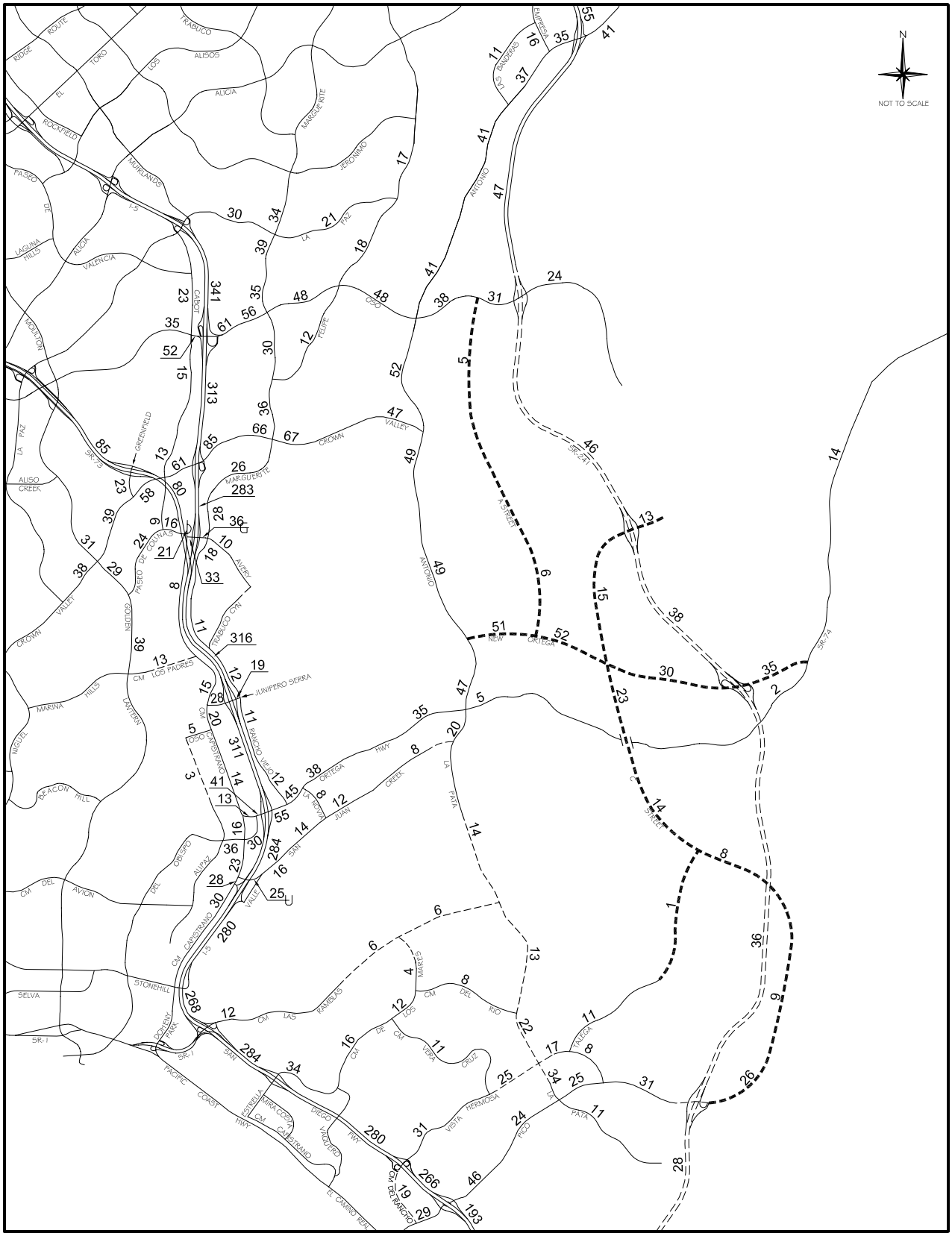


Legend

- – – – – – – Future Roadway (MPAH)
- ..... Local Roadway

Figure 8-1

2025 ADT VOLUMES (000s)
- PROPOSED PROJECT
(CURRENT MPAH BUILDOUT)



Legend

Future Roadway

Project Roadway

Figure 8-2
2025 ADT VOLUMES (000s)
- PROPOSED PROJECT
(MPAH BUILDOUT WITH
PROPOSED MPAH AMENDMENTS)

Table 8-1

2025 INTERSECTION LOS SUMMARY
- PROPOSED PROJECT WITH MPAH BUILDOUT

	Buildout of Current MPAH				MPAH Buildout with Proposed Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills								
15. Cabot & Oso	.66	B	.86	D	.65	B	.84	D
City of Laguna Niguel								
16. Moulton & Crown Valley (a)	.73	C	.78	C	.74	C	.77	C
17. Greenfield & Crown Valley	.80	C	.68	B	.81	D	.69	B
18. Cabot & Crown Valley	.74	C	.74	C	.74	C	.74	C
19. Forbes & Crown Valley	.64	B	.69	B	.64	B	.69	B
20. Golden Lantern & Paseo de Colinas (b)	.96	E	.78	C	.96	E	.78	C
21. Cabot & Paseo de Colinas	.48	A	.57	A	.48	A	.57	A
22. Camino Capistrano & Paseo de Colinas	.44	A	.46	A	.44	A	.47	A
23. Camino Capistrano & Avery	.65	B	.74	C	.65	B	.74	C
70. Greenfield & SR-73 SB Ramps	.57	A	.53	A	.56	A	.53	A
71. Greenfield & SR-73 NB Ramps	.71	C	.42	A	.70	B	.43	A
City of Mission Viejo								
1. Marguerite & La Paz	.61	B	.82	D	.60	A	.82	D
2. Olympiad & La Paz	.60	A	.62	B	.58	A	.62	B
3. Marguerite & Oso	.77	C	.80	C	.78	C	.78	C
4. Felipe & Oso (b)	.82	D	1.03	F	.84	D	1.03	F
6. Marguerite & Felipe	.64	B	.85	D	.62	B	.83	D
7. Puerta Real & Crown Valley (a)	.74	C	.79	C	.74	C	.80	C
8. Guevara/Medical Ctr & Crown Valley (a)	.63	B	.79	C	.63	B	.77	C
9. Los Altos & Crown Valley (a) (b)	.70	B	1.04	F	.71	C	.95	E
10. Bellogente & Crown Valley (a)	.68	B	.68	B	.69	B	.65	B
11. Marguerite & Crown Valley (a) (b)	1.10	F	.93	E	1.11	F	.98	E
24. Marguerite & Avery	.85	D	.86	D	.86	D	.84	D
44. I-5 SB Ramps & Oso	.65	B	.72	C	.64	B	.75	C
45. I-5 NB Ramps & Oso	.72	C	.79	C	.74	C	.80	C

Table 8-1 (cont)
2025 INTERSECTION LOS SUMMARY
- PROPOSED PROJECT WITH MPAH BUILDOUT

	Buildout of Current MPAH				MPAH Buildout with Proposed Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Mission Viejo (cont)								
46. I-5 SB Ramps & Crown Valley (a)	.69	B	.96	E	.68	B	.91	E
47. I-5 NB Ramps & Crown Valley (a)	.70	B	.86	D	.70	B	.84	D
48. I-5 SB Ramps & Avery	.60	A	.71	C	.60	A	.71	C
49. I-5 NB Ramps & Avery	.56	A	.61	B	.56	A	.59	A
City of Rancho Santa Margarita								
13. Banderas & Antonio	.65	B	.67	B	.65	B	.66	B
14. Empresa & Antonio	.59	A	.46	A	.60	A	.47	A
58. SR-241 SB Ramps & Antonio	.44	A	.68	B	.47	A	.69	B
59. SR-241 NB Ramps & Antonio (b)	1.13	F	.51	A	1.15	F	.53	A
60. SR-241 SB Ramps & Oso	.37	A	.34	A	.53	A	.45	A
61. SR-241 NB Ramps & Oso	.63	B	.35	A	.85	D	.53	A
City of San Clemente								
35. La Pata & Las Ramblas	.53	A	.40	A	.51	A	.42	A
36. La Pata & Del Rio	.52	A	.67	B	.52	A	.70	B
37. La Pata & Vista Hermosa	.69	B	.57	A	.70	B	.60	A
38. Talega & Vista Hermosa	.68	B	.55	A	.71	C	.57	A
39. Vera Cruz & Vista Hermosa	.75	C	.66	B	.75	C	.67	B
40. La Pata & Pico	.48	A	.67	B	.48	A	.68	B
41. Vista Hermosa & Pico	.36	A	.35	A	.39	A	.37	A
54. I-5 SB Ramps & Vista Hermosa	.45	A	.35	A	.45	A	.37	A
55. I-5 NB Ramps & Vista Hermosa	.54	A	.41	A	.54	A	.43	A
56. I-5 SB Ramps & Pico	.87	D	.78	C	.87	D	.79	C
57. I-5 NB Ramps & Pico	.87	D	.61	B	.88	D	.61	B
City of San Juan Capistrano								
25. Camino Capistrano & Ortega	.46	A	.54	A	.45	A	.54	A
26. Del Obispo & Ortega	.55	A	.66	B	.57	A	.67	B
27. Rancho Viejo & Ortega (b)	.72	C	.93	E	.72	C	.92	E

Table 8-1 (cont)
2025 INTERSECTION LOS SUMMARY
- PROPOSED PROJECT WITH MPAH BUILDOUT

	Buildout of Current MPAH				MPAH Buildout with Proposed Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of San Juan Capistrano (cont)								
28. La Novia & Ortega	.72	C	.75	C	.72	C	.73	C
30. Camino Capistrano & Del Obispo	.81	D	.90	D	.82	D	.90	D
31. Camino Capistrano & San Juan Creek	.63	B	.80	C	.62	B	.79	C
32. Valle & San Juan Creek	.62	B	.73	C	.58	A	.72	C
33. La Novia & San Juan Creek	.72	C	.68	B	.69	B	.67	B
50. I-5 SB Ramps & Ortega (a)	.77	C	.87	D	.79	C	.87	D
51. I-5 NB Ramps & Ortega (a)	.74	C	.82	D	.73	C	.80	C
52. Camino Capistrano & I-5 SB Ramps	.71	C	.82	D	.71	C	.83	D
53. Valle & La Novia/I-5 NB Ramps	.76	C	.76	C	.75	C	.77	C
72. Camino Capistrano & Junipero Serra	.83	D	.63	B	.83	D	.63	B
73. I-5 SB Ramps & Junipero Serra	.60	A	.62	B	.60	A	.62	B
74. I-5 NB Ramps & Junipero Serra	.51	A	.59	A	.51	A	.59	A
75. Rancho Viejo & Junipero Serra	.60	A	.56	A	.59	A	.56	A
Unincorporated (County of Orange)								
5. Antonio & Oso (b)	1.00	E	.88	D	1.00	E	.95	E
12. Antonio & Crown Valley (b)	.87	D	.93	E	.80	C	.95	E
29. Antonio/La Pata & Ortega (b)	.99	E	.90	D	1.19	F	1.02	F
34. La Pata & San Juan Creek	.79	C	.82	D	.71	C	.80	C
43. Antonio & New Ortega (b)	--	--	--	--	.90	D	.95	E
62. SR-241 SB Ramps & Crown Valley	.25	A	.45	A	--	--	--	--
63. SR-241 NB Ramps & Crown Valley	.36	A	.31	A	--	--	--	--
64. SR-241 SB Ramps & C St	--	--	--	--	.28	A	.38	A
65. SR-241 NB Ramps & C St	--	--	--	--	.38	A	.28	A
66. SR-241 SB Ramps & New Ortega	--	--	--	--	.43	A	.53	A
67. SR-241 NB Ramps & New Ortega	--	--	--	--	.87	D	.82	D
68. SR-241 SB Ramps & Pico	.47	A	.58	A	.49	A	.62	B
69. SR-241 NB Ramps & Pico	.54	A	.61	B	.59	A	.75	C

Table 8-1 (cont)
2025 INTERSECTION LOS SUMMARY
- PROPOSED PROJECT WITH MPAH BUILDOUT

	Buildout of Current MPAH				MPAH Buildout with Proposed Amendments			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
Unincorporated (County of Orange) (cont)								
76. A St & Oso	--	--	--	--	.41	A	.39	A
78. A St & New Ortega	--	--	--	--	.55	A	.57	A
79. C St & New Ortega	--	--	--	--	.85	D	.81	D
80. Ortega & New Ortega	--	--	--	--	.58	A	.64	B
81. C St & Talega	--	--	--	--	.23	A	.28	A
82. SR-241 SB Ramps & D St	.49	A	.62	B	--	--	--	--
83. SR-241 NB Ramps & D St	.62	B	.65	B	--	--	--	--
85. D St & Ortega	.70	B	.57	A	--	--	--	--

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Table 8-2

2025 MPAH BUILDOUT WITH PROJECT INTERSECTION DEFICIENCIES

Intersection	Jurisdiction	Buildout of Current MPAH	MPAH Buildout With Proposed Amendments
4. Felipe & Oso	Mission Viejo	■	■
5. Antonio & Oso	Unincorporated	■	■
9. Los Altos & Crown Valley	Mission Viejo	■	□
11. Marguerite & Crown Valley	Mission Viejo	■	■
12. Antonio & Crown Valley	Unincorporated	■	■
20. Golden Lantern & Paseo de Colinas	Laguna Niguel	■	■
27. Rancho Viejo & Ortega	San Juan Capistrano	■	■
29. Antonio/La Pata & Ortega	Unincorporated	■	■
43. Antonio & New Ortega	Unincorporated	(a)	■
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	■	■

□ - No deficiency at this location.
■ - Deficiency at this location.

(a) This intersection is not a part of the current Master Plan of Arterial Highways (MPAH).

shares (Caltrans guidelines Appendix B). The introductory sentence states "The methodology below is neither intended as, nor does it establish, a legal standard for determining equitable responsibility and cost of a project's impact." Hence, the share data is informational in nature, and has been included here in accordance with the calculation methodology in the Caltrans guidelines (the same formula as used in the transportation improvement shares summarized in Chapter 6.0).

The share data for I-5 and the State Route 73 (SR-73) toll road can be seen in Table 8-3. The information is for the cumulative with-project scenario with proposed mitigation, and was derived by comparing the 2025 no-project volumes with the with-project volumes and equating that increment to the growth in traffic on I-5 and SR-73.

CALTRANS INTERSECTIONS

The above referenced Caltrans guidelines indicates a preference for evaluating level of service (LOS) at Caltrans intersections using the Highway Capacity Manual (HCM) methodology. This requires information on signal timing and related parameters and for that reason is not typically used in Orange County for long-range planning.

Table 8-4 summarizes the HCM LOS results for Caltrans intersections based on 2025 cumulative with project conditions with La Pata Avenue and the FTC-S and with project mitigation. The HCM calculations have been prepared using representative assumptions for future signal operation, thereby providing comparative results to ICU LOS values. As can be seen, the HCM derived LOSs are reasonably consistent with the corresponding ICU LOSs (the HCM LOS worksheets for the intersections listed in Table 8-4 are included in Appendix D and the corresponding ICU worksheets are included in Appendix C).

AVERY PARKWAY EXTENSION

The City of San Juan Capistrano prepared a Strategic Transportation Plan in 2003 (see Reference 6 in Chapter 1.0) which outlined a number of potential long-range transportation improvements in and around the City. One of the alternatives considered was an eastward extension of the existing section of

Table 8-3

CALTRANS MAINLINE TRAFFIC SHARES (I-5 AND SR-73)

Location	Existing	2025 Without Project	2025 With Project	Total Growth	Ranch Plan	Ranch Plan Share of Growth
I-5 n/o Oso	298	345	349	51	4	8%
I-5 n/o Crown Valley	281	323	322	41	--	--
I-5 n/o Avery	242	298	296	54	--	--
I-5 n/o Junipero Serra	233	336	340	107	4	4%
I-5 n/o Ortega	227	326	331	104	5	5%
I-5 n/o Camino Capistrano	210	310	312	102	2	2%
I-5 s/o Camino Capistrano	208	310	311	103	1	<1%
I-5 n/o Vista Hermosa	202	303	304	102	1	<1%
I-5 n/o Pico	188	282	287	99	5	5%
I-5 s/o Pico	154	214	215	61	1	2%
SR-73 n/o Avery	44	86	90	46	4	9%
SR-73 n/o Greenfield	45	82	93	48	11	23%

Table 8-4

2025 CALTRANS INTERSECTION LEVEL OF SERVICE SUMMARY
- PROPOSED PROJECT WITH MITIGATION

	HCM LOS for Committed Circulation System with La Pata & FTC-S				ICU LOS for Committed Circulation System with La Pata & FTC-S			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**Delay/Sec**	**LOS**	**Delay/Sec**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Mission Viejo								
44. I-5 SB Ramps & Oso	18.5	B	15.0	B	.65	B	.74	C
45. I-5 NB Ramps & Oso	19.4	B	49.6	D	.76	C	.84	D
46. I-5 SB Ramps & Crown Valley (a)	21.8	C	71.4	E	.71	C	.94	E
47. I-5 NB Ramps & Crown Valley (a)	16.0	B	42.3	D	.72	C	.87	D
48. I-5 SB & Avery	29.6	C	35.4	D	.71	C	.79	C
49. I-5 NB & Avery	18.1	B	28.4	C	.63	B	.71	C
City of San Clemente								
54. I-5 SB Ramps & Vista Hermosa	15.8	B	15.2	B	.49	A	.38	A
55. I-5 NB Ramps & Vista Hermosa	7.6	A	7.9	A	.57	A	.45	A
56. I-5 SB Ramps & Pico	40.5	D	41.0	D	.90	D	.83	D
57. I-5 NB Ramps & Pico	32.3	C	17.9	B	.90	D	.64	B
City of San Juan Capistrano								
52. Camino Capistrano & I-5 SB Ramps	30.9	C	31.5	C	.79	C	.81	D
53. Valle & La Novia/I-5 NB Ramps	15.9	B	22.4	C	.77	C	.76	C
73. I-5 SB Ramps & Junipero Serra	14.8	B	24.6	C	.66	B	.76	C
74. I-5 NB Ramps & Junipero Serra	6.3	A	8.0	A	.59	A	.78	C

Abbreviations: HCM – Highway Capacity Manual
ICU – intersection capacity utilization
LOS – level of service
NB – northbound
SB – southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

Avery Parkway in the City of Mission Viejo to New Ortega Highway east of Antonio Parkway, and it was concluded that the Avery Parkway extension would result in lower future volumes on Ortega Highway.

To evaluate this alternative, traffic forecasts that include the Avery Parkway extension are presented here for two scenarios, one based on the committed network and the other based on the committed network plus La Pata Avenue and the FTC-S. Both scenarios assume the proposed project land uses and the proposed on-site amendments to the MPAH. Figures 8-3 and 8-4 show the 2025 ADT volumes for the two scenarios with the Avery Parkway extension, and Table 8-5 summarizes the corresponding peak hour ICU values. A comparison of these ADT results with the corresponding 2025 cumulative scenarios presented earlier in Chapter 4.0 without the Avery Parkway indicates that the extension reduces traffic volumes on Oso Parkway, Crown Valley Parkway and Ortega Highway.

Table 8-6 summarizes the peak hour intersection deficiencies that are forecast under the 2025 cumulative settings with and without the Avery Parkway extension. Most of the intersection locations that are forecast to operate deficiently without the Avery Parkway extension show some amount of improvement even though they may remain deficient with the Avery Parkway extension. However, the traffic that utilizes the Avery Parkway extension worsens the peak hour deficiencies that are forecast at the Marguerite Parkway/Avery Parkway and Antonio Parkway/New Ortega Highway intersections and results in new peak hour deficiencies at the northbound and southbound ramp intersections at Avery Parkway and at the intersection of C Street and New Ortega Highway.

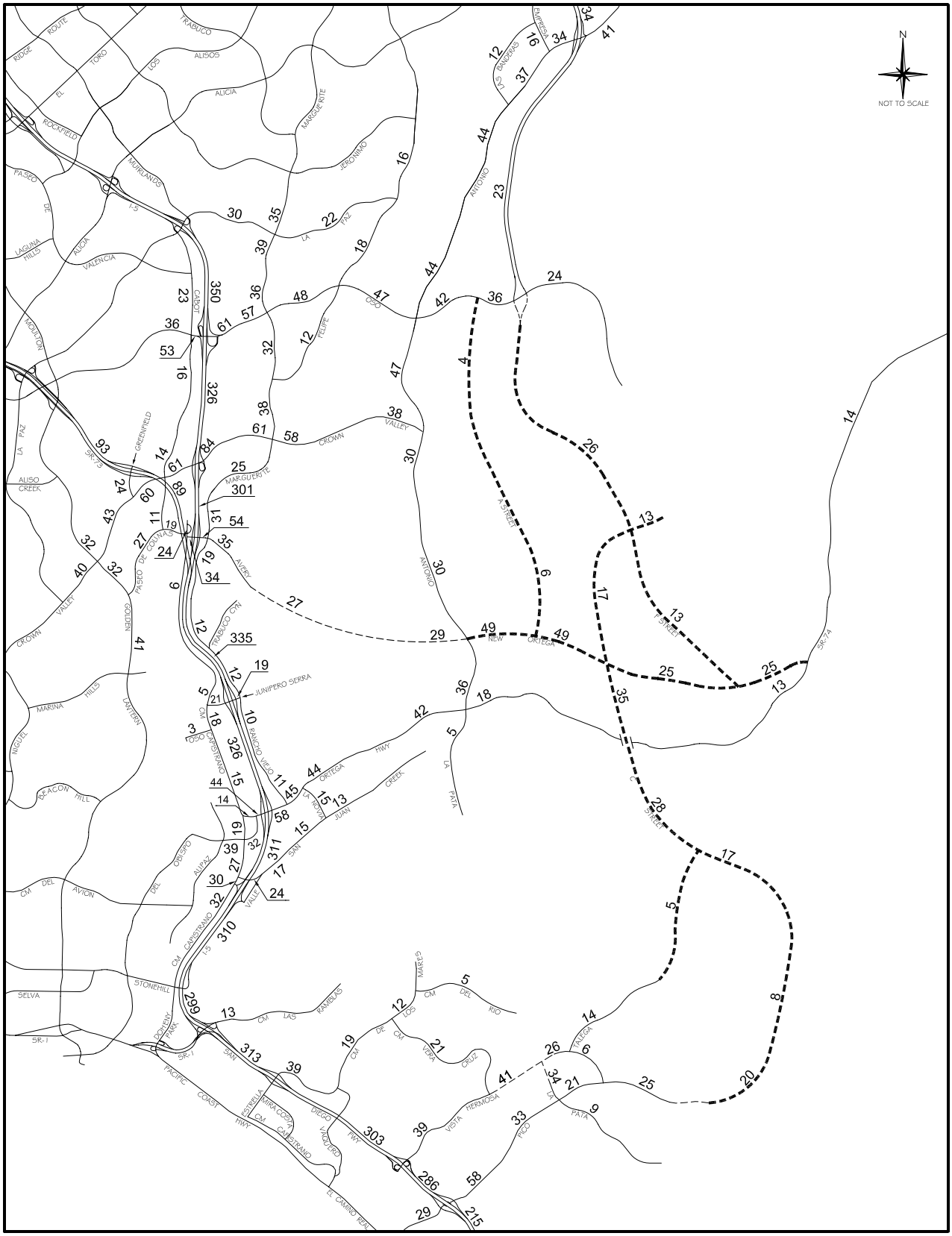


Figure 8-3
2025 ADT VOLUMES (000s)
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM
PLUS AVERY EXTENSION)

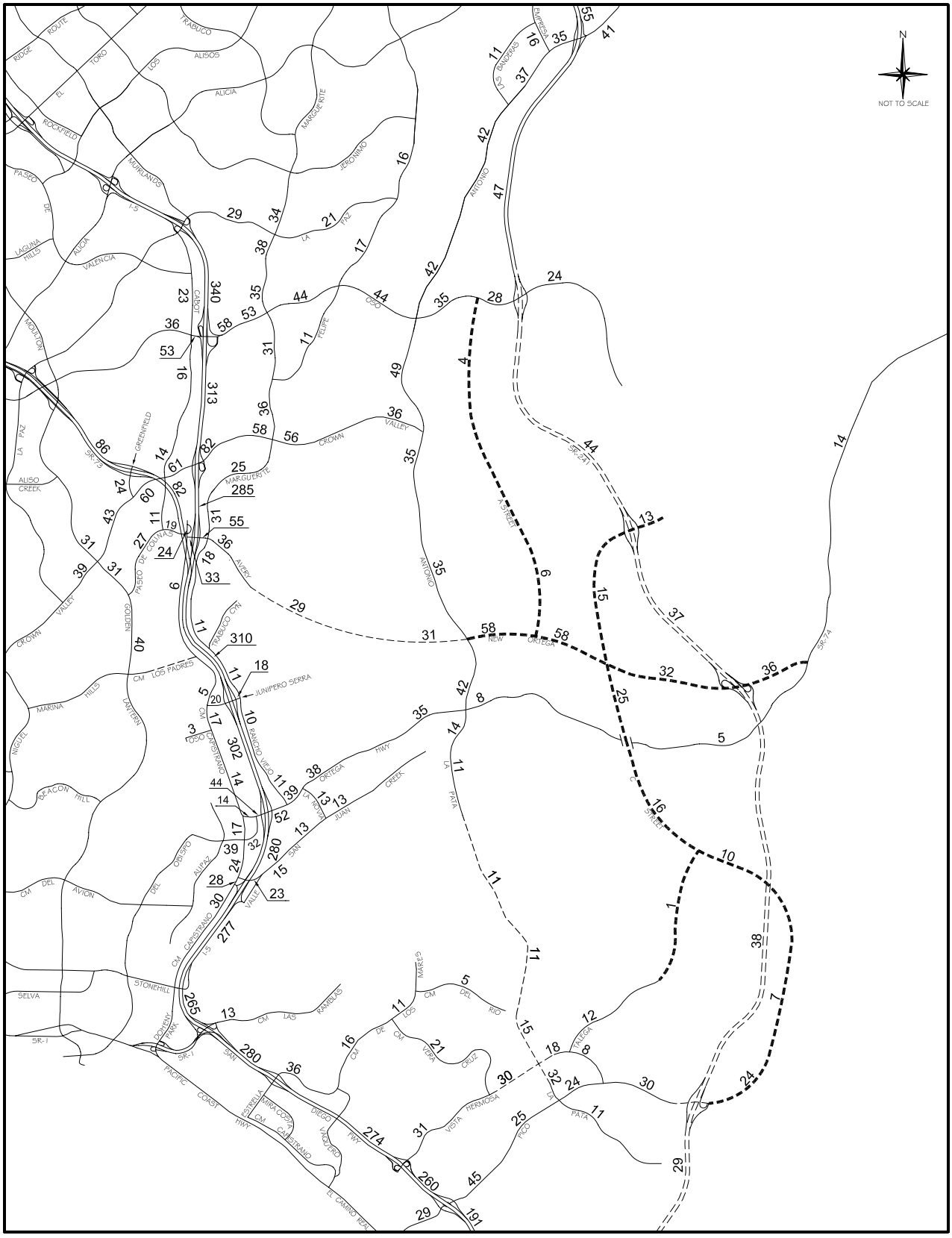

N
NOT TO SCALE
ALISOS
ALICIA
ANTONIO
ASTER
AVERY
CROWN VALLEY
GREENFIELD
JUNIPERO SERRA
LA PATA
MARGUERITE
NEW ORTEGA
PASEO DE GUINEA
RANCHO JULIO
SR-74
SR-241
SR-73
SR-1
I-5
CM CAPISTRANO
CM LOS PADRES
PACIFIC COAST HWY
ORTEGA HWY
STONEHILL
SELVA
MARINA HILLS
LA PAZ
ALISO CREEK
LAGUNA HILLS
VALENCIA
MOULTON
ROCKFIELD
RIDGE ROUTE
TRABUCO
TORO
JERONIMO
FELIPE
OSO
CAMINO CAPISTRANO
SAN JUAN CREEK
VALLE
OBISPO
AVION
CM DEL AVION
CM LOS RIO
CM VISTA HERMOSA
CM LAS RAMBLAS
CM DE LA PATA
CM VISTA CRUZ
CM VISTA DIEGO
CM VISTA COSTA
CM VISTA VALLE
CM VISTA PICO
CM VISTA VIEJO
CM VISTA ESTRELLA
CM VISTA VAQUERO
CM VISTA MARES
CM VISTA EL CAMINO REAL
CM VISTA LA PATA
CM VISTA VALLEGA
CM VISTA VIEJO

Table 8-5

2025 INTERSECTION LOS SUMMARY WITH AVERY PARKWAY EXTENSION

	Committed Circulation Plus Avery Extension				Committed Circulation Plus La Pata and FTC-S and Avery Extension			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills								
15. Cabot & Oso	.68	B	.87	D	.69	B	.88	D
City of Laguna Niguel								
16. Moulton & Crown Valley (a)	.79	C	.88	D	.79	C	.85	D
17. Greenfield & Crown Valley	.81	D	.76	C	.80	C	.75	C
18. Cabot & Crown Valley	.77	C	.79	C	.75	C	.77	C
19. Forbes & Crown Valley	.68	B	.76	C	.67	B	.75	C
20. Golden Lantern & Paseo de Colinas (b)	1.04	F	.88	D	1.02	F	.86	D
21. Cabot & Paseo de Colinas	.55	A	.71	C	.54	A	.68	B
22. Camino Capistrano & Paseo de Colinas	.56	A	.57	A	.54	A	.55	A
23. Camino Capistrano & Avery	.51	A	.53	A	.51	A	.52	A
70. Greenfield & SR-73 SB Ramps	.57	A	.54	A	.56	A	.54	A
71. Greenfield & SR-73 NB Ramps	.70	B	.47	A	.70	B	.48	A
City of Mission Viejo								
1. Marguerite & La Paz	.61	B	.83	D	.61	B	.80	C
2. Olympiad & La Paz	.55	A	.59	A	.51	A	.55	A
3. Marguerite & Oso	.81	D	.77	C	.77	C	.78	C
4. Felipe & Oso (b)	.77	C	1.00	E	.77	C	.95	E
6. Marguerite & Felipe	.59	A	.78	C	.57	A	.76	C
7. Puerta Real & Crown Valley (a)	.75	C	.79	C	.74	C	.77	C
8. Guevara/Medical Ctr & Crown Valley (a)	.63	B	.76	C	.63	B	.78	C
9. Los Altos & Crown Valley (a)	.70	B	.92	E	.68	B	.93	E
10. Bellogente & Crown Valley (a)	.68	B	.63	B	.67	B	.64	B
11. Marguerite & Crown Valley (a) (b)	1.15	F	.95	E	1.11	F	.89	D
24. Marguerite & Avery (b)	1.03	F	1.14	F	1.04	F	1.03	F
44. I-5 SB Ramps & Oso	.68	B	.75	C	.69	B	.74	C
45. I-5 NB Ramps & Oso	.74	C	.83	D	.74	C	.81	D

Table 8-5 (cont)
2025 INTERSECTION LOS SUMMARY WITH AVERY PARKWAY EXTENSION

	Committed Circulation Plus Avery Extension				Committed Circulation Plus La Pata and FTC-S and Avery Extension			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
City of Mission Viejo (cont)								
46. I-5 SB Ramps & Crown Valley (a)	.72	C	.94	E	.69	B	.93	E
47. I-5 NB Ramps & Crown Valley (a)	.69	B	.85	D	.68	B	.87	D
48. I-5 SB Ramps & Avery (b)	.84	D	.97	E	.86	D	.97	E
49. I-5 NB Ramps & Avery (b)	.70	B	1.00	E	.79	C	.96	E
City of Rancho Santa Margarita								
13. Banderas & Antonio	.68	B	.75	C	.65	B	.69	B
14. Empresa & Antonio	.60	A	.48	A	.62	B	.47	A
58. SR-241 SB Ramps & Antonio	.46	A	.66	B	.45	A	.70	B
59. SR-241 NB Ramps & Antonio (b)	1.39	F	.53	A	1.30	F	.53	A
60. SR-241 SB Ramps & Oso	.55	A	.57	A	.53	A	.45	A
61. SR-241 NB Ramps & Oso	.77	C	.61	B	.85	D	.51	A
City of San Clemente								
37. La Pata & Vista Hermosa (b)	1.09	F	1.00	E	.88	D	.71	C
38. Talega & Vista Hermosa (b)	1.05	F	.96	E	.74	C	.62	B
39. Vera Cruz & Vista Hermosa (b)	1.13	F	1.31	F	1.08	F	1.11	F
40. La Pata & Pico	.45	A	.73	C	.50	A	.71	C
41. Vista Hermosa & Pico	.32	A	.35	A	.40	A	.36	A
54. I-5 SB Ramps & Vista Hermosa	.61	B	.44	A	.48	A	.35	A
55. I-5 NB Ramps & Vista Hermosa	.73	C	.56	A	.56	A	.43	A
56. I-5 SB Ramps & Pico (b)	1.00	E	1.04	F	.89	D	.76	C
57. I-5 NB Ramps & Pico (b)	.97	E	.71	C	.90	D	.62	B
City of San Juan Capistrano								
25. Camino Capistrano & Ortega	.70	B	.70	B	.55	A	.57	A
26. Del Obispo & Ortega	.68	B	.75	C	.66	B	.74	C
27. Rancho Viejo & Ortega	.73	C	.84	D	.68	B	.83	D
28. La Novia & Ortega (b)	.88	D	.97	E	.81	D	.85	D
30. Camino Capistrano & Del Obispo (b)	1.08	F	1.19	F	.98	E	1.03	F

Table 8-5 (cont)
2025 INTERSECTION LOS SUMMARY WITH AVERY PARKWAY EXTENSION

Intersection	Committed Circulation Plus Avery Extension				Committed Circulation Plus La Pata and FTC-S and Avery Extension			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of San Juan Capistrano (cont)								
31. Camino Capistrano & San Juan Creek	.68	B	.78	C	.59	A	.68	B
32. Valle & San Juan Creek (b)	.92	E	.85	D	.90	D	.81	D
33. La Novia & San Juan Creek (b)	1.06	F	.88	D	.86	D	.75	C
50. I-5 SB Ramps & Ortega (a)	.96	E	.89	D	.86	D	.91	E
51. I-5 NB Ramps & Ortega (a)	.83	D	.77	C	.79	C	.79	C
52. Camino Capistrano & I-5 SB Ramps	.86	D	.85	D	.79	C	.82	D
53. Valle & La Novia/I-5 NB Ramps (b)	.97	E	1.03	F	.76	C	.75	C
72. Camino Capistrano & Junipero Serra	.89	D	.90	D	.77	C	.74	C
73. I-5 SB Ramps & Junipero Serra	.69	B	.84	D	.64	B	.66	B
74. I-5 NB Ramps & Junipero Serra (b)	.83	D	1.09	F	.73	C	.92	E
75. Rancho Viejo & Junipero Serra	.77	C	.84	D	.71	C	.73	C
Unincorporated (County of Orange)								
5. Antonio & Oso (b)	1.05	F	.99	E	1.11	F	1.07	F
12. Antonio & Crown Valley	.60	A	.86	D	.71	C	.90	D
29. Antonio/La Pata & Ortega (b)	1.69	F	1.51	F	1.53	F	1.29	F
43. Antonio & New Ortega (b)	.71	C	.91	E	.82	D	1.08	F
64. SR-241 SB Ramps & C St	--	--	--	--	.27	A	.37	A
65. SR-241 NB Ramps & C St	--	--	--	--	.34	A	.29	A
66. SR-241 SB Ramps & New Ortega	--	--	--	--	.43	A	.53	A
67. SR-241 NB Ramps & New Ortega	--	--	--	--	.87	D	.84	D
68. SR-241 SB Ramps & Pico	--	--	--	--	.48	A	.61	B
69. SR-241 NB Ramps & Pico	--	--	--	--	.51	A	.59	A
76. A St & Oso	.47	A	.44	A	.39	A	.37	A
78. A St & New Ortega	.53	A	.54	A	.59	A	.60	A
79. C St & New Ortega (b)	.78	C	.89	D	.92	E	.85	D
80. Ortega & New Ortega	.54	A	.52	A	.59	A	.64	B

Table 8-5 (cont)
2025 INTERSECTION LOS SUMMARY WITH AVERY PARKWAY EXTENSION

Intersection	Committed Circulation Plus Avery Extension				Committed Circulation Plus La Pata and FTC-S and Avery Extension			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Unincorporated (County of Orange) (cont)								
81. C St & Talega	.77	C	.79	C	.25	A	.30	A
87. F St & C St	.59	A	.59	A	--	--	--	--
89. F St & New Ortega	.55	A	.55	A	--	--	--	--

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

Table 8-6

2025 CUMULATIVE WITH PROJECT DEFICIENCIES
WITH AND WITHOUT AVERY PARKWAY EXTENSION

Intersection	Jurisdiction	Committed Circulation		Committed Plus La Pata and FTC-S	
		Without Avery Extension	With Avery Extension	Without Avery Extension	With Avery Extension
4. Felipe & Oso	Mission Viejo	■	■	■	■
5. Antonio & Oso	Unincorporated	■	■	■	■
11. Marguerite & Crown Valley	Mission Viejo	■	■	■	■
12. Antonio & Crown Valley	Unincorporated	■	□	■	□
20. Golden Lantern & Paseo de Colinas	Laguna Niguel	■	■	■	■
24. Marguerite & Avery	Mission Viejo	■	■	□	■
28. La Novia & Ortega	San Juan Capistrano	■	■	□	□
29. Antonio/La Pata & Ortega	Unincorporated	■	■	■	■
30. Camino Capistrano & Del Obispo	San Juan Capistrano	■	■	■	■
32. Valle & San Juan Creek	San Juan Capistrano	■	■	■	□
33. La Novia & San Juan Creek	San Juan Capistrano	■	■	□	□
37. La Pata & Vista Hermosa	San Clemente	■	■	□	□
38. Talega & Vista Hermosa	San Clemente	■	■	□	□
39. Vera Cruz & Vista Hermosa	San Clemente	■	■	■	■
43. Antonio & New Ortega	Unincorporated	□	□	■	■
48. I-5 SB Ramps & Avery	Mission Viejo	□	■	□	■
49. I-5 NB Ramps & Avery	Mission Viejo	□	■	□	■
53. Valle & La Novia/I-5 NB Ramps	San Juan Capistrano	■	■	□	□
56. I-5 SB Ramps & Pico	San Clemente	■	■	□	□
57. I-5 NB Ramps & Pico	San Clemente	■	■	□	□
59. SR-241 NB Ramps & Antonio	Rancho Santa Margarita	■	■	■	■
74. I-5 NB Ramps & Junipero Serra	San Juan Capistrano	■	■	■	■
79. C St & New Ortega	Unincorporated	□	□	□	■

□ - No deficiency at this location.
■ - Deficiency at this location.

Appendix A
TRIP GENERATION BY ALTERNATIVE

The trip generation used in the South County Sub-Area Model (SCSAM) is based on socioeconomic data to provide consistency with the Orange County Transportation Analysis Model (OCTAM). The consistency guidelines for subarea models require reasonable agreement with respect to trip generation and recommend the use of the same socioeconomic variables as in the parent model to assure such consistency. Detailed information on trip generation rates, land use/socioeconomic data conversion and related topics can be found in the SCSAM documentation. In the information which follows, tables are presented showing the land use data for each project alternative, the conversion to socioeconomic data, and the resulting trip generation. As a reference for the trip generation calculations, Table A-1 lists the socioeconomic trip generation rates and Table A-2 lists the land use to socioeconomic data conversion factors. The tables which follow provide the relevant data for the following alternatives:

Short-Range (2010) Proposed Project (5,000 DU)
Proposed Project (B-4)
B-4 Reduced Intensity Alternative
B-5 Alternative
B-6 Alternative
B-8 Alternative
Current County General Plan Zoning (Existing Zoning Alternative)
OCP-2000 Alternative
Regional Housing Alternative
County Constrained Alternative

Table A-1

SCSAM SOCIOECONOMIC VEHICLE TRIP RATES

Socioeconomic Variable	Daily Trips	Trip Type	Trip Purpose HBW/U	HBO	HBSch	WBO	OBO
Single Family Dwelling Units [1]	3.33	Productions	--	1.61	--	--	.54
		Attractions	.05	.38	--	.24	.51
Multi Family Dwelling Units [1]	2.28	Productions	--	.94	--	--	.38
		Attractions	.05	.33	--	.24	.34
Population	.50	Productions	.04	.30	.16	--	--
		Attractions	--	--	--	--	--
Employed Residents	1.18	Productions	1.18	--	--	--	--
		Attractions	--	--	--	--	--
Income (millions of dollars)	28.00	Productions	--	23.97	--	--	1.51
		Attractions	--	1.01	--	--	1.51
Retail Employees	22.00	Productions	--	--	--	1.67	3.65
		Attractions	1.03	9.36	--	2.62	3.67
Service Employees	5.40	Productions	--	--	--	.90	1.00
		Attractions	1.08	.91	--	.47	1.04
Other Employees	2.80	Productions	--	--	--	.80	.19
		Attractions	1.09	.15	--	.36	.21
Elementary/High School Students	.95	Productions	--	--	--	--	.01
		Attractions	--	--	.92	.01	.01
College/University Students	1.50	Productions	--	--	--	--	.20
		Attractions	.90	--	--	.20	.20

[1] Occupied and unoccupied

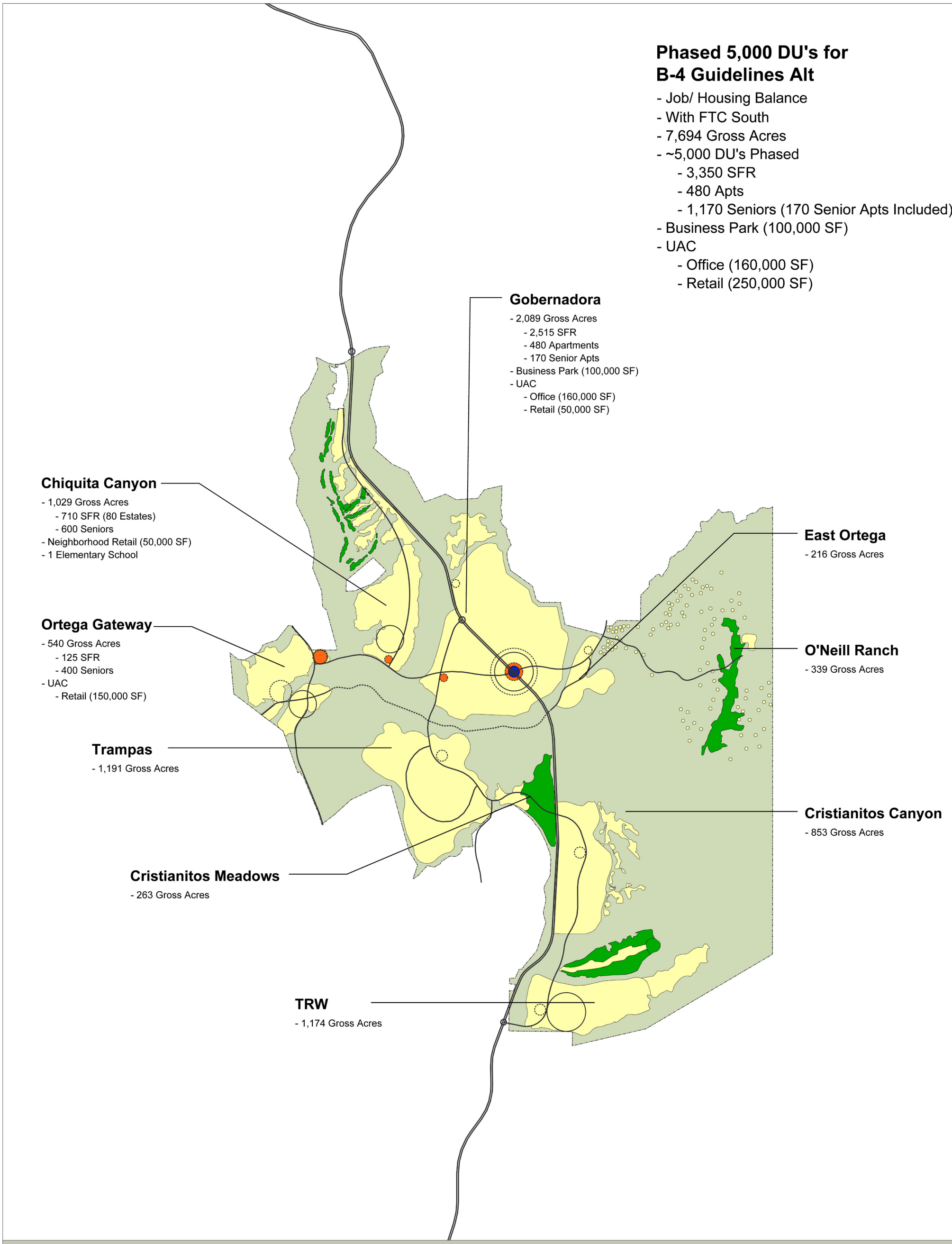
Table A-2
LAND USE TO SOCIOECONOMIC DATA CONVERSION FACTORS - RANCH PLAN

Land Use Category	Units	Socioeconomic Conversion Factors by Socioeconomic Category										
		Single Family Dwelling Units	Multi Family Dwelling Units	Population	Employed Residents	Income (Millions of Dollars)	Retail Employees	Service Employees	Other Employees	Total Employees	Elem/High School Students	College/ University Students
Single Family -Detached	DU	1	--	3.15	1.7	0.08	--	--	--	--	--	--
Single Family -Attached	DU	--	1	3.1	1.6	0.07	--	--	--	--	--	--
Senior Housing	DU	--	1	1.4	0.2	0.01	--	--	--	--	--	--
Senior Apartments	DU	--	1	1.4	0.2	0.01	--	--	--	--	--	--
Apartments	DU	--	1	2.5	1.3	0.05	--	--	--	--	--	--
General Commercial	TSF	--	--	--	--	--	2	0.25	0.05	2.3	--	--
Specialty Retail	TSF	--	--	--	--	--	1.6	0.65	0.05	2.3	--	--
R&D/Business Park	TSF	--	--	--	--	--	--	0.5	2.5	3	--	--
Office	TSF	--	--	--	--	--	0.02	0.9	2.58	3.5	--	--
Golf Course	Acre	--	--	--	--	--	--	0.5	--	0.5	--	--
Elementary/Middle School	Student	--	--	--	--	--	--	--	0.11	0.11	1	--
High School	Student	--	--	--	--	--	--	--	0.11	0.11	1	--
Resort Hotel	Room	--	--	--	--	--	--	0.7	0.2	0.9	--	--

Short-Range (2010) Proposed Project (5,000 DU)

Phased 5,000 DU's for B-4 Guidelines Alt

- Job/ Housing Balance
- With FTC South
- 7,694 Gross Acres
- ~5,000 DU's Phased
  - 3,350 SFR
  - 480 Apts
  - 1,170 Seniors (170 Senior Apts Included)
- Business Park (100,000 SF)
- UAC
  - Office (160,000 SF)
  - Retail (250,000 SF)



Phased 5,000 DU's For: B-4 Guidelines Alt

Total Gross Acres: 7,694

0 1000 2000 4000

December 09, 2003

Ranch Plan/EDAW -Short-Range (5000 DU) Plan

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family -Detached	2,074	2,074	0	6,533	3,526	166	0	0	0	0	0
2. Single Family -Attached	1,276	0	1,276	3,956	2,042	89	0	0	0	0	0
3. Senior Housing	1,000	0	1,000	1,400	200	10	0	0	0	0	0
4. Senior Apartments	170	0	170	238	34	2	0	0	0	0	0
5. Apartments	480	0	480	1,200	624	24	0	0	0	0	0
7. General Commercial	200	0	0	0	0	0	400	50	10	0	0
8. Specialty Retail	50	0	0	0	0	0	80	33	3	0	0
9. R&D/Business Park	100	0	0	0	0	0	0	50	250	0	0
10. Office	160	0	0	0	0	0	3	144	413	0	0
12. Elementary/Middle School	700	0	0	0	0	0	0	0	77	700	0
TOTAL		2,074	2,926	13,327	6,425	291	483	277	752	700	0

Ranch Plan/EDAW - Short-Range (5,000 DU) Plan

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family -Detached	6,906	0	3,267	4,160	4,646	0	0	0	0	0	18,979	9.2
2. Single Family -Attached	0	2,909	1,978	2,409	2,501	0	0	0	0	0	9,797	7.7
3. Senior Housing	0	2,280	700	236	280	0	0	0	0	0	3,496	3.5
4. Senior Apartments	0	388	119	40	48	0	0	0	0	0	594	3.5
5. Apartments	0	1,094	600	736	672	0	0	0	0	0	3,103	6.5
7. General Commercial	0	0	0	0	0	8,800	270	28	0	0	9,098	45.5
8. Specialty Retail	0	0	0	0	0	1,760	176	7	0	0	1,943	38.8
9. R&D/Business Park	0	0	0	0	0	0	270	700	0	0	970	9.7
10. Office	0	0	0	0	0	70	778	1,156	0	0	2,004	12.5
12. Elementary/Middle School	0	0	0	0	0	0	0	216	665	0	881	1.3
TOTAL	6,906	6,671	6,663	7,582	8,146	10,630	1,493	2,106	665	0	50,864	0

Ranch Plan/EDAW -Short-Range (5000 DU) Plan

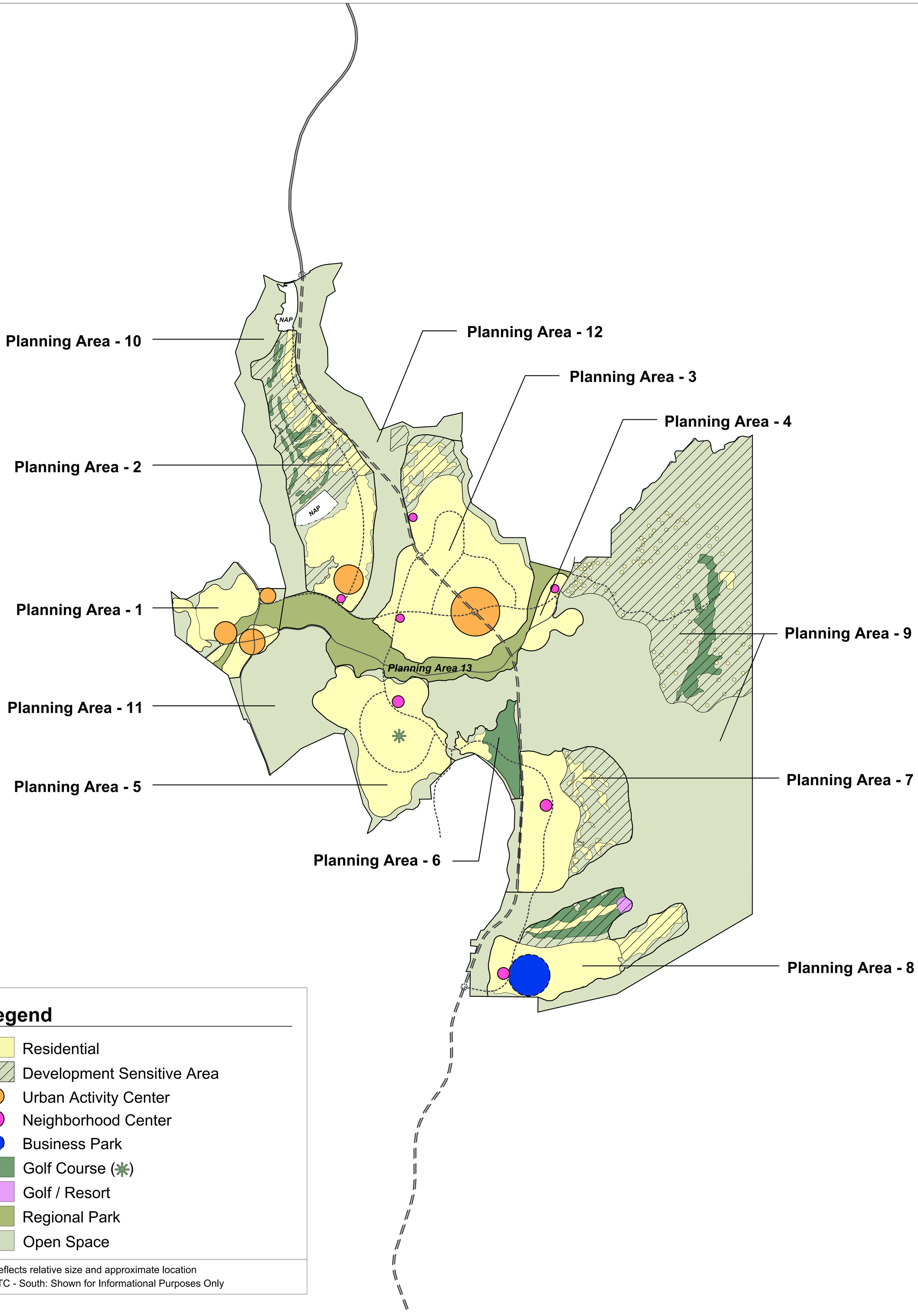
		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
Socioeconomic Land Use		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	2,074	0	3,336	0	0	1,126	4,462	97	794	0	490	1,064	2,445	6,906
2	Multi-Family Residential	2,926	0	2,755	0	0	1,107	3,863	140	974	0	694	1,001	2,809	6,671
3	Population	13,327	533	3,998	2,132	0	0	6,663	0	0	0	0	0	0	6,663
4	Employed Residents	6,425	7,582	0	0	0	0	7,582	0	0	0	0	0	0	7,582
5	Income	291	0	6,973	0	0	440	7,413	0	293	0	0	440	733	8,146
6	Retail Employment	483	0	0	0	808	1,765	2,573	500	4,518	0	1,265	1,775	8,058	10,630
7	Service Employment	277	0	0	0	249	278	527	299	252	0	130	285	966	1,493
8	Other Employment	752	0	0	0	602	143	746	819	114	0	272	156	1,361	2,106
9	Elementary/High School	700	0	0	0	0	7	7	0	0	643	7	7	658	665
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		8,115	17,062	2,132	1,660	4,866	33,835	1,854	6,946	643	2,858	4,728	17,029	50,864

Ranch Plan/EDAW -Short-Range (5000 DU) Plan

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	2,074	135	264	399	380	286	666	6,906
2. Multi-Family Residential	2,926	143	247	390	371	278	649	6,671
3. Population	13,327	67	532	599	363	201	564	6,663
4. Employed Residents	6,425	49	990	1,039	745	50	794	7,582
5. Income	291	115	401	516	458	308	766	8,146
6. Retail Employment	483	435	208	643	477	581	1,059	10,630
7. Service Employment	277	80	25	105	55	99	153	1,493
8. Other Employment	752	162	34	195	59	168	226	2,106
9. Elementary/High School. Enrollment	700	74	5	79	18	24	42	665
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		1,259	2,706	3,965	2,926	1,995	4,920	50,864

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	2,074	260	1,297	1,557	1,228	587	1,816	18,979
2. Single Family - Attached	1,276	133	704	837	647	291	938	9,797
3. Senior Housing	1,000	61	185	246	204	128	332	3,496
4. Senior Apartments	170	10	31	42	35	22	56	594
5. Apartments	480	44	218	261	204	94	298	3,103
7. General Commercial	200	377	177	554	406	501	907	9,098
8. Specialty Retail	50	82	37	119	86	108	194	1,942
9. R&D/Business Park	100	68	16	84	29	74	103	970
10. Office	160	133	33	166	64	147	211	2,004
12. Elementary/Middle School	700	90	9	99	24	42	66	881
Total		1,259	2,706	3,965	2,926	1,995	4,920	50,864

Proposed Project (B-4)



B-4 The Ranch Plan

Rancho Mission Viejo

0 1000 2000 4000

May 27, 2004

Ranch Plan/EDAW - Proposed Project (B-4)

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	4,212	4,212	0	13,268	7,160	337	0	0	0	0	0
2. Single Family - Attached	2,808	0	2,808	8,705	4,493	197	0	0	0	0	0
3. Senior Housing	5,360	0	5,360	7,504	1,072	54	0	0	0	0	0
4. Senior Apartments	640	0	640	896	128	6	0	0	0	0	0
5. Apartments	980	0	980	2,450	1,274	49	0	0	0	0	0
7. General Commercial	750	0	0	0	0	0	1,500	188	38	0	0
8. Specialty Retail	230	0	0	0	0	0	368	150	12	0	0
9. R&D/Business Park	3,660	0	0	0	0	0	0	1,830	9,150	0	0
10. Office	560	0	0	0	0	0	11	504	1,445	0	0
11. Golf Course	1,057	0	0	0	0	0	0	529	0	0	0
12. Elementary/Middle School	4,200	0	0	0	0	0	0	0	462	4,200	0
13. High School	900	0	0	0	0	0	0	0	99	900	0
16. Resort Hotel	250	0	0	0	0	0	0	175	50	0	0
TOTAL		**4,212**	**9,788**	**32,823**	**14,127**	**643**	**1,879**	**3,375**	**11,255**	**5,100**	**0**

Ranch Plan/EDAW - Proposed Project (B-4)

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	14,026	0	6,634	8,449	9,435	0	0	0	0	0	38,544	9.2
2. Single Family - Attached	0	6,402	4,352	5,302	5,504	0	0	0	0	0	21,560	7.7
3. Senior Housing	0	12,221	3,752	1,265	1,501	0	0	0	0	0	18,739	3.5
4. Senior Apartments	0	1,459	448	151	179	0	0	0	0	0	2,237	3.5
5. Apartments	0	2,234	1,225	1,503	1,372	0	0	0	0	0	6,335	6.5
7. General Commercial	0	0	0	0	0	33,000	1,013	105	0	0	34,118	45.5
8. Specialty Retail	0	0	0	0	0	8,096	807	32	0	0	8,936	38.8
9. R&D/Business Park	0	0	0	0	0	0	9,882	25,620	0	0	35,502	9.7
10. Office	0	0	0	0	0	246	2,722	4,045	0	0	7,013	12.5
11. Golf Course	0	0	0	0	0	0	2,854	0	0	0	2,854	2.7
12. Elementary/Middle School	0	0	0	0	0	0	0	1,294	3,990	0	5,284	1.3
13. High School	0	0	0	0	0	0	0	277	855	0	1,132	1.3
16. Resort Hotel	0	0	0	0	0	0	945	140	0	0	1,085	4.3
TOTAL	14,026	22,317	16,411	16,670	17,991	41,342	18,222	31,513	4,845	0	183,338	0

Ranch Plan/EDAW - Proposed Project (B-4)

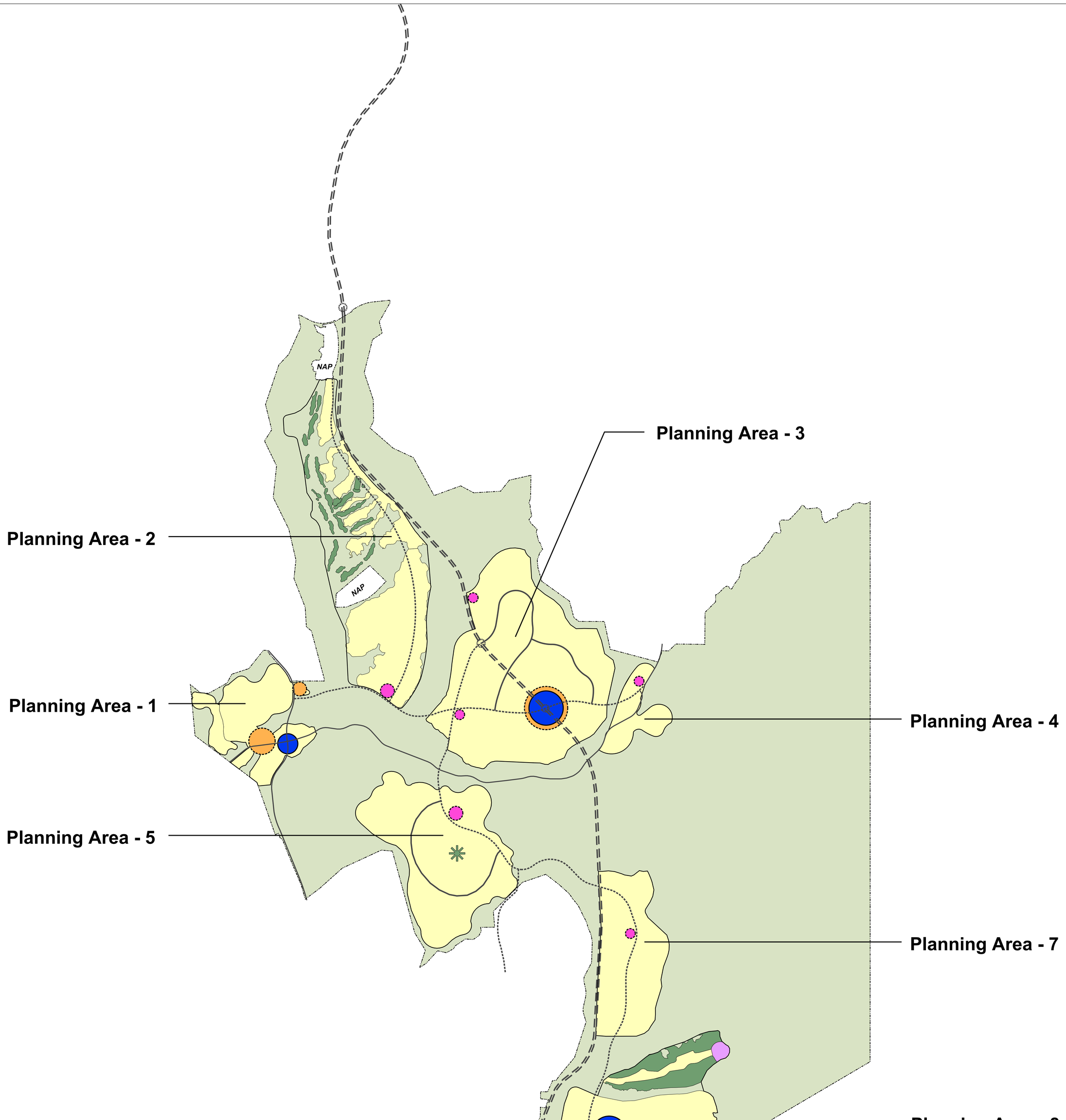
Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	4,212	0	6,775	0	0	2,286	9,061	196	1,613	0	996	2,160	4,965	14,026
2	Multi-Family Residential	9,788	0	9,217	0	0	3,705	12,921	469	3,258	0	2,321	3,347	9,395	22,317
3	Population	32,823	1,313	9,847	5,252	0	0	16,411	0	0	0	0	0	0	16,411
4	Employed Residents	14,127	16,670	0	0	0	0	16,670	0	0	0	0	0	0	16,670
5	Income	643	0	15,400	0	0	971	16,371	0	648	0	0	971	1,619	17,991
6	Retail Employment	1,879	0	0	0	3,142	6,863	10,005	1,943	17,571	0	4,920	6,904	31,338	41,342
7	Service Employment	3,375	0	0	0	3,043	3,389	6,432	3,644	3,080	0	1,585	3,480	11,790	18,222
8	Other Employment	11,255	0	0	0	9,013	2,143	11,156	12,259	1,702	0	4,065	2,332	20,358	31,513
9	Elementary/High School	5,100	0	0	0	0	53	53	0	0	4,685	53	53	4,792	4,845
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		17,983	41,238	5,252	15,198	19,411	99,081	18,511	27,871	4,685	13,940	19,249	84,256	183,338

Ranch Plan/EDAW - Proposed Project (B-4)

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	4,212	274	535	810	773	581	1,353	14,026
2. Multi-Family Residential	9,788	480	826	1,306	1,241	930	2,171	22,317
3. Population	32,823	164	1,311	1,475	894	494	1,388	16,411
4. Employed Residents	14,127	107	2,177	2,285	1,638	109	1,747	16,670
5. Income	643	254	886	1,140	1,012	681	1,692	17,991
6. Retail Employment	1,879	1,691	809	2,500	1,856	2,261	4,117	41,342
7. Service Employment	3,375	978	300	1,278	665	1,206	1,871	18,222
8. Other Employment	11,255	2,417	505	2,922	877	2,507	3,385	31,513
9. Elem/H.S. Enrollment	5,100	536	38	574	131	178	309	4,845
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		6,901	7,389	14,289	9,086	8,947	18,033	183,338

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	4,212	528	2,634	3,162	2,495	1,193	3,687	38,544
2. Single Family - Attached	2,808	293	1,548	1,841	1,423	641	2,064	21,560
3. Senior Housing	5,360	330	991	1,321	1,092	688	1,780	18,739
4. Senior Apartments	640	39	118	158	130	82	213	2,237
5. Apartments	980	89	444	534	416	192	608	6,335
7. General Commercial	750	1,412	664	2,076	1,521	1,880	3,401	34,118
8. Specialty Retail	230	377	172	549	394	499	893	8,936
9. R&D/Business Park	3,660	2,495	573	3,069	1,074	2,692	3,766	35,502
10. Office	560	466	114	581	223	515	739	7,013
11. Golf Course	1,057	153	47	200	104	189	293	2,854
12. Elementary/Middle School	4,200	540	52	592	144	249	393	5,284
13. High School	900	116	11	127	31	53	84	1,132
16. Resort Hotel	250	61	18	79	38	74	112	1,085
Total		6,901	7,389	14,289	9,086	8,947	18,033	183,338

B-4 Reduced Intensity Alternative



Legend

- Residential
- Urban Activity Center
- ▶ Neighborhood Center
- Business Park
- Golf Course (✳)
- Golf / Resort
- Open Space

▶ Reflects relative size and approximate location

═ ═ FTC - South: Shown for Informational Purposes Only

B-4 Reduced Intensity Alternative

Rancho Mission Viejo

0 1000 2000 4000

April 27, 2004

Ranch Plan/EDAW - B-4 Reduced Intensity

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	6,000	6,000	0	18,900	10,200	480	0	0	0	0	0
2. Single Family - Attached	0	0	0	0	0	0	0	0	0	0	0
3. Senior Housing	3,600	0	3,600	5,040	720	36	0	0	0	0	0
4. Senior Apartments	0	0	0	0	0	0	0	0	0	0	0
5. Apartments	1,200	0	1,200	3,000	1,560	60	0	0	0	0	0
7. General Commercial	480	0	0	0	0	0	960	120	24	0	0
8. Specialty Retail	330	0	0	0	0	0	528	214	17	0	0
9. R&D/Business Park	1,430	0	0	0	0	0	0	715	3,575	0	0
10. Office	460	0	0	0	0	0	9	414	1,187	0	0
11. Golf Course	625	0	0	0	0	0	0	313	0	0	0
12. Elementary/Middle School	3,500	0	0	0	0	0	0	0	385	3,500	0
13. High School	900	0	0	0	0	0	0	0	99	900	0
16. Resort Hotel	250	0	0	0	0	0	0	175	50	0	0
TOTAL		**6,000**	**4,800**	**26,940**	**12,480**	**576**	**1,497**	**1,951**	**5,336**	**4,400**	**0**

Ranch Plan/EDAW - B-4 Reduced Intensity

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	19,980	0	9,450	12,036	13,440	0	0	0	0	0	54,906	9.2
2. Single Family - Attached	0	0	0	0	0	0	0	0	0	0	0	0
3. Senior Housing	0	8,208	2,520	850	1,008	0	0	0	0	0	12,586	3.5
4. Senior Apartments	0	0	0	0	0	0	0	0	0	0	0	0
5. Apartments	0	2,736	1,500	1,841	1,680	0	0	0	0	0	7,757	6.5
7. General Commercial	0	0	0	0	0	21,120	648	67	0	0	21,835	45.5
8. Specialty Retail	0	0	0	0	0	11,616	1,158	46	0	0	12,821	38.8
9. R&D/Business Park	0	0	0	0	0	0	3,861	10,010	0	0	13,871	9.7
10. Office	0	0	0	0	0	202	2,236	3,323	0	0	5,761	12.5
11. Golf Course	0	0	0	0	0	0	1,688	0	0	0	1,688	2.7
12. Elementary/Middle School	0	0	0	0	0	0	0	1,078	3,325	0	4,403	1.3
13. High School	0	0	0	0	0	0	0	277	855	0	1,132	1.3
16. Resort Hotel	0	0	0	0	0	0	945	140	0	0	1,085	4.3
TOTAL	19,980	10,944	13,470	14,726	16,128	32,938	10,535	14,942	4,180	0	137,844	0

Ranch Plan/EDAW - B-4 Reduced Intensity

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	6,000	0	9,650	0	0	3,257	12,907	280	2,298	0	1,419	3,077	7,073	19,980
2	Multi-Family Residential	4,800	0	4,520	0	0	1,817	6,337	230	1,598	0	1,138	1,642	4,607	10,944
3	Population	26,940	1,078	8,082	4,310	0	0	13,470	0	0	0	0	0	0	13,470
4	Employed Residents	12,480	14,726	0	0	0	0	14,726	0	0	0	0	0	0	14,726
5	Income	576	0	13,806	0	0	871	14,676	0	581	0	0	871	1,452	16,128
6	Retail Employment	1,497	0	0	0	2,503	5,468	7,971	1,548	13,999	0	3,920	5,501	24,967	32,938
7	Service Employment	1,951	0	0	0	1,759	1,960	3,719	2,107	1,780	0	917	2,012	6,816	10,535
8	Other Employment	5,336	0	0	0	4,273	1,016	5,289	5,812	807	0	1,927	1,106	9,652	14,942
9	Elementary/High School	4,400	0	0	0	0	46	46	0	0	4,042	46	46	4,134	4,180
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		15,804	36,058	4,310	8,536	14,434	79,142	9,977	21,062	4,042	9,366	14,254	58,702	137,844

Ranch Plan/EDAW -B-4 Reduced Intensity

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	6,000	391	762	1,153	1,101	827	1,928	19,980
2. Multi-Family Residential	4,800	235	405	640	608	456	1,065	10,944
3. Population	26,940	135	1,076	1,211	733	406	1,139	13,470
4. Employed Residents	12,480	95	1,923	2,018	1,447	96	1,543	14,726
5. Income	576	227	795	1,022	907	610	1,517	16,128
6. Retail Employment	1,497	1,347	645	1,992	1,479	1,801	3,280	32,938
7. Service Employment	1,951	565	173	739	385	697	1,082	10,535
8. Other Employment	5,336	1,146	240	1,386	416	1,189	1,605	14,942
9. Elem/H.S. Enrollment	4,400	462	33	495	113	153	267	4,180
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		4,604	6,052	10,656	7,189	6,236	13,425	137,844

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	6,000	752	3,752	4,504	3,554	1,699	5,253	54,906
3. Senior Housing	3,600	221	666	887	734	462	1,195	12,586
5. Apartments	1,200	109	544	654	509	235	744	7,757
7. General Commercial	480	904	425	1,329	974	1,203	2,177	21,835
8. Specialty Retail	330	541	247	788	565	716	1,281	12,821
9. R&D/Business Park	1,430	975	224	1,199	420	1,052	1,472	13,871
10. Office	460	383	94	477	183	423	607	5,761
11. Golf Course	625	91	28	118	62	112	173	1,688
12. Elementary/Middle School	3,500	450	43	494	120	208	328	4,403
13. High School	900	116	11	127	31	53	84	1,132
16. Resort Hotel	250	61	18	79	38	74	112	1,085
Total		4,604	6,052	10,656	7,189	6,236	13,425	137,844

B-5 Alternative

Planning Area - 2

Planning Area - 3

Planning Area - 4

Planning Area - 1

Planning Area - 10
(All Remaining OS)

Planning Area - 5

Legend

- Residential
- Urban Activity Center
- ▶ Neighborhood Center
- Business Park
- Open Space

▶ Reflects relative size and approximate location
== FTC - South Shown for Informational Purposes Only

B-5 Alternative

Rancho Mission Viejo

0 1000 2000 4000

April 14, 2004

Ranch Plan/EDAW -B-5 Alternative

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	4,200	4,200	0	13,230	7,140	336	0	0	0	0	0
2. Single Family - Attached	2,800	0	2,800	8,680	4,480	196	0	0	0	0	0
3. Senior Housing	6,000	0	6,000	8,400	1,200	60	0	0	0	0	0
4. Senior Apartments	0	0	0	0	0	0	0	0	0	0	0
5. Apartments	1,000	0	1,000	2,500	1,300	50	0	0	0	0	0
6. Estate Residential	0	0	0	0	0	0	0	0	0	0	0
7. General Commercial	880	0	0	0	0	0	1,760	220	44	0	0
8. Specialty Retail	100	0	0	0	0	0	160	65	5	0	0
9. R&D/Business Park	4,040	0	0	0	0	0	0	2,020	10,100	0	0
10. Office	560	0	0	0	0	0	11	504	1,445	0	0
11. Golf Course	0	0	0	0	0	0	0	0	0	0	0
12. Elementary/Middle School	4,200	0	0	0	0	0	0	0	462	4,200	0
13. High School	900	0	0	0	0	0	0	0	99	900	0
TOTAL		4,200	9,800	32,810	14,120	642	1,931	2,809	12,155	5,100	0

Ranch Plan/EDAW - B-5 Alternative

Land Use	Trip Generation by Land Use Category By S/E Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	13,986	0	6,615	8,425	9,408	0	0	0	0	0	38,434	9.2
2. Single Family - Attached	0	6,384	4,340	5,286	5,488	0	0	0	0	0	21,498	7.7
3. Senior Housing	0	13,680	4,200	1,416	1,680	0	0	0	0	0	20,976	3.5
4. Senior Apartments	0	0	0	0	0	0	0	0	0	0	0	0.0
5. Apartments	0	2,280	1,250	1,534	1,400	0	0	0	0	0	6,464	6.5
6. Estate Residential	0	0	0	0	0	0	0	0	0	0	0	0.0
7. General Commercial	0	0	0	0	0	38,720	1,188	123	0	0	40,031	45.5
8. Specialty Retail	0	0	0	0	0	3,520	351	14	0	0	3,885	38.8
9. R&D/Business Park	0	0	0	0	0	0	10,908	28,280	0	0	39,188	9.7
10. Office	0	0	0	0	0	246	2,722	4,045	0	0	7,013	12.5
11. Golf Course	0	0	0	0	0	0	0	0	0	0	0	0.0
12. Elementary/Middle School	0	0	0	0	0	0	0	1,294	3,990	0	5,284	1.3
13. High School	0	0	0	0	0	0	0	277	855	0	1,132	1.3
TOTAL	13,986	22,344	16,405	16,662	17,976	42,486	15,169	34,033	4,845	0	183,906	0.0

Ranch Plan/EDAW - B-5 Alternative

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	4,200	0	6,755	0	0	2,280	9,035	196	1,608	0	993	2,154	4,951	13,986
2	Multi-Family Residential	9,800	0	9,228	0	0	3,709	12,937	469	3,262	0	2,324	3,352	9,407	22,344
3	Population	32,810	1,312	9,843	5,250	0	0	16,405	0	0	0	0	0	0	16,405
4	Employed Residents	14,120	16,662	0	0	0	0	16,662	0	0	0	0	0	0	16,662
5	Income	642	0	15,387	0	0	971	16,358	0	647	0	0	971	1,618	17,976
6	Retail Employment	1,931	0	0	0	3,229	7,053	10,282	1,997	18,057	0	5,056	7,095	32,205	42,486
7	Service Employment	2,809	0	0	0	2,533	2,821	5,355	3,034	2,563	0	1,320	2,897	9,814	15,169
8	Other Employment	12,155	0	0	0	9,734	2,314	12,048	13,239	1,838	0	4,390	2,518	21,986	34,033
9	Elementary/High School	5,100	0	0	0	0	53	53	0	0	4,685	53	53	4,792	4,845
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		17,974	41,214	5,250	15,496	19,201	99,134	18,935	27,976	4,685	14,136	19,040	84,772	183,906

Ranch Plan/EDAW -B-5 Alternative

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	4200	274	534	807	771	579	1,350	13,986
2. Multi-Family Residential	9800	480	827	1,307	1,242	932	2,174	22,344
3. Population	32810	164	1,311	1,475	893	494	1,387	16,405
4. Employed Residents	14120	107	2,176	2,283	1,637	109	1,746	16,662
5. Income	642	253	886	1,139	1,011	680	1,691	17,976
6. Retail Employment	1931	1,737	832	2,569	1,908	2,323	4,231	42,486
7. Service Employment	2809	814	250	1,064	554	1,004	1,558	15,169
8. Other Employment	12155	2,610	546	3,156	947	2,708	3,655	34,033
9. Elementary/High School Enrollment	5100	536	38	574	131	178	309	4,845
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		6,976	7,398	14,375	9,093	9,007	18,100	183,906

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	4,200	527	2,626	3,153	2,487	1,189	3,677	38,434
2. Single Family - Attached	2,800	292	1,544	1,836	1,419	639	2,058	21,498
3. Senior Housing	6,000	369	1,109	1,478	1,223	770	1,992	20,976
5. Apartments	1,000	91	454	545	424	196	620	6,464
7. General Commercial	880	1,657	780	2,436	1,785	2,206	3,991	40,031
8. Specialty Retail	100	164	75	239	171	217	388	3,885
9. R&D/Business Park	4,040	2,755	633	3,387	1,185	2,972	4,157	39,188
10. Office	560	466	114	581	223	515	739	7,013
12. Elementary/Middle School	4,200	540	52	592	144	249	393	5,284
13. High School	900	116	11	127	31	53	84	1,132
Total		6,976	7,398	14,375	9,093	9,007	18,100	183,906

B-6 Alternative

Planning Area - 1

Planning Area - 3

Planning Area - 4

Planning Area - 5

Planning Area - 7

Planning Area - 8

Planning Area - 9

Planning Area - 10
(All Remaining OS)

Legend

- Residential
- Urban Activity Center
- Neighborhood Center
- Business Park
- Open Space

▶ Reflects relative size and approximate location

═ ═ FTC - South Shown for Informational Purposes Only

B-6 Alternative

Rancho Mission Viejo

0 1000 2000 4000

April 14, 2004

Ranch Plan/EDAW - B-6 Alternative

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	4,200	4,200	0	13,230	7,140	336	0	0	0	0	0
2. Single Family - Attached	2,800	0	2,800	8,680	4,480	196	0	0	0	0	0
3. Senior Housing	6,000	0	6,000	8,400	1,200	60	0	0	0	0	0
4. Senior Apartments	0	0	0	0	0	0	0	0	0	0	0
5. Apartments	1,000	0	1,000	2,500	1,300	50	0	0	0	0	0
7. General Commercial	880	0	0	0	0	0	1,760	220	44	0	0
8. Specialty Retail	100	0	0	0	0	0	160	65	5	0	0
9. R&D/Business Park	4,040	0	0	0	0	0	0	2,020	10,100	0	0
10. Office	560	0	0	0	0	0	11	504	1,445	0	0
11. Golf Course	0	0	0	0	0	0	0	0	0	0	0
12. Elementary/Middle School	4,200	0	0	0	0	0	0	0	462	4,200	0
13. High School	900	0	0	0	0	0	0	0	99	900	0
TOTAL		4,200	9,800	32,810	14,120	642	1,931	2,809	12,155	5,100	0

Ranch Plan/EDAW - B-6 Alternative

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	13,986	0	6,615	8,425	9,408	0	0	0	0	0	38,434	9.2
2. Single Family - Attached	0	6,384	4,340	5,286	5,488	0	0	0	0	0	21,498	7.7
3. Senior Housing	0	13,680	4,200	1,416	1,680	0	0	0	0	0	20,976	3.5
4. Senior Apartments	0	0	0	0	0	0	0	0	0	0	0	0.0
5. Apartments	0	2,280	1,250	1,534	1,400	0	0	0	0	0	6,464	6.5
7. General Commercial	0	0	0	0	0	38,720	1,188	123	0	0	40,031	45.5
8. Specialty Retail	0	0	0	0	0	3,520	351	14	0	0	3,885	38.8
9. R&D/Business Park	0	0	0	0	0	0	10,908	28,280	0	0	39,188	9.7
10. Office	0	0	0	0	0	246	2,722	4,045	0	0	7,013	12.5
11. Golf Course	0	0	0	0	0	0	0	0	0	0	0	0.0
12. Elementary/Middle School	0	0	0	0	0	0	0	1,294	3,990	0	5,284	1.3
13. High School	0	0	0	0	0	0	0	277	855	0	1,132	1.3
TOTAL	13,986	22,344	16,405	16,662	17,976	42,486	15,169	34,033	4,845	0	183,906	0.0

Ranch Plan/EDAW - B-6 Alternative

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	4,200	0	6,755	0	0	2,280	9,035	196	1,608	0	993	2,154	4,951	13,986
2	Mult-Family Residential	9,800	0	9,228	0	0	3,709	12,937	469	3,262	0	2,324	3,352	9,407	22,344
3	Population	32,810	1,312	9,843	5,250	0	0	16,405	0	0	0	0	0	0	16,405
4	Employed Residents	14,120	16,662	0	0	0	0	16,662	0	0	0	0	0	0	16,662
5	Income	642	0	15,387	0	0	971	16,358	0	647	0	0	971	1,618	17,976
6	Retail Employment	1,931	0	0	0	3,229	7,053	10,282	1,997	18,057	0	5,056	7,095	32,205	42,486
7	Service Employment	2,809	0	0	0	2,533	2,821	5,355	3,034	2,563	0	1,320	2,897	9,814	15,169
8	Other Employment	12,155	0	0	0	9,734	2,314	12,048	13,239	1,838	0	4,390	2,518	21,986	34,033
9	Elementary/High School	5,100	0	0	0	0	53	53	0	0	4,685	53	53	4,792	4,845
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		17,974	41,214	5,250	15,496	19,201	99,134	18,935	27,976	4,685	14,136	19,040	84,772	183,906

Ranch Plan/EDAW -B-6 Alternative

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	4,200	274	534	807	771	579	1,350	13,986
2. Multi-Family Residential	9,800	480	827	1,307	1,242	932	2,174	22,344
3. Population	32,810	164	1,311	1,475	893	494	1,387	16,405
4. Employed Residents	14,120	107	2,176	2,283	1,637	109	1,746	16,662
5. Income	642	253	886	1,139	1,011	680	1,691	17,976
6. Retail Employment	1,931	1,737	832	2,569	1,908	2,323	4,231	42,486
7. Service Employment	2,809	814	250	1,064	554	1,004	1,558	15,169
8. Other Employment	12,155	2,610	546	3,156	947	2,708	3,655	34,033
9. Elementary/High School Enrollment	5,100	536	38	574	131	178	309	4,845
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		6,976	7,398	14,375	9,093	9,007	18,100	183,906

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	4,200	527	2,626	3,153	2,487	1,189	3,677	38,434
2. Single Family - Attached	2,800	292	1,544	1,836	1,419	639	2,058	21,498
3. Senior Housing	6,000	369	1,109	1,478	1,223	770	1,992	20,976
5. Apartments	1,000	91	454	545	424	196	620	6,464
7. General Commercial	880	1,657	780	2,436	1,785	2,206	3,991	40,031
8. Specialty Retail	100	164	75	239	171	217	388	3,885
9. R&D/Business Park	4,040	2,755	633	3,387	1,185	2,972	4,157	39,188
10. Office	560	466	114	581	223	515	739	7,013
12. Elementary/Middle School	4,200	540	52	592	144	249	393	5,284
13. High School	900	116	11	127	31	53	84	1,132
Total		6,976	7,398	14,375	9,093	9,007	18,100	183,906

B-8 Alternative

Planning Area - 3

Planning Area - 1

Planning Area - 5

Planning Area - 10
(All Remaining OS)

Legend

- Residential
- Urban Activity Center
- ▶ Neighborhood Center
- Business Park
- Open Space

▶ Reflects relative size and approximate location

== FTC - South Shown for Informational Purposes Only

B-8 Alternative

Rancho Mission Viejo

0 1000 2000 4000

April 14, 2004

Ranch Plan/EDAW - B-8 Alternative

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	4,440	4,440	0	13,986	7,548	355	0	0	0	0	0
2. Single Family - Attached	2,960	0	2,960	9,176	4,736	207	0	0	0	0	0
3. Senior Housing	0	0	0	0	0	0	0	0	0	0	0
4. Senior Apartments	0	0	0	0	0	0	0	0	0	0	0
5. Apartments	1,000	0	1,000	2,500	1,300	50	0	0	0	0	0
7. General Commercial	710	0	0	0	0	0	1,420	178	36	0	0
8. Specialty Retail	0	0	0	0	0	0	0	0	0	0	0
9. R&D/Business Park	1,373	0	0	0	0	0	0	687	3,433	0	0
10. Office	405	0	0	0	0	0	8	365	1,045	0	0
11. Golf Course	0	0	0	0	0	0	0	0	0	0	0
12. Elementary/Middle School	4,200	0	0	0	0	0	0	0	462	4,200	0
13. High School	900	0	0	0	0	0	0	0	99	900	0
TOTAL		4,440	3,960	25,662	13,584	612	1,428	1,229	5,074	5,100	0

Ranch Plan/EDAW - B-8 Alternative

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	14,785	0	6,993	8,907	9,946	0	0	0	0	0	40,630	9.2
2. Single Family - Attached	0	6,749	4,588	5,588	5,802	0	0	0	0	0	22,727	7.7
3. Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0.0
4. Senior Apts	0	0	0	0	0	0	0	0	0	0	0	0.0
5. Apartments	0	2,280	1,250	1,534	1,400	0	0	0	0	0	6,464	6.5
7. General Commercial	0	0	0	0	0	31,240	959	99	0	0	32,298	45.5
8. Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0.0
9. R&D/Business Park	0	0	0	0	0	0	3,707	9,611	0	0	13,318	9.7
10. Office	0	0	0	0	0	178	1,968	2,926	0	0	5,072	12.5
11. Golf Course	0	0	0	0	0	0	0	0	0	0	0	0.0
12. Elementary/Mid School	0	0	0	0	0	0	0	1,294	3,990	0	5,284	1.3
13. High School	0	0	0	0	0	0	0	277	855	0	1,132	1.3
TOTAL	14,785	9,029	12,831	16,029	17,147	31,418	6,634	14,207	4,845	0	126,925	0.0

Ranch Plan/EDAW - B-8 Alternative

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	4,440	0	7,141	0	0	2,410	9,551	207	1,700	0	1,050	2,277	5,234	14,785
2	Mult-Family Residential	3,960	0	3,729	0	0	1,499	5,228	190	1,318	0	939	1,354	3,801	9,029
3	Population	25,662	1,026	7,699	4,106	0	0	12,831	0	0	0	0	0	0	12,831
4	Employed Residents	13,584	16,029	0	0	0	0	16,029	0	0	0	0	0	0	16,029
5	Income	612	0	14,678	0	0	926	15,604	0	617	0	0	926	1,543	17,147
6	Retail Employment	1,428	0	0	0	2,388	5,215	7,603	1,477	13,353	0	3,739	5,247	23,815	31,418
7	Service Employment	1,229	0	0	0	1,108	1,234	2,342	1,327	1,121	0	577	1,267	4,292	6,634
8	Other Employment	5,074	0	0	0	4,063	966	5,029	5,526	767	0	1,833	1,051	9,178	14,207
9	Elementary/High School	5,100	0	0	0	0	53	53	0	0	4,685	53	53	4,792	4,845
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		17,056	33,247	4,106	7,559	12,303	74,271	8,727	18,877	4,685	8,191	12,176	52,655	126,925

Ranch Plan/EDAW -B-8 Alternative

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	4,440	289	564	853	815	612	1,427	14,785
2. Multi-Family Residential	3,960	194	334	528	502	376	878	9,029
3. Population	25,662	128	1,025	1,153	699	386	1,085	12,831
4. Employed Residents	13,584	103	2,094	2,197	1,575	105	1,680	16,029
5. Income	612	242	845	1,087	964	649	1,613	17,147
6. Retail Employment	1,428	1,285	615	1,900	1,411	1,718	3,129	31,418
7. Service Employment	1,229	356	109	465	242	439	681	6,634
8. Other Employment	5,074	1,090	228	1,317	396	1,130	1,526	14,207
9. Elem/H.S. Enrollment	5,100	536	38	574	131	178	309	4,845
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		4,223	5,852	10,075	6,734	5,594	12,327	126,925

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	4,440	557	2,776	3,333	2,630	1,257	3,887	40,630
2. Single Family - Attached	2,960	309	1,632	1,941	1,500	676	2,176	22,727
5. Apartments	1,000	91	454	545	424	196	620	6,464
7. General Commercial	710	1,337	629	1,966	1,440	1,780	3,220	32,298
9. R&D/Business Park	1,373	936	215	1,151	403	1,010	1,413	13,318
10. Office	405	337	83	420	161	373	534	5,072
12. Elementary/Middle School	4,200	540	52	592	144	249	393	5,284
13. High School	900	116	11	127	31	53	84	1,132
Total		4,223	5,852	10,075	6,734	5,594	12,327	126,925

Current County General Plan Zoning
(Existing Zoning Alternative)

NAP

NAP

Legend

Agricultural Zoning (4 AC. / 1 DU)

Sand and Gravel Zoning

== FTC - South Shown for Informational Purposes Only

A-2 Existing Zoning Alternative

Rancho Mission Viejo

0 1000 2000 4000

April 21, 2004

Ranch Plan/EDAW -Current County General Plan Zoning (Existing Zoning Alternative)

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	3,265	3,265	0	10,285	5,551	261	0	0	0	0	0
TOTAL		**3,265**	**0**	**10,285**	**5,551**	**261**	**0**	**0**	**0**	**0**	**0**

Ranch Plan/EDAW - Current County General Plan Zoning (Existing Zoning Alternative)

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	10,872	0	5,142	6,550	7,314	0	0	0	0	0	29,878	9.2
TOTAL	10,872	0	5,142	6,550	7,314	0	0	0	0	0	29,878	0.0

Ranch Plan/EDAW - Current County General Plan Zoning (Existing Zoning Alternative)

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	3,265	0	5,251	0	0	1,772	7,024	152	1,250	0	772	1,674	3,849	10,872
2	Multi-Family Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Population	10,285	411	3,085	1,646	0	0	5,142	0	0	0	0	0	0	5,142
4	Employed Residents	5,551	6,550	0	0	0	0	6,550	0	0	0	0	0	0	6,550
5	Income	261	0	6,260	0	0	395	6,655	0	263	0	0	395	658	7,314
6	Retail Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Service Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Other Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Elementary/High School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		6,961	14,597	1,646	0	2,167	25,371	152	1,514	0	772	2,069	4,507	29,878

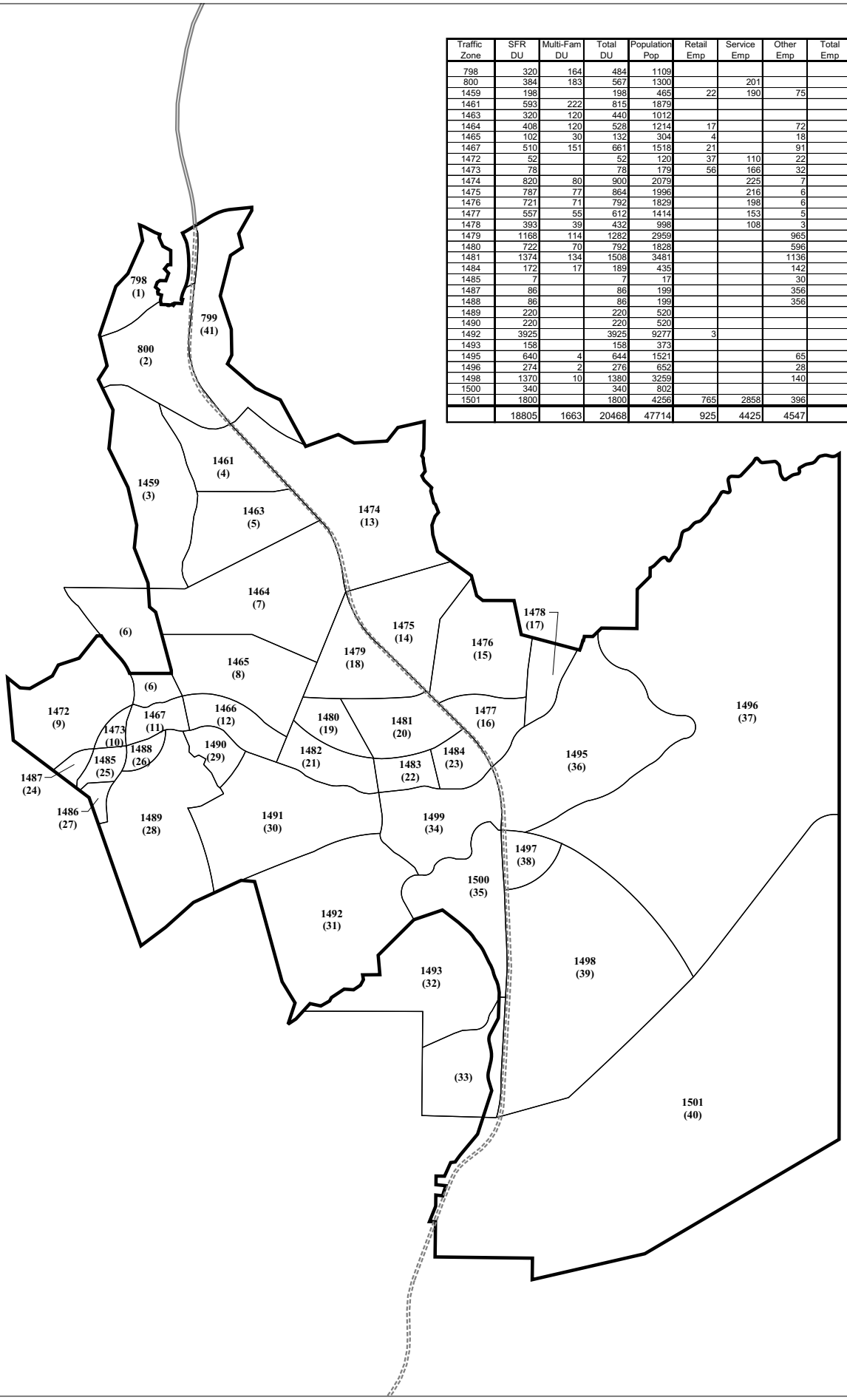
Ranch Plan/EDAW - Current County General Plan Zoning (Existing Zoning Alternative)

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential		213	415	628	599	450	1,049	10,872
2. Multi-Family Residential		0	0	0	0	0	0	0
3. Population		51	411	462	280	155	435	5,142
4. Employed Residents		42	855	898	643	43	686	6,550
5. Income		103	360	463	411	277	688	7,314
6. Retail Employment		0	0	0	0	0	0	0
7. Service Employment		0	0	0	0	0	0	0
8. Other Employment		0	0	0	0	0	0	0
9. Elementary/High School Enrollment		0	0	0	0	0	0	0
10. College/Univ. Enrollment		0	0	0	0	0	0	0
Total		409	2,041	2,451	1,934	925	2,858	29,878

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	3,265	409	2,041	2,451	1,934	925	2,858	29,878
Total		409	2,041	2,451	1,934	925	2,858	29,878

OCP-2000 Alternative

Traffic Zone	SFR DU	Multi-Fam DU	Total DU	Population Pop	Retail Emp	Service Emp	Other Emp	Total Emp	Elem/ H.S.
798	320	164	484	1109					
800	384	183	567	1300		201			
1459	198		198	465	22	190	75		
1461	593	222	815	1879					325
1463	320	120	440	1012					175
1464	408	120	528	1214	17		72		200
1465	102	30	132	304	4		18		50
1467	510	151	661	1518	21		91		250
1472	52		52	120	37	110	22		
1473	78		78	179	56	166	32		
1474	820	80	900	2079		225	7		875
1475	787	77	864	1996		216	6		840
1476	721	71	792	1829		198	6		770
1477	557	55	612	1414		153	5		595
1478	393	39	432	998		108	3		420
1479	1168	114	1282	2959			965		510
1480	722	70	792	1828			596		315
1481	1374	134	1508	3481			1136		600
1484	172	17	189	435			142		75
1485	7		7	17			30		
1487	86		86	199			356		
1488	86		86	199			356		
1489	220		220	520					
1490	220		220	520					
1492	3925		3925	9277	3				1500
1493	158		158	373					
1495	640	4	644	1521			65		420
1496	274	2	276	652			28		180
1498	1370	10	1380	3259			140		900
1500	340		340	802					
1501	1800		1800	4256	765	2858	396		2250
	18805	1663	20468	47714	925	4425	4547		11250



OCP - 2000

0 2000 4000

May 28, 2004

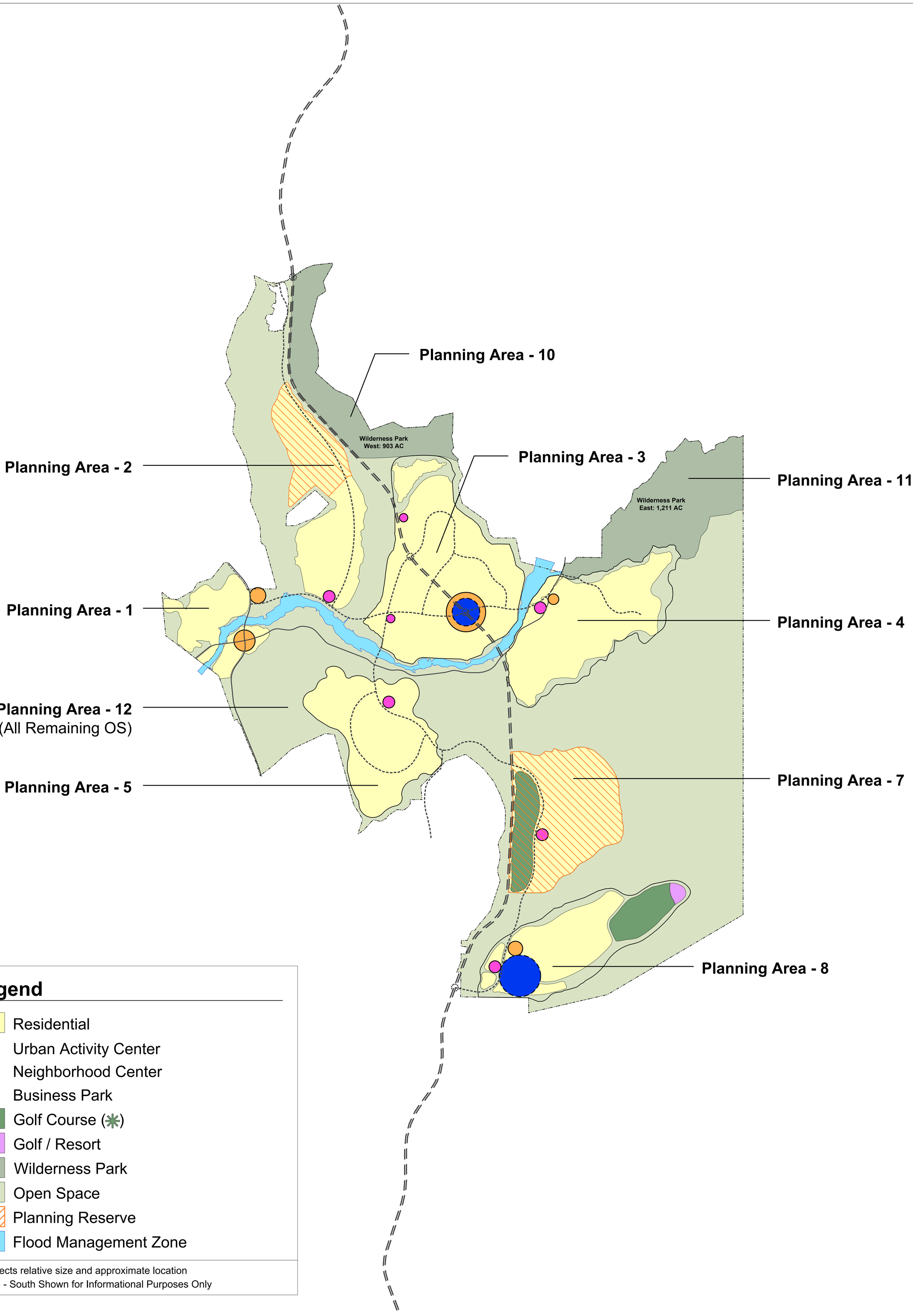
Ranch Plan/EDAW - OCP-2000 Alternative

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	18,805	0	30,246	0	0	10,207	40,453	877	7,201	0	4,446	9,644	22,168	62,621
2	Multi-Family Residential	1,663	0	1,566	0	0	629	2,195	80	554	0	394	569	1,596	3,792
3	Population	47,714	1,909	14,314	7,634	0	0	23,857	0	0	0	0	0	0	23,857
4	Employed Residents	26,431	31,189	0	0	0	0	31,189	0	0	0	0	0	0	31,189
5	Income	1,658	0	39,744	0	0	2,507	42,252	0	1,671	0	0	2,507	4,179	46,430
6	Retail Employment	925	0	0	0	1,547	3,378	4,925	956	8,649	0	2,422	3,398	15,425	20,350
7	Service Employment	4,425	0	0	0	3,990	4,444	8,435	4,779	4,038	0	2,079	4,564	15,460	23,895
8	Other Employment	4,547	0	0	0	3,641	866	4,507	4,953	688	0	1,642	942	8,225	12,732
9	Elementary/High School	11,250	0	0	0	0	118	118	0	0	10,335	118	118	10,570	10,688
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		33,097	85,870	7,634	9,178	22,150	157,930	11,644	22,801	10,335	11,101	21,742	77,623	235,552

Ranch Plan/EDAW - OCP-2000 Alternative

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	18,805	1,225	2,389	3,615	3,450	2,593	6,043	62,621
2. Multi-Family Residential	1,663	82	140	222	211	158	369	3,792
3. Population	47,714	239	1,906	2,144	1,299	719	2,018	23,857
4. Employed Residents	26,431	201	4,074	4,274	3,064	204	3,268	31,189
5. Income	1,658	654	2,287	2,942	2,611	1,756	4,367	46,430
6. Retail Employment	925	832	398	1,231	914	1,113	2,026	20,350
7. Service Employment	4,425	1,282	393	1,676	872	1,582	2,454	23,895
8. Other Employment	4,547	977	204	1,181	354	1,013	1,367	12,732
9. Elementary/High School. Enrollment	11,250	1,181	84	1,266	289	392	682	10,688
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		6,673	11,877	18,550	13,064	9,530	22,594	235,552

Regional Housing Alternative



B-11 Regional Housing Alternative

Rancho Mission Viejo

0 1000 2000 4000

April 20, 2004

Ranch Plan/EDAW -Regional Housing Alternative

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	3,115	3,115	0	9,812	5,296	249	0	0	0	0	0
2. Single Family - Attached	3,115	0	3,115	9,657	4,984	218	0	0	0	0	0
3. Senior Housing	10,500	0	10,500	14,700	2,100	105	0	0	0	0	0
4. Senior Apartments	950	0	950	1,330	190	10	0	0	0	0	0
5. Apartments	1,520	0	1,520	3,800	1,976	76	0	0	0	0	0
7. General Commercial	1,200	0	0	0	0	0	2,400	300	60	0	0
9. R&D/Business Park	1,760	0	0	0	0	0	0	880	4,400	0	0
10. Office	680	0	0	0	0	0	14	612	1,754	0	0
11. Golf Course	725	0	0	0	0	0	0	363	0	0	0
12. Elementary/Middle School	4,200	0	0	0	0	0	0	0	462	4,200	0
13. High School	900	0	0	0	0	0	0	0	99	900	0
16. Resort Hotel	250	0	0	0	0	0	0	175	50	0	0
TOTAL		**3,115**	**16,085**	**39,299**	**14,546**	**658**	**2,414**	**2,330**	**6,825**	**5,100**	**0**

Ranch Plan/EDAW - Regional Housing Alternative

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	10,373	0	4,906	6,249	6,978	0	0	0	0	0	28,505	9.2
2. Single Family - Attached	0	7,102	4,828	5,881	6,105	0	0	0	0	0	23,917	7.7
3. Senior Housing	0	23,940	7,350	2,478	2,940	0	0	0	0	0	36,708	3.5
4. Senior Apartments	0	2,166	665	224	266	0	0	0	0	0	3,321	3.5
5. Apartments	0	3,466	1,900	2,332	2,128	0	0	0	0	0	9,825	6.5
7. General Commercial	0	0	0	0	0	52,800	1,620	168	0	0	54,588	45.5
9. R&D/Business Park	0	0	0	0	0	0	4,752	12,320	0	0	17,072	9.7
10. Office	0	0	0	0	0	299	3,305	4,912	0	0	8,516	12.5
11. Golf Course	0	0	0	0	0	0	1,958	0	0	0	1,958	2.7
12. Elementary/Middle School	0	0	0	0	0	0	0	1,294	3,990	0	5,284	1.3
13. High School	0	0	0	0	0	0	0	277	855	0	1,132	1.3
16. Resort Hotel	0	0	0	0	0	0	945	140	0	0	1,085	4.3
TOTAL	10,373	36,674	19,649	17,164	18,417	53,099	12,579	19,111	4,845	0	191,911	0.0

Ranch Plan/EDAW - Regional Housing Alternative

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	3,115	0	5,010	0	0	1,691	6,701	145	1,193	0	736	1,597	3,672	10,373
2	Multi-Family Residential	16,085	0	15,146	0	0	6,088	21,234	770	5,354	0	3,814	5,501	15,440	36,674
3	Population	39,299	1,572	11,790	6,288	0	0	19,649	0	0	0	0	0	0	19,649
4	Employed Residents	14,546	17,164	0	0	0	0	17,164	0	0	0	0	0	0	17,164
5	Income	658	0	15,765	0	0	995	16,759	0	663	0	0	995	1,658	18,417
6	Retail Employment	2,414	0	0	0	4,036	8,814	12,850	2,496	22,567	0	6,319	8,868	40,249	53,099
7	Service Employment	2,330	0	0	0	2,101	2,340	4,440	2,516	2,126	0	1,094	2,403	8,139	12,579
8	Other Employment	6,825	0	0	0	5,466	1,300	6,765	7,434	1,032	0	2,465	1,414	12,346	19,111
9	Elementary/High School	5,100	0	0	0	0	53	53	0	0	4,685	53	53	4,792	4,845
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		18,736	47,711	6,288	11,602	21,280	105,617	13,361	32,935	4,685	14,482	20,831	86,295	191,911

Ranch Plan/EDAW - Regional Housing Alternative

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	3,115	203	396	599	571	430	1,001	10,373
2. Multi-Family Residential	16,085	789	1,357	2,146	2,039	1,529	3,568	36,674
3. Population	39,299	197	1,570	1,766	1,070	592	1,662	19,649
4. Employed Residents	14,546	110	2,242	2,352	1,686	112	1,798	17,164
5. Income	658	260	907	1,167	1,036	697	1,732	18,417
6. Retail Employment	2,414	2,171	1,040	3,211	2,384	2,904	5,288	53,099
7. Service Employment	2,330	675	207	882	459	833	1,292	12,579
8. Other Employment	6,825	1,466	306	1,772	532	1,520	2,053	19,111
9. Elementary/High School. Enrollment	5,100	536	38	574	131	178	309	4,845
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		6,406	8,063	14,469	9,908	8,794	18,702	191,911

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	3,115	391	1,948	2,338	1,845	882	2,727	28,505
2. Single Family - Attached	3,115	325	1,717	2,042	1,579	711	2,290	23,917
3. Senior Housing	10,500	646	1,942	2,587	2,140	1,347	3,487	36,708
4. Senior Apartments	950	58	176	234	194	122	315	3,321
5. Apartments	1,520	139	689	828	645	297	942	9,825
7. General Commercial	1,200	2,259	1,063	3,322	2,434	3,008	5,442	54,588
9. R&D/Business Park	1,760	1,200	276	1,476	516	1,295	1,811	17,072
10. Office	680	566	139	705	271	626	897	8,516
11. Golf Course	725	105	32	137	71	130	201	1,958
12. Elementary/Middle School	4,200	540	52	592	144	249	393	5,284
13. High School	900	116	11	127	31	53	84	1,132
16. Resort Hotel	250	61	18	79	38	74	112	1,085
Total		6,406	8,063	14,469	9,908	8,794	18,702	191,911

County Constrained Alternative

Planning Area - 10

Wilderness Park
West: 903 AC

Planning Area - 2

Planning Area - 3

Planning Area - 11

Wilderness Park
East: 1,211 AC

Planning Area - 1

Planning Area - 4

Planning Area - 12
(All Remaining OS)

Planning Area - 5

Planning Area - 7

Planning Area - 6

Planning Area - 8

Legend

- Residential
- Urban Activity Center
- Neighborhood Center
- Business Park
- Golf Course (✳)
- Golf / Resort
- Wilderness Park
- Open Space
- Planning Reserve
- Flood Management Zone

▶ Reflects relative size and approximate location

= = FTC - South Shown for Informational Purposes Only

B-10 Environmental Alternative

Rancho Mission Viejo

0 1000 2000 4000

April 20, 2004

Ranch Plan/EDAW -County Constraints Alternative

Land Use	Socioeconomic Data by Land Use Category										
	Amount	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment
1. Single Family - Detached	4,482	4,482	0	14,118	7,619	359	0	0	0	0	0
2. Single Family - Attached	2,988	0	2,988	9,263	4,781	209	0	0	0	0	0
3. Senior Housing	5,360	0	5,360	7,504	1,072	54	0	0	0	0	0
4. Senior Apartments	640	0	640	896	128	6	0	0	0	0	0
5. Apartments	980	0	980	2,450	1,274	49	0	0	0	0	0
7. General Commercial	715	0	0	0	0	0	1,430	179	36	0	0
8. Specialty Retail	325	0	0	0	0	0	520	211	16	0	0
9. R&D/Business Park	3,965	0	0	0	0	0	0	1,983	9,913	0	0
10. Office	590	0	0	0	0	0	12	531	1,522	0	0
11. Golf Course	850	0	0	0	0	0	0	425	0	0	0
12. Elementary/Middle School	4,200	0	0	0	0	0	0	0	462	4,200	0
13. High School	900	0	0	0	0	0	0	0	99	900	0
16. Resort Hotel	250	0	0	0	0	0	0	175	50	0	0
TOTAL		**4,482**	**9,968**	**34,231**	**14,874**	**677**	**1,962**	**3,504**	**12,098**	**5,100**	**0**

Ranch Plan/EDAW - County Constraints Alternative

Land Use	Trip Generation by Land Use Category By Socioeconomic Category											
	Single Family Residential	Multi-Family Residential	Population	Employed Residents	Income	Retail Employment	Service Employment	Other Employment	Elementary & High School Enrollment	College & University Enrollment	Total Tripends	Trip Rate
1. Single Family - Detached	14,925	0	7,059	8,991	10,040	0	0	0	0	0	41,015	9.2
2. Single Family - Attached	0	6,813	4,631	5,641	5,856	0	0	0	0	0	22,942	7.7
3. Senior Housing	0	12,221	3,752	1,265	1,501	0	0	0	0	0	18,739	3.5
4. Senior Apartments	0	1,459	448	151	179	0	0	0	0	0	2,237	3.5
5. Apartments	0	2,234	1,225	1,503	1,372	0	0	0	0	0	6,335	6.5
7. General Commercial	0	0	0	0	0	31,460	965	100	0	0	32,525	45.5
8. Specialty Retail	0	0	0	0	0	11,440	1,141	46	0	0	12,626	38.8
9. R&D/Business Park	0	0	0	0	0	0	10,706	27,755	0	0	38,461	9.7
10. Office	0	0	0	0	0	260	2,867	4,262	0	0	7,389	12.5
11. Golf Course	0	0	0	0	0	0	2,295	0	0	0	2,295	2.7
12. Elementary/Middle School	0	0	0	0	0	0	0	1,294	3,990	0	5,284	1.3
13. High School	0	0	0	0	0	0	0	277	855	0	1,132	1.3
16. Resort Hotel	0	0	0	0	0	0	945	140	0	0	1,085	4.3
TOTAL	14,925	22,727	17,116	17,552	18,948	43,160	18,919	33,874	4,845	0	192,064	0.0

Ranch Plan/EDAW - County Constraints Alternative

Socioeconomic Land Use		Productions and Attractions by Socioeconomic Category													
		Productions							Attractions						
		Socioeconomic Amount	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Home-based Work	Home-based Other	Home-based School	Work-based Other	Other-based Other	Total	Total ADT
1	Single Family Residential	4,482	0	7,209	0	0	2,433	9,642	209	1,716	0	1,060	2,298	5,283	14,925
2	Multi-Family Residential	9,968	0	9,386	0	0	3,773	13,159	477	3,318	0	2,364	3,409	9,568	22,727
3	Population	34,231	1,369	10,269	5,477	0	0	17,116	0	0	0	0	0	0	17,116
4	Employed Residents	14,874	17,552	0	0	0	0	17,552	0	0	0	0	0	0	17,552
5	Income	677	0	16,220	0	0	1,023	17,243	0	682	0	0	1,023	1,705	18,948
6	Retail Employment	1,962	0	0	0	3,280	7,164	10,445	2,029	18,343	0	5,136	7,208	32,715	43,160
7	Service Employment	3,504	0	0	0	3,159	3,519	6,678	3,784	3,197	0	1,646	3,614	12,241	18,919
8	Other Employment	12,098	0	0	0	9,688	2,303	11,991	13,177	1,829	0	4,370	2,507	21,882	33,874
9	Elementary/High School	5,100	0	0	0	0	53	53	0	0	4,685	53	53	4,792	4,845
10	College/University	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		18,921	43,084	5,477	16,127	20,269	103,878	19,675	29,086	4,685	14,628	20,112	88,186	192,064

Ranch Plan/EDAW - County Constraints Alternative

Trip Generation by Socioeconomic Category								
		AM Peak Hour			PM Peak Hour			
Socioeconomic Category	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family Residential	4,482	292	570	862	822	618	1,440	14,925
2. Multi-Family Residential	9,968	489	841	1,330	1,263	948	2,211	22,727
3. Population	34,231	171	1,367	1,538	932	515	1,447	17,116
4. Employed Residents	14,874	113	2,292	2,405	1,724	115	1,839	17,552
5. Income	677	267	934	1,201	1,066	717	1,782	18,948
6. Retail Employment	1,962	1,765	845	2,610	1,938	2,360	4,298	43,160
7. Service Employment	3,504	1,015	312	1,327	691	1,252	1,943	18,919
8. Other Employment	12,098	2,598	543	3,141	943	2,695	3,638	33,874
9. Elementary/High School. Enrollment	5,100	536	38	574	131	178	309	4,845
10. College/Univ. Enrollment	0	0	0	0	0	0	0	0
Total		7,246	7,742	14,988	9,510	9,398	18,908	192,064

Trip Generation by Land Use Category								
		AM Peak Hour			PM Peak Hour			
Land Use	Amount	Inbound	Outbound	Total	Inbound	Outbound	Total	ADT
1. Single Family - Detached	4,482	562	2,802	3,364	2,655	1,269	3,924	41,015
2. Single Family - Attached	2,988	312	1,647	1,959	1,514	682	2,196	22,942
3. Senior Housing	5,360	330	991	1,321	1,092	688	1,780	18,739
4. Senior Apartments	640	39	118	158	130	82	213	2,237
5. Apartments	980	89	444	534	416	192	608	6,335
7. General Commercial	715	1,346	633	1,979	1,450	1,792	3,243	32,525
8. Specialty Retail	325	533	243	776	557	705	1,261	12,626
9. R&D/Business Park	3,965	2,703	621	3,325	1,163	2,917	4,080	38,461
10. Office	590	491	121	612	235	543	778	7,389
11. Golf Course	850	123	38	161	84	152	236	2,295
12. Elementary/Middle School	4,200	540	52	592	144	249	393	5,284
13. High School	900	116	11	127	31	53	84	1,132
14. Resort Hotel	250	61	18	79	38	74	112	1,085
Total		7,246	7,742	14,988	9,510	9,398	18,908	192,064

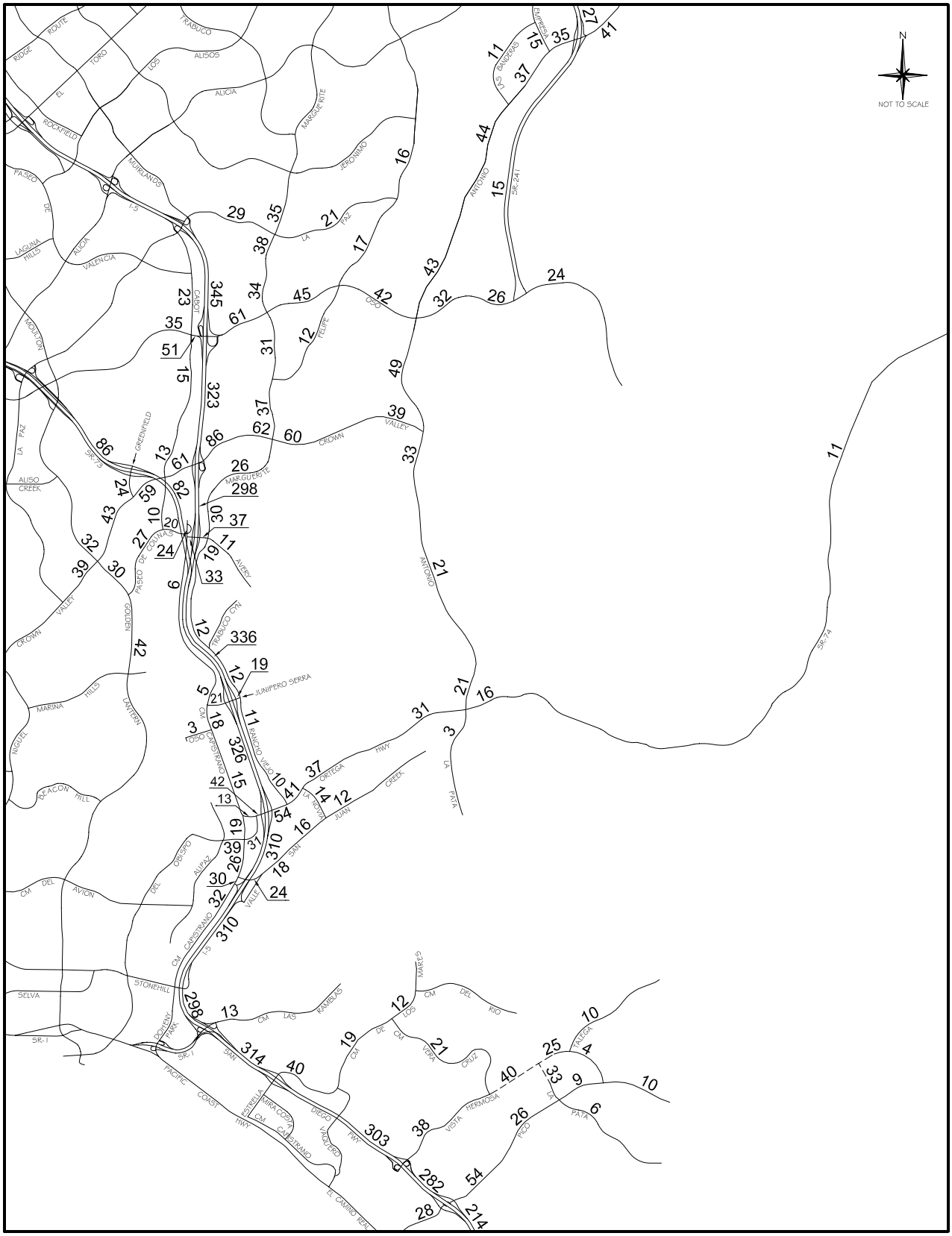
Appendix B
TRAFFIC DATA BY ALTERNATIVE

This appendix contains long-range (2025) traffic forecast data for the following project alternatives and circulation system scenarios:

No Project (Committed Circulation System)
Existing Zoning Alternative (Committed Circulation System)
Existing Zoning Alternative (MPAH Buildout)
OCP-2000 Alternative (MPAH Buildout)
B-4 Reduced Intensity Alternative (Committed Circulation System)
B-4 Reduced Intensity Alternative (Committed Circulation System Plus La Pata)
B-4 Reduced Intensity Alternative (Committed Circulation System Plus La Pata and FTC-S)
B-5 Alternative (Committed Circulation System)
B-5 Alternative (Committed Circulation System Plus La Pata)
B-5 Alternative (Committed Circulation System Plus La Pata and FTC-S)
Regional Housing Alternative (Committed Circulation System Plus La Pata and FTC-S)

The information provided for each scenario includes an ADT volume diagram, a peak hour intersection capacity utilization (ICU) summary table (actual ICU worksheets can be found in Appendix C), a peak hour freeway ramp level of service (LOS) summary table, and a peak hour freeway mainline LOS summary table.

No Project
(Committed Circulation System)



Legend	2025 ADT VOLUMES (000s) - NO PROJECT (COMMITTED CIRCULATION SYSTEM)
--------- Future Roadway	

2025 Intersection LOS Summary - No Project (Committed Circulation System)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.66	B	.83	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.81	D	.88	D
17. Greenfield & Crown Valley	.79	C	.75	C
18. Cabot & Crown Valley	.76	C	.79	C
19. Forbes & Crown Valley	.66	B	.74	C
20. Golden Lantern & Paseo de Colinas (b)	1.04	F	.89	D
21. Cabot & Paseo de Colinas	.52	A	.65	B
22. Camino Capistrano & Paseo de Colinas	.53	A	.56	A
23. Camino Capistrano & Avery	.51	A	.55	A
70. Greenfield & SR-73 SB Ramps	.56	A	.54	A
71. Greenfield & SR-73 NB Ramps	.68	B	.46	A
City of Mission Viejo				
1. Marguerite & La Paz	.60	A	.83	D
2. Olympiad & La Paz	.54	A	.58	A
3. Marguerite & Oso	.81	D	.76	C
4. Felipe & Oso	.72	C	.90	D
6. Marguerite & Felipe	.58	A	.76	C
7. Puerta Real & Crown Valley (a)	.75	C	.80	C
8. Guevara/Medical Ctr & Crown Valley (a)	.63	B	.77	C
9. Los Altos & Crown Valley (a)	.71	C	.91	E
10. Bellogente & Crown Valley (a)	.70	B	.65	B
11. Marguerite & Crown Valley (a) (b)	1.14	F	.93	E
24. Marguerite & Avery	.90	D	.86	D
44. I-5 SB Ramps & Oso	.64	B	.72	C
45. I-5 NB Ramps & Oso	.72	C	.84	D
46. I-5 SB Ramps & Crown Valley (a)	.74	C	.93	E
47. I-5 NB Ramps & Crown Valley (a)	.70	B	.89	D
48. I-5 SB Ramps & Avery	.69	B	.81	D
49. I-5 NB Ramps & Avery	.63	B	.79	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.68	B	.73	C
14. Empresa & Antonio	.60	A	.47	A
58. SR-241 SB Ramps & Antonio	.43	A	.66	B
59. SR-241 NB Ramps & Antonio (b)	1.38	F	.52	A
60. SR-241 SB Ramps & Oso	.45	A	.49	A
61. SR-241 NB Ramps & Oso	.82	D	.41	A
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.05	F	.92	E
38. Talega & Vista Hermosa	.74	C	.69	B
39. Vera Cruz & Vista Hermosa (b)	1.11	F	1.26	F
40. La Pata & Pico	.43	A	.69	B
41. Vista Hermosa & Pico	.45	A	.27	A
54. I-5 SB Ramps & Vista Hermosa	.64	B	.44	A
55. I-5 NB Ramps & Vista Hermosa	.69	B	.60	A
56. I-5 SB Ramps & Pico (b)	.94	E	.77	C
57. I-5 NB Ramps & Pico (b)	.97	E	.64	B

2025 Intersection LOS Summary
- No Project (Committed Circulation System)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.69	B	.65	B
26. Del Obispo & Ortega	.66	B	.73	C
27. Rancho Viejo & Ortega	.67	B	.83	D
28. La Novia & Ortega	.80	C	.88	D
30. Camino Capistrano & Del Obispo (b)	1.07	F	1.17	F
31. Camino Capistrano & San Juan Creek	.67	B	.78	C
32. Valle & San Juan Creek (b)	.91	E	.84	D
33. La Novia & San Juan Creek (b)	.98	E	.87	D
50. I-5 SB Ramps & Ortega (a)	.92	E	.85	D
51. I-5 NB Ramps & Ortega (a)	.79	C	.76	C
52. Camino Capistrano & I-5 SB Ramps	.85	D	.86	D
53. Valle & La Novia/I-5 NB Ramps (b)	.95	E	.99	E
72. Camino Capistrano & Junipero Serra	.89	D	.90	D
73. I-5 SB Ramps & Junipero Serra	.69	B	.86	D
74. I-5 NB Ramps & Junipero Serra (b)	.75	C	1.07	F
75. Rancho Viejo & Junipero Serra	.76	C	.80	C
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.01	F	1.07	F
12. Antonio & Crown Valley (b)	.59	A	.95	E
29. Antonio/La Pata & Ortega (b)	1.60	F	1.37	F

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- No Project (Committed Circulation System)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	440	.41	A	600	.56	A
	SB Loop On	1	1,080	790	.73	C	410	.38	A
	NB Direct On	1	1,500	980	.65	B	600	.40	A
	NB Loop On	1	1,500	290	.19	A	560	.37	A
	SB Off (a)	1	1,500	1,010	.67	B	1,520	1.01	F
	NB Off	1	1,500	670	.45	A	1,020	.68	B
I-5 at Crown Valley	SB On	1	1,800	830	.46	A	860	.48	A
	NB Direct On	1	1,500	1,390	.93	E	1,470	.98	E
	NB Loop On	1	1,080	940	.87	D	970	.90	D
	SB Off (a)	2	2,250	1,910	.85	D	2,890	1.28	F
	NB Off	1	1,500	1,290	.86	D	870	.58	A
I-5 at Avery	SB On	1	1,080	600	.56	A	620	.57	A
	NB On	1	1,500	570	.38	A	810	.54	A
	SB Off	1	1,500	700	.47	A	920	.61	B
	NB Off	1	1,500	650	.43	A	880	.59	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	500	.46	A
	NB On (a)	1	1,080	1,090	1.01	F	1,070	.99	E
	SB Off	1	1,500	800	.53	A	1,060	.71	C
	NB Off	1	1,500	350	.23	A	340	.23	A
I-5 at Ortega	SB On	1	1,500	610	.41	A	600	.40	A
	NB On (a)	1	1,500	1,750	1.17	F	1,600	1.07	F
	SB Off	2	2,250	1,990	.88	D	1,780	.79	C
	NB Off	1	1,500	880	.59	A	770	.51	A
I-5 at Cm Capistrano	SB On	1	1,500	700	.47	A	620	.41	A
	NB On	1	1,500	890	.59	A	470	.31	A
	SB Off	1	1,500	990	.66	B	1,370	.91	E
	NB Off	1	1,500	680	.45	A	780	.52	A
I-5 at Vista Hermosa	SB On	1	1,080	180	.17	A	60	.06	A
	NB Direct On (a)	1	1,500	1,200	.80	C	1,640	1.09	F
	NB Loop On	1	1,080	210	.19	A	220	.20	A
	SB Off (a)	1	1,500	1,870	1.25	F	1,450	.97	E
	NB Off	1	1,500	230	.15	A	390	.26	A
I-5 at Avd Pico	SB On	1	1,500	500	.33	A	870	.58	A
	NB On (a)	1	1,500	1,500	1.00	E	1,930	1.29	F
	SB Off	2	2,250	2,180	.97	E	1,660	.74	C
	NB Off	1	1,500	1,010	.67	B	690	.46	A

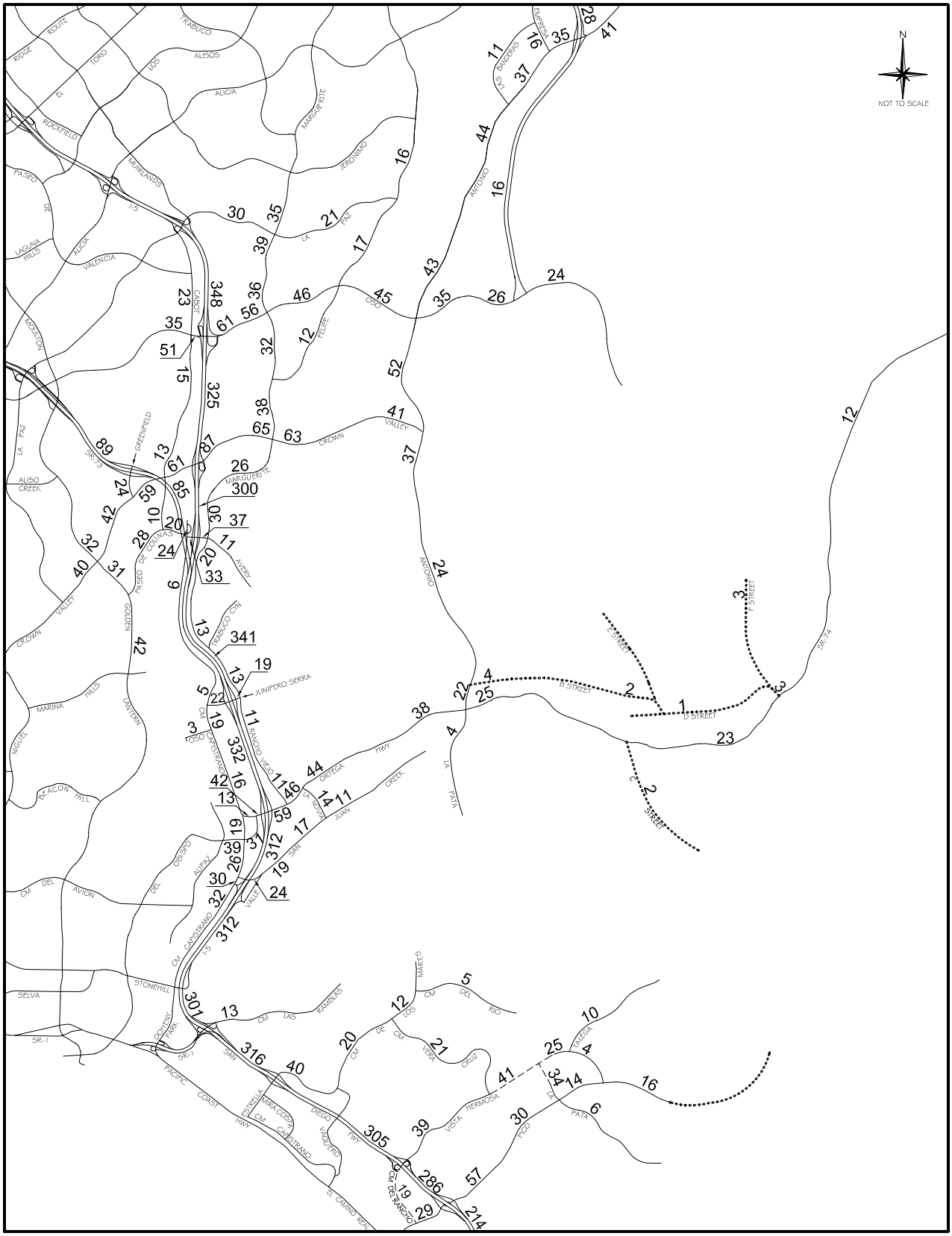
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- No Project (Committed Circulation System)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,140	1.06	F	9,600	9,580	1.00	E
	SB	4+1H	9,600	8,610	.90	E	9,600	9,960	1.04	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	9,200	.87	D	9,600	9,310	.97	E
	SB	4+1H	9,600	8,850	.92	E	9,600	9,450	.98	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,380	.77	D	9,600	7,770	.81	D
	SB	4+1H+1A	9,600	7,450	.78	D	9,600	7,640	.80	D
I-5 n/o SR-73	NB	4+1H	9,600	7,300	.76	D	9,600	7,360	.77	D
	SB	4+1H	9,600	7,020	.73	D	9,600	7,250	.76	D
I-5 n/o Junipero Serra	NB	6+1H	13,600	12,730	.94	E	13,600	11,880	.87	D
	SB	6+1H	13,600	10,170	.75	D	13,600	12,860	.95	E
I-5 n/o Ortega (a)	NB	5+1H	11,600	11,890	1.03	F	11,600	11,020	.95	E
	SB	5+1H	11,600	9,640	.83	D	11,600	12,060	1.04	F
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	11,470	1.19	F	9,600	10,750	1.12	F
	SB	4+1H	9,600	9,280	.97	E	9,600	11,490	1.20	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	11,420	1.19	F	9,600	11,030	1.15	F
	SB	4+1H	9,600	9,140	.95	E	9,600	11,430	1.19	F
I-5 n/o Hermosa (a)	NB	4	8,000	9,960	1.25	F	8,000	10,350	1.29	F
	SB	4	8,000	8,940	1.12	F	8,000	10,880	1.36	F
I-5 n/o Pico (a)	NB	4+1A	9,000	9,220	1.02	F	9,000	9,490	1.05	F
	SB	4+1A	9,000	8,070	.90	E	9,000	9,960	1.11	F
I-5 s/o Pico (a)	NB	4	8,000	9,550	1.19	F	8,000	10,020	1.25	F
	SB	4	8,000	8,070	1.01	F	8,000	10,800	1.35	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

Existing Zoning Alternative
(Committed Circulation System)



Legend

– – – – – – – Future Roadway (MPAH)

••••••••••••••• Local Roadway

2025 ADT VOLUMES (000s) - EXISTING ZONING
(COMMITTED CIRCULATION SYSTEM)

2025 Intersection LOS Summary - Existing Zoning (Committed Circulation System)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.66	B	.88	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.81	D	.88	D
17. Greenfield & Crown Valley	.82	D	.76	C
18. Cabot & Crown Valley	.76	C	.79	C
19. Forbes & Crown Valley	.66	B	.74	C
20. Golden Lantern & Paseo de Colinas (b)	1.04	F	.88	D
21. Cabot & Paseo de Colinas	.53	A	.66	B
22. Camino Capistrano & Paseo de Colinas	.53	A	.56	A
23. Camino Capistrano & Avery	.51	A	.55	A
70. Greenfield & SR-73 SB Ramps	.57	A	.54	A
71. Greenfield & SR-73 NB Ramps	.70	B	.46	A
City of Mission Viejo				
1. Marguerite & La Paz	.63	B	.83	D
2. Olympiad & La Paz	.56	A	.62	B
3. Marguerite & Oso	.81	D	.76	C
4. Felipe & Oso (b)	.77	C	.97	E
6. Marguerite & Felipe	.61	B	.80	C
7. Puerta Real & Crown Valley (a)	.77	C	.81	D
8. Guevara/Medical Ctr & Crown Valley (a)	.65	B	.79	C
9. Los Altos & Crown Valley (a)	.70	B	.92	E
10. Bellogente & Crown Valley (a)	.70	B	.68	B
11. Marguerite & Crown Valley (a) (b)	1.17	F	1.03	F
24. Marguerite & Avery (b)	.91	E	.90	D
44. I-5 SB Ramps & Oso	.66	B	.75	C
45. I-5 NB Ramps & Oso	.72	C	.86	D
46. I-5 SB Ramps & Crown Valley (a)	.76	C	.95	E
47. I-5 NB Ramps & Crown Valley (a)	.70	B	.90	D
48. I-5 SB Ramps & Avery	.69	B	.79	C
49. I-5 NB Ramps & Avery	.60	A	.82	D
City of Rancho Santa Margarita				
13. Banderas & Antonio	.68	B	.74	C
14. Empresa & Antonio	.60	A	.47	A
58. SR-241 SB Ramps & Antonio	.44	A	.66	B
59. SR-241 NB Ramps & Antonio (b)	1.37	F	.51	A
60. SR-241 SB Ramps & Oso	.48	A	.51	A
61. SR-241 NB Ramps & Oso	.89	D	.40	A
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.08	F	.93	E
38. Talega & Vista Hermosa	.74	C	.69	B
39. Vera Cruz & Vista Hermosa (b)	1.14	F	1.27	F
40. La Pata & Pico	.44	A	.73	C
41. Vista Hermosa & Pico	.41	A	.33	A
54. I-5 SB Ramps & Vista Hermosa	.63	B	.45	A
55. I-5 NB Ramps & Vista Hermosa	.68	B	.58	A
56. I-5 SB Ramps & Pico (b)	.99	E	.98	E
57. I-5 NB Ramps & Pico (b)	.97	E	.74	C

2025 Intersection LOS Summary
- Existing Zoning (Committed Circulation System)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.72	C	.71	C
26. Del Obispo & Ortega	.65	B	.72	C
27. Rancho Viejo & Ortega	.73	C	.85	D
28. La Novia & Ortega (b)	.79	C	.95	E
30. Camino Capistrano & Del Obispo (b)	1.08	F	1.17	F
31. Camino Capistrano & San Juan Creek	.69	B	.80	C
32. Valle & San Juan Creek (b)	.91	E	.85	D
33. La Novia & San Juan Creek (b)	.99	E	.85	D
50. I-5 SB Ramps & Ortega (a)	.91	E	.89	D
51. I-5 NB Ramps & Ortega (a)	.81	D	.84	D
52. Camino Capistrano & I-5 SB Ramps	.84	D	.86	D
53. Valle & La Novia/I-5 NB Ramps (b)	.98	E	.97	E
72. Camino Capistrano & Junipero Serra	.90	D	.90	D
73. I-5 SB Ramps & Junipero Serra	.71	C	.89	D
74. I-5 NB Ramps & Junipero Serra (b)	.77	C	1.11	F
75. Rancho Viejo & Junipero Serra	.80	C	.84	D
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.07	F	1.14	F
12. Antonio & Crown Valley (b)	.64	B	1.04	F
29. Antonio/La Pata & Ortega (b)	1.65	F	1.45	F
43. Antonio & B St	.31	A	.39	A
85. D St & Ortega	.47	A	.54	A

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- Existing Zoning (Committed Circulation System)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	440	.41	A	670	.62	B
	SB Loop On	1	1,080	800	.74	C	410	.38	A
	NB Direct On	1	1,500	1,070	.71	C	640	.43	A
	NB Loop On	1	1,500	280	.19	A	590	.39	A
	SB Off (a)	1	1,500	1,040	.69	B	1,640	1.09	F
	NB Off	1	1,500	690	.46	A	1,020	.68	B
I-5 at Crown Valley	SB On	1	1,800	910	.51	A	880	.49	A
	NB Direct On (a)	1	1,500	1,330	.89	D	1,520	1.01	F
	NB Loop On	1	1,080	950	.88	D	960	.89	D
	SB Off (a)	2	2,250	1,850	.82	D	2,990	1.33	F
	NB Off	1	1,500	1,320	.88	D	890	.59	A
I-5 at Avery	SB On	1	1,080	580	.54	A	610	.56	A
	NB On	1	1,500	600	.40	A	790	.53	A
	SB Off	1	1,500	670	.45	A	950	.63	B
	NB Off	1	1,500	610	.41	A	930	.62	B
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	510	.47	A
	NB On (a)	1	1,080	1,110	1.03	F	1,080	1.00	E
	SB Off	1	1,500	800	.53	A	1,100	.73	C
	NB Off	1	1,500	330	.22	A	370	.25	A
I-5 at Ortega	SB On	1	1,500	590	.39	A	610	.41	A
	NB On (a)	1	1,500	1,870	1.25	F	1,670	1.11	F
	SB Off	2	2,250	2,040	.91	E	1,920	.85	D
	NB Off	1	1,500	900	.60	A	1,040	.69	B
I-5 at Cm Capistrano	SB On	1	1,500	700	.47	A	630	.42	A
	NB On	1	1,500	890	.59	A	460	.31	A
	SB Off	1	1,500	980	.65	B	1,380	.92	E
	NB Off	1	1,500	700	.47	A	790	.53	A
I-5 at Vista Hermosa	SB On	1	1,080	230	.21	A	120	.11	A
	NB Direct On (a)	1	1,500	1,240	.83	D	1,580	1.05	F
	NB Loop On	1	1,080	210	.19	A	220	.20	A
	SB Off (a)	1	1,500	1,830	1.22	F	1,470	.98	E
	NB Off	1	1,500	260	.17	A	380	.25	A
I-5 at Avd Pico	SB On	1	1,500	570	.38	A	1,120	.75	C
	NB On (a)	1	1,500	1,490	.99	E	1,800	1.20	F
	SB Off	2	2,250	2,080	.92	E	1,580	.70	B
	NB Off	1	1,500	1,040	.69	B	830	.55	A

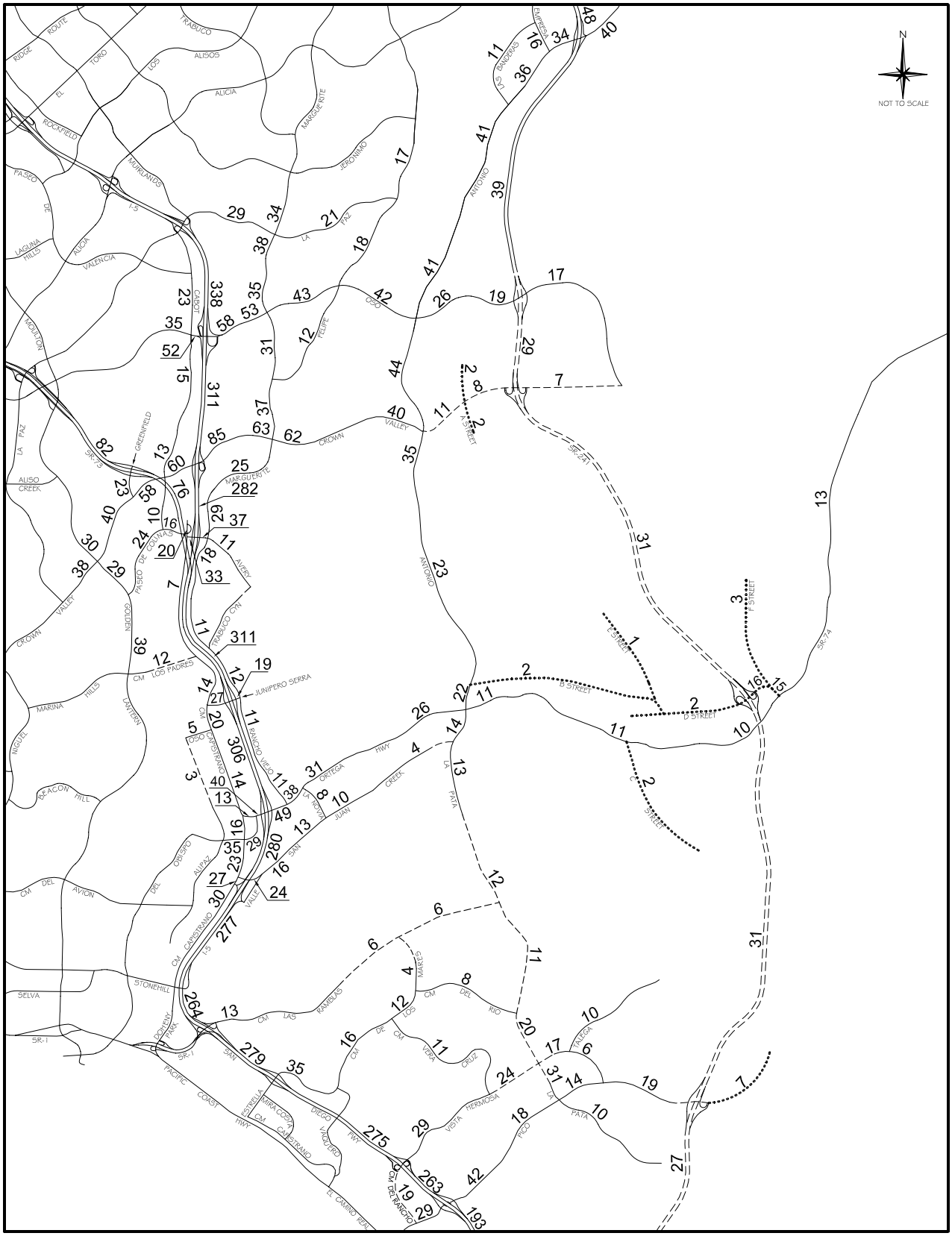
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- Existing Zoning (Committed Circulation System)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,440	1.09	F	9,600	9,670	1.01	F
	SB	4+1H	9,600	8,640	.90	E	9,600	10,050	1.05	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	9,410	.89	D	9,600	9,320	.97	E
	SB	4+1H	9,600	8,850	.92	E	9,600	9,480	.99	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,650	.80	D	9,600	7,810	.81	D
	SB	4+1H+1A	9,600	7,580	.79	D	9,600	7,590	.79	D
I-5 n/o SR-73	NB	4+1H	9,600	7,510	.78	D	9,600	7,420	.77	D
	SB	4+1H	9,600	7,170	.75	D	9,600	7,110	.74	D
I-5 n/o Junipero Serra	NB	6+1H	13,600	13,220	.97	E	13,600	11,960	.88	D
	SB	6+1H	13,600	10,270	.76	D	13,600	13,100	.96	E
I-5 n/o Ortega (a)	NB	5+1H	11,600	12,290	1.06	F	11,600	11,100	.96	E
	SB	5+1H	11,600	9,740	.84	D	11,600	12,370	1.07	F
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	11,660	1.21	F	9,600	10,740	1.12	F
	SB	4+1H	9,600	9,310	.97	E	9,600	11,670	1.22	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	11,640	1.21	F	9,600	11,070	1.15	F
	SB	4+1H	9,600	9,160	.95	E	9,600	11,560	1.20	F
I-5 n/o Hermosa (a)	NB	4	8,000	10,170	1.27	F	8,000	10,360	1.30	F
	SB	4	8,000	8,930	1.12	F	8,000	11,030	1.38	F
I-5 n/o Pico (a)	NB	4+1A	9,000	9,420	1.05	F	9,000	9,560	1.06	F
	SB	4+1A	9,000	8,160	.91	E	9,000	10,050	1.12	F
I-5 s/o Pico (a)	NB	4	8,000	9,560	1.20	F	8,000	10,020	1.25	F
	SB	4	8,000	8,100	1.01	F	8,000	10,740	1.34	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

Existing Zoning Alternative
(MPAH Buildout)



Legend

Future Roadway (MPAH)
Local Roadway

2025 ADT VOLUMES (000s)
- EXISTING ZONING
(MPAH BUILDOUT)

2025 Intersection LOS Summary - Existing Zoning (MPAH Buildout)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.65	B	.87	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.76	C	.78	C
17. Greenfield & Crown Valley	.82	D	.68	B
18. Cabot & Crown Valley	.73	C	.75	C
19. Forbes & Crown Valley	.64	B	.70	B
20. Golden Lantern & Paseo de Colinas (b)	.96	E	.77	C
21. Cabot & Paseo de Colinas	.48	A	.57	A
22. Camino Capistrano & Paseo de Colinas	.43	A	.46	A
23. Camino Capistrano & Avery	.65	B	.73	C
70. Greenfield & SR-73 SB Ramps	.55	A	.54	A
71. Greenfield & SR-73 NB Ramps	.68	B	.42	A
City of Mission Viejo				
1. Marguerite & La Paz	.60	A	.79	C
2. Olympiad & La Paz	.58	A	.59	A
3. Marguerite & Oso	.77	C	.77	C
4. Felipe & Oso (b)	.79	C	.95	E
6. Marguerite & Felipe	.59	A	.81	D
7. Puerta Real & Crown Valley (a)	.74	C	.78	C
8. Guevara/Medical Ctr & Crown Valley (a)	.62	B	.78	C
9. Los Altos & Crown Valley (a)	.68	B	.94	E
10. Bellogente & Crown Valley (a)	.68	B	.66	B
11. Marguerite & Crown Valley (a) (b)	1.05	F	.94	E
24. Marguerite & Avery	.82	D	.86	D
44. I-5 SB Ramps & Oso	.65	B	.73	C
45. I-5 NB Ramps & Oso	.72	C	.77	C
46. I-5 SB Ramps & Crown Valley (a)	.65	B	.95	E
47. I-5 NB Ramps & Crown Valley (a)	.67	B	.86	D
48. I-5 SB Ramps & Avery	.60	A	.71	C
49. I-5 NB Ramps & Avery	.54	A	.61	B
City of Rancho Santa Margarita				
13. Banderas & Antonio	.66	B	.68	B
14. Empresa & Antonio	.58	A	.46	A
58. SR-241 SB Ramps & Antonio	.42	A	.66	B
59. SR-241 NB Ramps & Antonio (b)	1.17	F	.50	A
60. SR-241 SB Ramps & Oso	.34	A	.31	A
61. SR-241 NB Ramps & Oso	.58	A	.31	A
City of San Clemente				
35. La Pata & Las Ramblas	.51	A	.40	A
36. La Pata & Del Rio	.52	A	.64	B
37. La Pata & Vista Hermosa	.66	B	.55	A
38. Talega & Vista Hermosa	.66	B	.50	A
39. Vera Cruz & Vista Hermosa	.73	C	.61	B
40. La Pata & Pico	.45	A	.65	B
41. Vista Hermosa & Pico	.30	A	.25	A
54. I-5 SB Ramps & Vista Hermosa	.43	A	.33	A
55. I-5 NB Ramps & Vista Hermosa	.51	A	.41	A

2025 Intersection LOS Summary
- Existing Zoning (MPAH Buildout)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Clemente (cont)				
56. I-5 SB Ramps & Pico	.87	D	.76	C
57. I-5 NB Ramps & Pico	.85	D	.60	A
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.45	A	.54	A
26. Del Obispo & Ortega	.56	A	.67	B
27. Rancho Viejo & Ortega	.69	B	.88	D
28. La Novia & Ortega	.68	B	.71	C
30. Camino Capistrano & Del Obispo	.81	D	.87	D
31. Camino Capistrano & San Juan Creek	.62	B	.71	C
32. Valle & San Juan Creek	.56	A	.66	B
33. La Novia & San Juan Creek	.68	B	.52	A
50. I-5 SB Ramps & Ortega (a)	.74	C	.85	D
51. I-5 NB Ramps & Ortega (a)	.71	C	.79	C
52. Camino Capistrano & I-5 SB Ramps	.73	C	.84	D
53. Valle & La Novia/I-5 NB Ramps	.74	C	.74	C
72. Camino Capistrano & Junipero Serra	.80	C	.61	B
73. I-5 SB Ramps & Junipero Serra	.59	A	.60	A
74. I-5 NB Ramps & Junipero Serra	.52	A	.57	A
75. Rancho Viejo & Junipero Serra	.59	A	.53	A
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	.96	E	.82	D
12. Antonio & Crown Valley	.71	C	.79	C
29. Antonio/La Pata & Ortega	.79	C	.59	A
34. La Pata & San Juan Creek	.52	A	.56	A
42. A St & Crown Valley	.24	A	.22	A
43. Antonio & B St	.37	A	.36	A
62. SR-241 SB Ramps & Crown Valley	.17	A	.23	A
63. SR-241 NB Ramps & Crown Valley	.24	A	.21	A
68. SR-241 SB Ramps & Pico	.27	A	.32	A
69. SR-241 NB Ramps & Pico	.23	A	.30	A
82. SR-241 SB Ramps & D St	.15	A	.36	A
83. SR-241 NB Ramps & D St	.38	A	.47	A
85. D St & Ortega	.48	A	.56	A

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- Existing Zoning (MPAH Buildout)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	450	.42	A	610	.56	A
	SB Loop On	1	1,080	620	.57	A	340	.31	A
	NB Direct On	1	1,500	1,080	.72	C	660	.44	A
	NB Loop On	1	1,500	270	.18	A	520	.35	A
	SB Off	1	1,500	990	.66	B	1,410	.94	E
	NB Off	1	1,500	670	.45	A	830	.55	A
I-5 at Crown Valley	SB On	1	1,800	580	.32	A	810	.45	A
	NB Direct On (a)	1	1,500	1,460	.97	E	1,520	1.01	F
	NB Loop On	1	1,080	950	.88	D	1,000	.93	E
	SB Off (a)	2	2,250	1,880	.84	D	3,190	1.42	F
	NB Off	1	1,500	1,240	.83	D	640	.43	A
I-5 at Avery	SB On	1	1,080	450	.42	A	650	.60	A
	NB On	1	1,500	690	.46	A	730	.49	A
	SB Off	1	1,500	680	.45	A	1,110	.74	C
	NB Off	1	1,500	630	.42	A	810	.54	A
I-5 at Junipero Serra	SB On	1	1,080	590	.55	A	510	.47	A
	NB On (a)	1	1,080	1,270	1.18	F	890	.82	D
	SB Off	1	1,500	770	.51	A	1,030	.69	B
	NB Off	1	1,500	390	.26	A	510	.34	A
I-5 at Ortega	SB On	1	1,500	350	.23	A	410	.27	A
	NB On (a)	1	1,500	1,950	1.30	F	1,760	1.17	F
	SB Off	2	2,250	1,940	.86	D	2,260	1.00	E
	NB Off	1	1,500	740	.49	A	670	.45	A
I-5 at Cm Capistrano	SB On	1	1,500	640	.43	A	570	.38	A
	NB On	1	1,500	860	.57	A	540	.36	A
	SB Off	1	1,500	980	.65	B	1,450	.97	E
	NB Off	1	1,500	510	.34	A	730	.49	A
I-5 at Vista Hermosa	SB On	1	1,080	290	.27	A	210	.19	A
	NB Direct On	1	1,500	790	.53	A	910	.61	B
	NB Loop On	1	1,080	190	.18	A	240	.22	A
	SB Off	1	1,500	1,140	.76	C	1,010	.67	B
	NB Off	1	1,500	370	.25	A	390	.26	A
I-5 at Avd Pico	SB On	1	1,500	480	.32	A	1,000	.67	B
	NB On	1	1,500	1,060	.71	C	1,320	.88	D
	SB Off	2	2,250	1,840	.82	D	1,030	.46	A
	NB Off	1	1,500	1,010	.67	B	740	.49	A

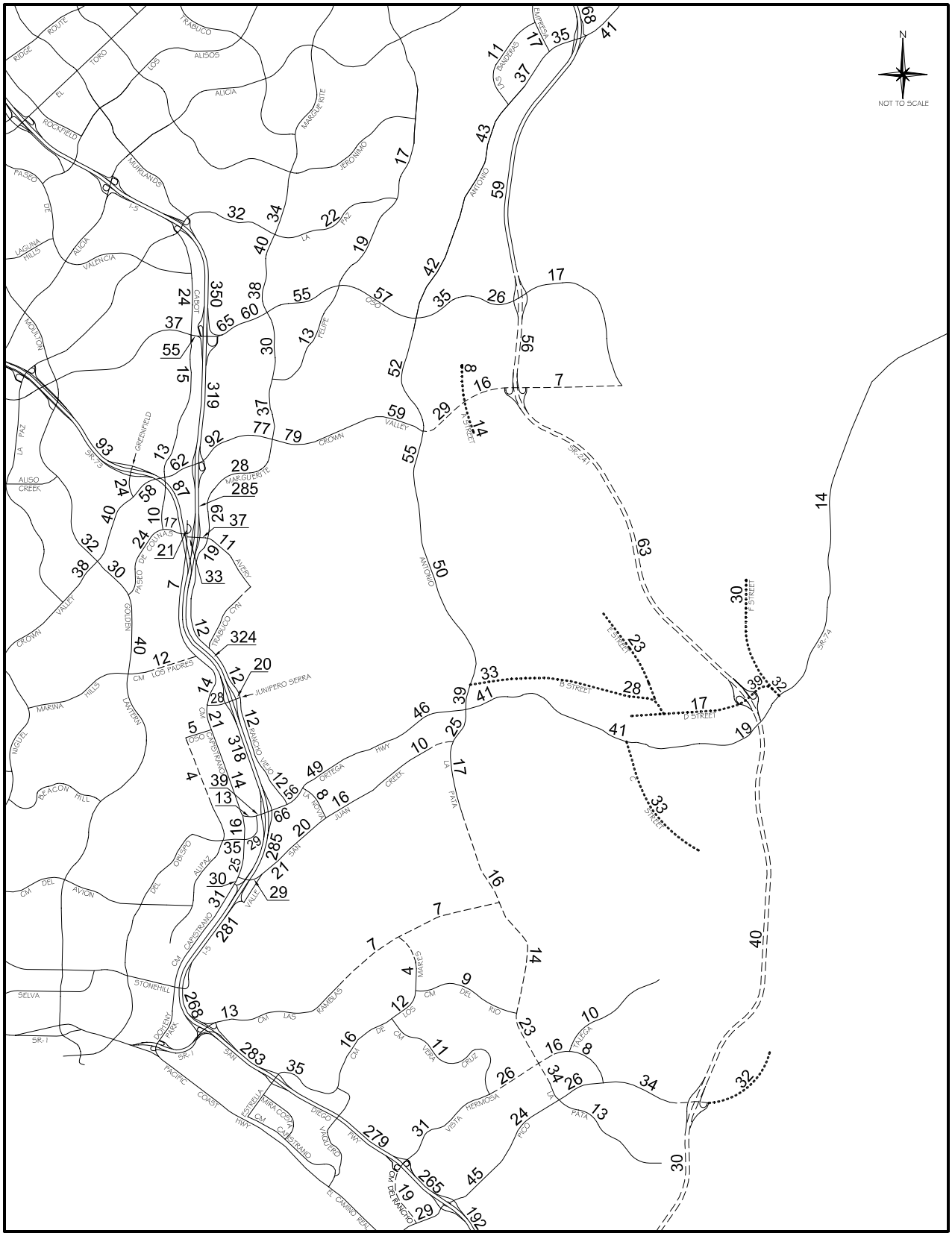
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- Existing Zoning (MPAH Buildout)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	9,770	1.02	F	9,600	8,900	.93	E
	SB	4+1H	9,600	8,230	.86	D	9,600	9,180	.96	E
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	8,720	.82	D	9,600	8,400	.88	D
	SB	4+1H+1A	9,600	8,280	.86	D	10,600	8,710	.82	D
I-5 n/o Avery	NB	4+1H+1A	9,600	6,770	.71	C	9,600	6,560	.68	C
	SB	4+1H+1A	9,600	6,660	.69	C	9,600	6,540	.68	C
I-5 n/o SR-73	NB	4+1H	9,600	6,550	.68	C	9,600	6,120	.64	C
	SB	4+1H	9,600	6,100	.64	C	9,600	5,940	.62	C
I-5 n/o Junipero Serra	NB	6+1H	13,600	11,670	.86	D	13,600	9,940	.73	D
	SB	6+1H	13,600	8,770	.64	C	13,600	11,360	.84	D
I-5 n/o Ortega	NB	5+1H	11,600	10,720	.92	E	11,600	9,440	.81	D
	SB	5+1H	11,600	8,470	.73	D	11,600	10,640	.92	E
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	9,750	1.02	F	9,600	8,790	.92	E
	SB	4+1H	9,600	7,710	.80	D	9,600	9,300	.97	E
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	9,680	1.01	F	9,600	8,950	.93	E
	SB	4+1H	9,600	7,430	.77	D	9,600	9,120	.95	E
I-5 n/o Hermosa	NB	4+1H	9,600	8,130	.85	D	9,600	8,540	.89	D
	SB	4+1H	9,600	7,860	.82	D	9,600	8,610	.90	E
I-5 n/o Pico	NB	4+1H+1A	10,600	7,760	.73	D	10,600	8,140	.77	D
	SB	4+1H+1A	10,600	7,400	.70	C	10,600	8,330	.79	D
I-5 s/o Pico (a)	NB	4	8,000	7,760	.97	E	8,000	8,350	1.04	F
	SB	4	8,000	7,180	.90	E	8,000	8,440	1.06	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

OCP-2000 Alternative
(MPAH Buildout)



Legend

Future Roadway (MPAH)

Local Roadway

2025 ADT VOLUMES (000s)
- OCP-2000
(MPAH BUILDOUT)

2025 Intersection LOS Summary - OCP-2000 (MPAH Buildout)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.65	B	.86	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.74	C	.79	C
17. Greenfield & Crown Valley	.86	D	.70	B
18. Cabot & Crown Valley	.76	C	.75	C
19. Forbes & Crown Valley	.68	B	.69	B
20. Golden Lantern & Paseo de Colinas (b)	.98	E	.79	C
21. Cabot & Paseo de Colinas	.51	A	.58	A
22. Camino Capistrano & Paseo de Colinas	.45	A	.46	A
23. Camino Capistrano & Avery	.65	B	.75	C
70. Greenfield & SR-73 SB Ramps	.58	A	.57	A
71. Greenfield & SR-73 NB Ramps	.75	C	.43	A
City of Mission Viejo				
1. Marguerite & La Paz	.63	B	.82	D
2. Olympiad & La Paz	.58	A	.67	B
3. Marguerite & Oso	.79	C	.79	C
4. Felipe & Oso (b)	.96	E	1.15	F
6. Marguerite & Felipe (b)	.72	C	.98	E
7. Puerta Real & Crown Valley (a)	.78	C	.81	D
8. Guevara/Medical Ctr & Crown Valley (a)	.67	B	.85	D
9. Los Altos & Crown Valley (a) (b)	.75	C	1.04	F
10. Bellogente & Crown Valley (a)	.74	C	.73	C
11. Marguerite & Crown Valley (a) (b)	1.15	F	1.16	F
24. Marguerite & Avery	.88	D	.84	D
44. I-5 SB Ramps & Oso	.69	B	.74	C
45. I-5 NB Ramps & Oso	.87	D	.80	C
46. I-5 SB Ramps & Crown Valley (a) (b)	.67	B	1.01	F
47. I-5 NB Ramps & Crown Valley (a)	.66	B	.92	E
48. I-5 SB Ramps & Avery	.60	A	.70	B
49. I-5 NB Ramps & Avery	.55	A	.61	B
City of Rancho Santa Margarita				
13. Banderas & Antonio	.67	B	.73	C
14. Empresa & Antonio	.60	A	.49	A
58. SR-241 SB Ramps & Antonio	.44	A	.67	B
59. SR-241 NB Ramps & Antonio (b)	1.11	F	.50	A
60. SR-241 SB Ramps & Oso	.40	A	.41	A
61. SR-241 NB Ramps & Oso	.67	B	.38	A
City of San Clemente				
35. La Pata & Las Ramblas	.53	A	.43	A
36. La Pata & Del Rio	.57	A	.66	B
37. La Pata & Vista Hermosa	.70	B	.61	B
38. Talega & Vista Hermosa	.68	B	.58	A
39. Vera Cruz & Vista Hermosa	.75	C	.68	B
40. La Pata & Pico	.50	A	.69	B
41. Vista Hermosa & Pico	.42	A	.37	A
54. I-5 SB Ramps & Vista Hermosa	.45	A	.38	A
55. I-5 NB Ramps & Vista Hermosa	.54	A	.44	A

2025 Intersection LOS Summary
- OCP-2000 (MPAH Buildout)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Clemente (cont)				
56. I-5 SB Ramps & Pico	.88	D	.80	C
57. I-5 NB Ramps & Pico	.88	D	.62	B
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.46	A	.54	A
26. Del Obispo & Ortega	.53	A	.62	B
27. Rancho Viejo & Ortega (b)	.74	C	1.08	F
28. La Novia & Ortega	.84	D	.87	D
30. Camino Capistrano & Del Obispo	.82	D	.90	D
31. Camino Capistrano & San Juan Creek	.66	B	.87	D
32. Valle & San Juan Creek	.71	C	.80	C
33. La Novia & San Juan Creek	.82	D	.80	C
50. I-5 SB Ramps & Ortega (a)	.78	C	.95	E
51. I-5 NB Ramps & Ortega (a)	.77	C	.89	D
52. Camino Capistrano & I-5 SB Ramps	.73	C	.84	D
53. Valle & La Novia/I-5 NB Ramps	.73	C	.76	C
72. Camino Capistrano & Junipero Serra	.87	D	.64	B
73. I-5 SB Ramps & Junipero Serra	.62	B	.70	B
74. I-5 NB Ramps & Junipero Serra	.55	A	.59	A
75. Rancho Viejo & Junipero Serra	.63	B	.58	A
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.14	F	.98	E
12. Antonio & Crown Valley (b)	.89	D	1.13	F
29. Antonio/La Pata & Ortega (b)	1.07	F	1.09	F
34. La Pata & San Juan Creek (b)	.83	D	.98	E
42. A St & Crown Valley	.70	B	.62	B
43. Antonio & B St	.64	B	.68	B
62. SR-241 SB Ramps & Crown Valley	.27	A	.54	A
63. SR-241 NB Ramps & Crown Valley	.47	A	.30	A
68. SR-241 SB Ramps & Pico	.67	B	.76	C
69. SR-241 NB Ramps & Pico	.67	B	.72	C
82. SR-241 SB Ramps & D St	.52	A	.79	C
83. SR-241 NB Ramps & D St	.46	A	.87	D
85. D St & Ortega	.90	D	.83	D

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary - OCP-2000 (MPAH Buildout)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	430	.40	A	650	.60	A
	SB Loop On	1	1,080	630	.58	A	340	.31	A
	NB Direct On	1	1,500	1,430	.95	E	730	.49	A
	NB Loop On	1	1,500	390	.26	A	450	.30	A
	SB Off (a)	1	1,500	1,110	.74	C	1,520	1.01	F
	NB Off	1	1,500	1,010	.67	B	810	.54	A
I-5 at Crown Valley	SB On	1	1,800	620	.34	A	840	.47	A
	NB Direct On (a)	1	1,500	1,510	1.01	F	1,680	1.12	F
	NB Loop On	1	1,080	970	.90	D	980	.91	E
	SB Off (a)	2	2,250	1,860	.83	D	3,200	1.42	F
	NB Off	1	1,500	1,230	.82	D	670	.45	A
I-5 at Avery	SB On	1	1,080	440	.41	A	610	.56	A
	NB On	1	1,500	730	.49	A	740	.49	A
	SB Off	1	1,500	720	.48	A	1,100	.73	C
	NB Off	1	1,500	650	.43	A	810	.54	A
I-5 at Junipero Serra	SB On	1	1,080	610	.56	A	590	.55	A
	NB On (a)	1	1,080	1,410	1.31	F	890	.82	D
	SB Off	1	1,500	790	.53	A	1,230	.82	D
	NB Off	1	1,500	440	.29	A	520	.35	A
I-5 at Ortega	SB On	1	1,500	410	.27	A	490	.33	A
	NB On (a)	1	1,500	2,200	1.47	F	2,130	1.42	F
	SB Off (a)	2	2,250	2,130	.95	E	2,610	1.16	F
	NB Off	1	1,500	800	.53	A	760	.51	A
I-5 at Cm Capistrano	SB On	1	1,500	660	.44	A	580	.39	A
	NB On	1	1,500	1,040	.69	B	520	.35	A
	SB Off (a)	1	1,500	950	.63	B	1,520	1.01	F
	NB Off	1	1,500	520	.35	A	760	.51	A
I-5 at Vista Hermosa	SB On	1	1,080	250	.23	A	210	.19	A
	NB Direct On	1	1,500	850	.57	A	990	.66	B
	NB Loop On	1	1,080	180	.17	A	230	.21	A
	SB Off	1	1,500	1,260	.84	D	1,130	.75	C
	NB Off	1	1,500	380	.25	A	400	.27	A
I-5 at Avd Pico	SB On	1	1,500	460	.31	A	980	.65	B
	NB On	1	1,500	1,210	.81	D	1,420	.95	E
	SB Off	2	2,250	1,840	.82	D	1,100	.49	A
	NB Off	1	1,500	980	.65	B	720	.48	A

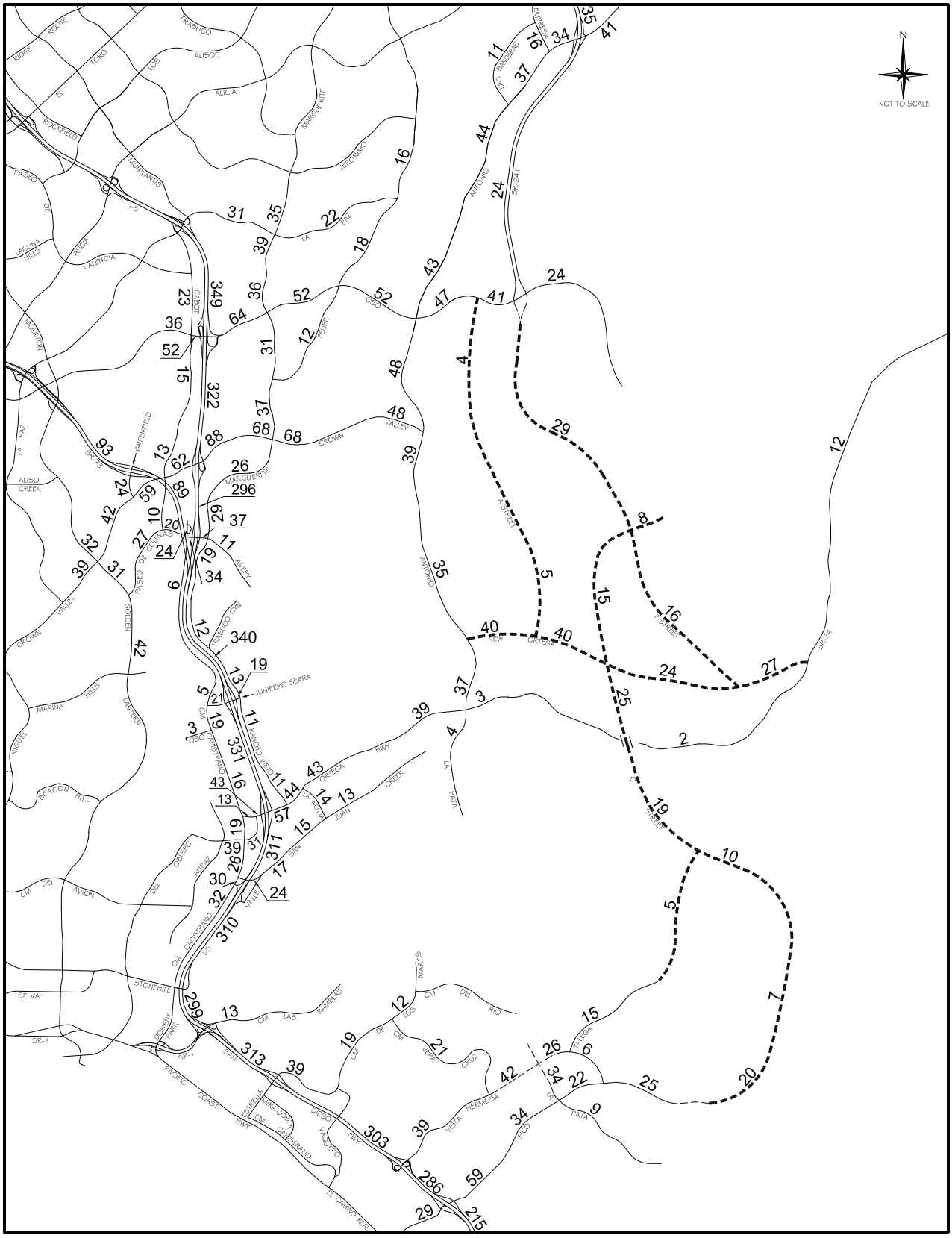
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary - OCP-2000 (MPAH Buildout)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,000	1.04	F	9,600	9,180	.96	E
	SB	4+1H	9,600	8,340	.87	D	9,600	9,490	.99	E
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	8,970	.85	D	9,600	8,640	.90	E
	SB	4+1H+1A	9,600	8,300	.86	D	10,600	9,100	.86	D
I-5 n/o Avery	NB	4+1H+1A	9,600	6,940	.72	D	9,600	6,690	.70	C
	SB	4+1H+1A	9,600	6,750	.70	C	9,600	6,960	.73	D
I-5 n/o SR-73	NB	4+1H	9,600	6,700	.70	C	9,600	6,230	.65	C
	SB	4+1H	9,600	6,140	.64	C	9,600	6,330	.66	C
I-5 n/o Junipero Serra	NB	6+1H	13,600	12,340	.91	E	13,600	10,290	.76	D
	SB	6+1H	13,600	8,910	.66	C	13,600	12,160	.89	D
I-5 n/o Ortega	NB	5+1H	11,600	11,250	.97	E	11,600	9,820	.85	D
	SB	5+1H	11,600	8,620	.74	D	11,600	11,300	.97	E
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	10,090	1.05	F	9,600	8,870	.92	E
	SB	4+1H	9,600	7,720	.80	D	9,600	9,700	1.01	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	9,860	1.03	F	9,600	9,070	.94	E
	SB	4+1H	9,600	7,500	.78	D	9,600	9,450	.98	E
I-5 n/o Hermosa	NB	4+1H	9,600	8,310	.87	D	9,600	8,610	.90	E
	SB	4+1H	9,600	7,980	.83	D	9,600	8,810	.92	E
I-5 n/o Pico	NB	4+1H+1A	10,600	7,890	.74	D	10,600	8,180	.77	D
	SB	4+1H+1A	10,600	7,360	.69	C	10,600	8,410	.79	D
I-5 s/o Pico (a)	NB	4	8,000	7,720	.97	E	8,000	8,260	1.03	F
	SB	4	8,000	7,130	.89	D	8,000	8,420	1.05	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

B-4 Reduced Intensity Alternative
(Committed Circulation System)



Legend

- Future Roadway
- Project Roadway

2025 ADT VOLUMES (000s)
- REDUCED INTENSITY ALTERNATIVE
(COMMITTED CIRCULATION SYSTEM)

2025 Intersection LOS Summary - Reduced Intensity Alternative (Committed Circulation System)				
	Reduced Intensity Alternative			
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.65	B	.85	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.81	D	.89	D
17. Greenfield & Crown Valley	.82	D	.76	C
18. Cabot & Crown Valley	.76	C	.79	C
19. Forbes & Crown Valley	.66	B	.76	C
20. Golden Lantern & Paseo de Colinas (b)	1.04	F	.89	D
21. Cabot & Paseo de Colinas	.52	A	.66	B
22. Camino Capistrano & Paseo de Colinas	.54	A	.57	A
23. Camino Capistrano & Avery	.51	A	.56	A
70. Greenfield & SR-73 SB Ramps	.57	A	.55	A
71. Greenfield & SR-73 NB Ramps	.71	C	.45	A
City of Mission Viejo				
1. Marguerite & La Paz	.64	B	.86	D
2. Olympiad & La Paz	.58	A	.64	B
3. Marguerite & Oso	.81	D	.81	D
4. Felipe & Oso (b)	.81	D	1.06	F
6. Marguerite & Felipe	.63	B	.85	D
7. Puerta Real & Crown Valley (a)	.76	C	.82	D
8. Guevara/Medical Ctr & Crown Valley (a)	.64	B	.77	C
9. Los Altos & Crown Valley (a)	.72	C	.96	E
10. Bellogente & Crown Valley (a)	.72	C	.66	B
11. Marguerite & Crown Valley (a) (b)	1.20	F	1.05	F
24. Marguerite & Avery (b)	.91	E	.90	D
44. I-5 SB Ramps & Oso	.64	B	.75	C
45. I-5 NB Ramps & Oso	.73	C	.88	D
46. I-5 SB Ramps & Crown Valley (a)	.73	C	.94	E
47. I-5 NB Ramps & Crown Valley (a)	.69	B	.85	D
48. I-5 SB Ramps & Avery	.70	B	.81	D
49. I-5 NB Ramps & Avery	.60	A	.81	D
City of Rancho Santa Margarita				
13. Banderas & Antonio	.68	B	.76	C
14. Empresa & Antonio	.60	A	.50	A
58. SR-241 SB Ramps & Antonio	.45	A	.68	B
59. SR-241 NB Ramps & Antonio (b)	1.38	F	.53	A
60. SR-241 SB Ramps & Oso	.54	A	.59	A
61. SR-241 NB Ramps & Oso	.78	C	.58	A
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.11	F	.98	E
38. Talega & Vista Hermosa (b)	1.04	F	.99	E
39. Vera Cruz & Vista Hermosa (b)	1.16	F	1.29	F
40. La Pata & Pico	.46	A	.73	C
41. Vista Hermosa & Pico	.33	A	.33	A
54. I-5 SB Ramps & Vista Hermosa	.60	A	.45	A
City of San Clemente (cont)				

2025 Intersection LOS Summary
- Reduced Intensity Alternative (Committed Circulation System)

Intersection	Reduced Intensity Alternative			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
55. I-5 NB Ramps & Vista Hermosa	.70	B	.58	A
56. I-5 SB Ramps & Pico (b)	1.00	E	1.05	F
57. I-5 NB Ramps & Pico (b)	.96	E	.73	C
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.68	B	.69	B
26. Del Obispo & Ortega	.65	B	.71	C
27. Rancho Viejo & Ortega	.72	C	.84	D
28. La Novia & Ortega (b)	.82	D	.93	E
30. Camino Capistrano & Del Obispo (b)	1.07	F	1.19	F
31. Camino Capistrano & San Juan Creek	.67	B	.78	C
32. Valle & San Juan Creek (b)	.92	E	.85	D
33. La Novia & San Juan Creek (b)	.98	E	.81	D
50. I-5 SB Ramps & Ortega (a)	.93	E	.86	D
51. I-5 NB Ramps & Ortega (a)	.81	D	.76	C
52. Camino Capistrano & I-5 SB Ramps	.84	D	.84	D
53. Valle & La Novia/I-5 NB Ramps (b)	.93	E	.97	E
72. Camino Capistrano & Junipero Serra	.90	D	.90	D
73. I-5 SB Ramps & Junipero Serra	.71	C	.83	D
74. I-5 NB Ramps & Junipero Serra (b)	.77	C	1.08	F
75. Rancho Viejo & Junipero Serra	.79	C	.83	D
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	.96	E	1.01	F
12. Antonio & Crown Valley (b)	.73	C	1.14	F
29. Antonio/La Pata & Ortega (b)	1.65	F	1.31	F
43. Antonio & New Ortega	.64	B	.68	B
76. A St & Oso	.49	A	.44	A
78. A St & New Ortega	.43	A	.44	A
79. C St & New Ortega	.60	A	.71	C
80. Ortega & New Ortega	.45	A	.54	A
81. C St & Talega	.63	B	.66	B
87. F St & C St	.60	A	.60	A
89. F St & New Ortega	.65	B	.62	B

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- Reduced Intensity Alternative (Committed Circulation System)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	450	.42	A	700	.65	B
	SB Loop On	1	1,080	760	.70	B	400	.37	A
	NB Direct On	1	1,500	1,200	.80	C	720	.48	A
	NB Loop On	1	1,500	250	.17	A	570	.38	A
	SB Off (a)	1	1,500	1,140	.76	C	1,700	1.13	F
	NB Off	1	1,500	780	.52	A	1,040	.69	B
I-5 at Crown Valley	SB On	1	1,800	770	.43	A	850	.47	A
	NB Direct On (a)	1	1,500	1,370	.91	E	1,510	1.01	F
	NB Loop On	1	1,080	960	.89	D	950	.88	D
	SB Off (a)	2	2,250	1,880	.84	D	2,930	1.30	F
	NB Off	1	1,500	1,250	.83	D	730	.49	A
I-5 at Avery	SB On	1	1,080	570	.53	A	630	.58	A
	NB On	1	1,500	600	.40	A	820	.55	A
	SB Off	1	1,500	710	.47	A	930	.62	B
	NB Off	1	1,500	620	.41	A	910	.61	B
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	490	.45	A
	NB On (a)	1	1,080	1,140	1.06	F	1,070	.99	E
	SB Off	1	1,500	840	.56	A	1,030	.69	B
	NB Off	1	1,500	340	.23	A	350	.23	A
I-5 at Ortega	SB On	1	1,500	600	.40	A	540	.36	A
	NB On (a)	1	1,500	1,800	1.20	F	1,700	1.13	F
	SB Off	2	2,250	2,020	.90	D	1,910	.85	D
	NB Off	1	1,500	900	.60	A	760	.51	A
I-5 at Cm Capistrano	SB On	1	1,500	690	.46	A	560	.37	A
	NB On	1	1,500	910	.61	B	460	.31	A
	SB Off	1	1,500	970	.65	B	1,400	.93	E
	NB Off	1	1,500	640	.43	A	780	.52	A
I-5 at Vista Hermosa	SB On	1	1,080	290	.27	A	240	.22	A
	NB Direct On	1	1,500	1,180	.79	C	1,470	.98	E
	NB Loop On	1	1,080	200	.19	A	200	.19	A
	SB Off (a)	1	1,500	1,690	1.13	F	1,450	.97	E
	NB Off	1	1,500	430	.29	A	420	.28	A
I-5 at Avd Pico	SB On	1	1,500	590	.39	A	1,170	.78	C
	NB On (a)	1	1,500	1,480	.99	E	1,550	1.03	F
	SB Off	2	2,250	1,970	.88	D	1,490	.66	B
	NB Off	1	1,500	1,150	.77	C	950	.63	B

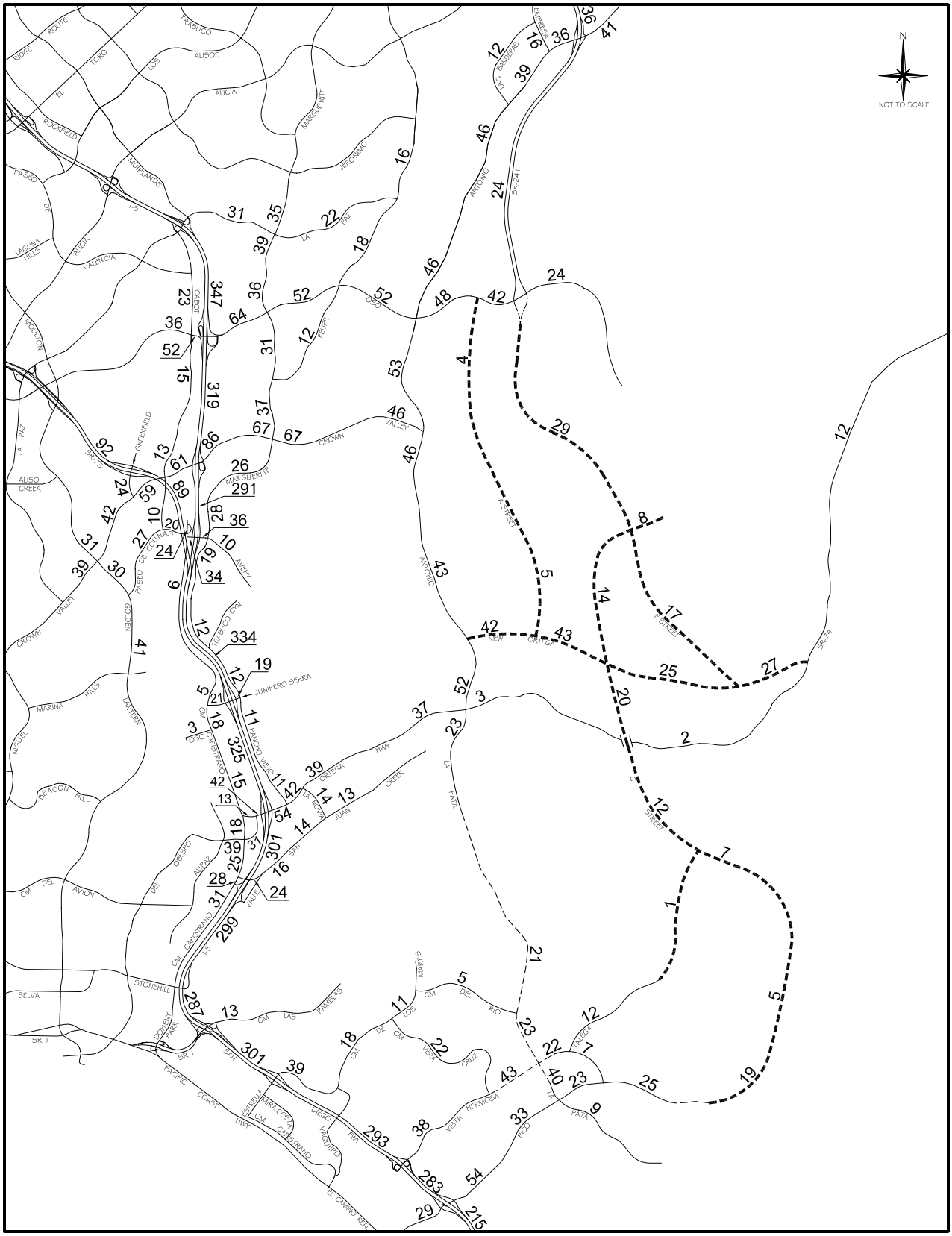
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- Reduced Intensity Alternative (Committed Circulation System)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,360	1.08	F	9,600	9,660	1.01	F
	SB	4+1H	9,600	8,530	.89	D	9,600	10,050	1.05	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	9,300	.88	D	9,600	9,260	.96	E
	SB	4+1H	9,600	8,630	.90	E	9,600	9,440	.98	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,440	.78	D	9,600	7,570	.79	D
	SB	4+1H+1A	9,600	7,190	.75	D	9,600	7,580	.79	D
I-5 n/o SR-73	NB	4+1H	9,600	7,310	.76	D	9,600	7,120	.74	D
	SB	4+1H	9,600	6,720	.70	C	9,600	7,130	.74	D
I-5 n/o Junipero Serra	NB	6+1H	13,600	12,970	.95	E	13,600	11,810	.87	D
	SB	6+1H	13,600	10,120	.74	D	13,600	13,130	.97	E
I-5 n/o Ortega (a)	NB	5+1H	11,600	12,060	1.04	F	11,600	10,980	.95	E
	SB	5+1H	11,600	9,550	.82	D	11,600	12,370	1.07	F
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	11,510	1.20	F	9,600	10,470	1.09	F
	SB	4+1H	9,600	8,950	.93	E	9,600	11,510	1.20	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	11,410	1.19	F	9,600	10,700	1.11	F
	SB	4+1H	9,600	8,740	.91	E	9,600	11,380	1.19	F
I-5 n/o Hermosa (a)	NB	4	8,000	9,850	1.23	F	8,000	10,010	1.25	F
	SB	4	8,000	8,600	1.08	F	8,000	10,730	1.34	F
I-5 n/o Pico (a)	NB	4+1A	9,000	9,340	1.04	F	9,000	9,370	1.04	F
	SB	4+1A	9,000	8,020	.89	D	9,000	10,000	1.11	F
I-5 s/o Pico (a)	NB	4	8,000	9,570	1.20	F	8,000	10,050	1.26	F
	SB	4	8,000	8,100	1.01	F	8,000	10,820	1.35	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

B-4 Reduced Intensity Alternative
(Committed Circulation System Plus La Pata)



Legend

Future Roadway

Project Roadway

2025 ADT VOLUMES (000s)
- REDUCED INTENSITY ALTERNATIVE
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

2025 Intersection LOS Summary - Reduced Intensity Alternative (Committed Circulation System with La Pata)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.66	B	.84	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.79	C	.87	D
17. Greenfield & Crown Valley	.80	C	.76	C
18. Cabot & Crown Valley	.75	C	.79	C
19. Forbes & Crown Valley	.66	B	.76	C
20. Golden Lantern & Paseo de Colinas (b)	1.02	F	.87	D
21. Cabot & Paseo de Colinas	.51	A	.66	B
22. Camino Capistrano & Paseo de Colinas	.53	A	.57	A
23. Camino Capistrano & Avery	.50	A	.56	A
70. Greenfield & SR-73 SB Ramps	.56	A	.56	A
71. Greenfield & SR-73 NB Ramps	.69	B	.47	A
City of Mission Viejo				
1. Marguerite & La Paz	.64	B	.85	D
2. Olympiad & La Paz	.58	A	.63	B
3. Marguerite & Oso	.77	C	.79	C
4. Felipe & Oso (b)	.80	C	1.06	F
6. Marguerite & Felipe	.64	B	.84	D
7. Puerta Real & Crown Valley (a)	.75	C	.81	D
8. Guevara/Medical Ctr & Crown Valley (a)	.65	B	.79	C
9. Los Altos & Crown Valley (a)	.72	C	.96	E
10. Bellogente & Crown Valley (a)	.72	C	.67	B
11. Marguerite & Crown Valley (a) (b)	1.24	F	1.06	F
24. Marguerite & Avery	.87	D	.84	D
44. I-5 SB Ramps & Oso	.65	B	.76	C
45. I-5 NB Ramps & Oso	.74	C	.86	D
46. I-5 SB Ramps & Crown Valley (a)	.70	B	.94	E
47. I-5 NB Ramps & Crown Valley (a)	.69	B	.87	D
48. I-5 SB Ramps & Avery	.68	B	.81	D
49. I-5 NB Ramps & Avery	.60	A	.76	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.69	B	.77	C
14. Empresa & Antonio	.61	B	.49	A
58. SR-241 SB Ramps & Antonio	.45	A	.68	B
59. SR-241 NB Ramps & Antonio (b)	1.41	F	.52	A
60. SR-241 SB Ramps & Oso	.52	A	.66	B
61. SR-241 NB Ramps & Oso	.83	D	.57	A
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.49	F	1.19	F
38. Talega & Vista Hermosa	.87	D	.78	C
39. Vera Cruz & Vista Hermosa (b)	1.13	F	1.24	F
40. La Pata & Pico	.54	A	.84	D
41. Vista Hermosa & Pico	.33	A	.35	A
54. I-5 SB Ramps & Vista Hermosa	.51	A	.42	A
55. I-5 NB Ramps & Vista Hermosa	.70	B	.55	A
56. I-5 SB Ramps & Pico (b)	1.14	F	.99	E
57. I-5 NB Ramps & Pico (b)	.95	E	.68	B

2025 Intersection LOS Summary
- Reduced Intensity Alternative (Committed Circulation System with La Pata)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.64	B	.66	B
26. Del Obispo & Ortega	.61	B	.71	C
27. Rancho Viejo & Ortega	.70	B	.86	D
28. La Novia & Ortega	.78	C	.87	D
30. Camino Capistrano & Del Obispo (b)	1.02	F	1.10	F
31. Camino Capistrano & San Juan Creek	.64	B	.73	C
32. Valle & San Juan Creek (b)	.91	E	.83	D
33. La Novia & San Juan Creek	.85	D	.76	C
50. I-5 SB Ramps & Ortega (a)	.83	D	.84	D
51. I-5 NB Ramps & Ortega (a)	.78	C	.75	C
52. Camino Capistrano & I-5 SB Ramps	.80	C	.80	C
53. Valle & La Novia/I-5 NB Ramps	.84	D	.84	D
72. Camino Capistrano & Junipero Serra	.89	D	.85	D
73. I-5 SB Ramps & Junipero Serra	.72	C	.77	C
74. I-5 NB Ramps & Junipero Serra (b)	.80	C	1.02	F
75. Rancho Viejo & Junipero Serra	.76	C	.74	C
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.00	E	1.06	F
12. Antonio & Crown Valley (b)	.82	D	1.19	F
29. Antonio/La Pata & Ortega (b)	1.48	F	1.16	F
43. Antonio & New Ortega (b)	.78	C	.92	E
76. A St & Oso	.50	A	.45	A
78. A St & New Ortega	.43	A	.46	A
79. C St & New Ortega	.61	B	.71	C
80. Ortega & New Ortega	.42	A	.50	A
81. C St & Talega	.30	A	.39	A
87. F St & C St	.63	B	.72	C
89. F St & New Ortega	.66	B	.63	B

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- Reduced Intensity Alternative (Committed Circulation System with La Pata)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	460	.43	A	710	.66	B
	SB Loop On	1	1,080	700	.65	B	380	.35	A
	NB Direct On	1	1,500	1,210	.81	D	710	.47	A
	NB Loop On	1	1,500	240	.16	A	550	.37	A
	SB Off (a)	1	1,500	1,110	.74	C	1,710	1.14	F
	NB Off	1	1,500	780	.52	A	990	.66	B
I-5 at Crown Valley	SB On	1	1,800	710	.39	A	810	.45	A
	NB Direct On (a)	1	1,500	1,460	.97	E	1,580	1.05	F
	NB Loop On	1	1,080	960	.89	D	950	.88	D
	SB Off (a)	2	2,250	1,940	.86	D	3,030	1.35	F
	NB Off	1	1,500	1,230	.82	D	690	.46	A
I-5 at Avery	SB On	1	1,080	520	.48	A	630	.58	A
	NB On	1	1,500	570	.38	A	800	.53	A
	SB Off	1	1,500	710	.47	A	910	.61	B
	NB Off	1	1,500	610	.41	A	860	.57	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	430	.40	A
	NB On (a)	1	1,080	1,150	1.06	F	1,020	.94	E
	SB Off	1	1,500	830	.55	A	980	.65	B
	NB Off	1	1,500	310	.21	A	340	.23	A
I-5 at Ortega	SB On	1	1,500	410	.27	A	430	.29	A
	NB On (a)	1	1,500	1,950	1.30	F	1,820	1.21	F
	SB Off	2	2,250	2,050	.91	E	2,070	.92	E
	NB Off	1	1,500	860	.57	A	680	.45	A
I-5 at Cm Capistrano	SB On	1	1,500	640	.43	A	530	.35	A
	NB On	1	1,500	910	.61	B	480	.32	A
	SB Off	1	1,500	960	.64	B	1,410	.94	E
	NB Off	1	1,500	520	.35	A	760	.51	A
I-5 at Vista Hermosa	SB On	1	1,080	530	.49	A	380	.35	A
	NB Direct On	1	1,500	970	.65	B	1,160	.77	C
	NB Loop On	1	1,080	220	.20	A	210	.19	A
	SB Off	1	1,500	1,450	.97	E	1,280	.85	D
	NB Off	1	1,500	660	.44	A	580	.39	A
I-5 at Avd Pico	SB On	1	1,500	850	.57	A	1,210	.81	D
	NB On	1	1,500	1,350	.90	D	1,470	.98	E
	SB Off	2	2,250	1,870	.83	D	1,290	.57	A
	NB Off	1	1,500	1,170	.78	C	1,220	.81	D

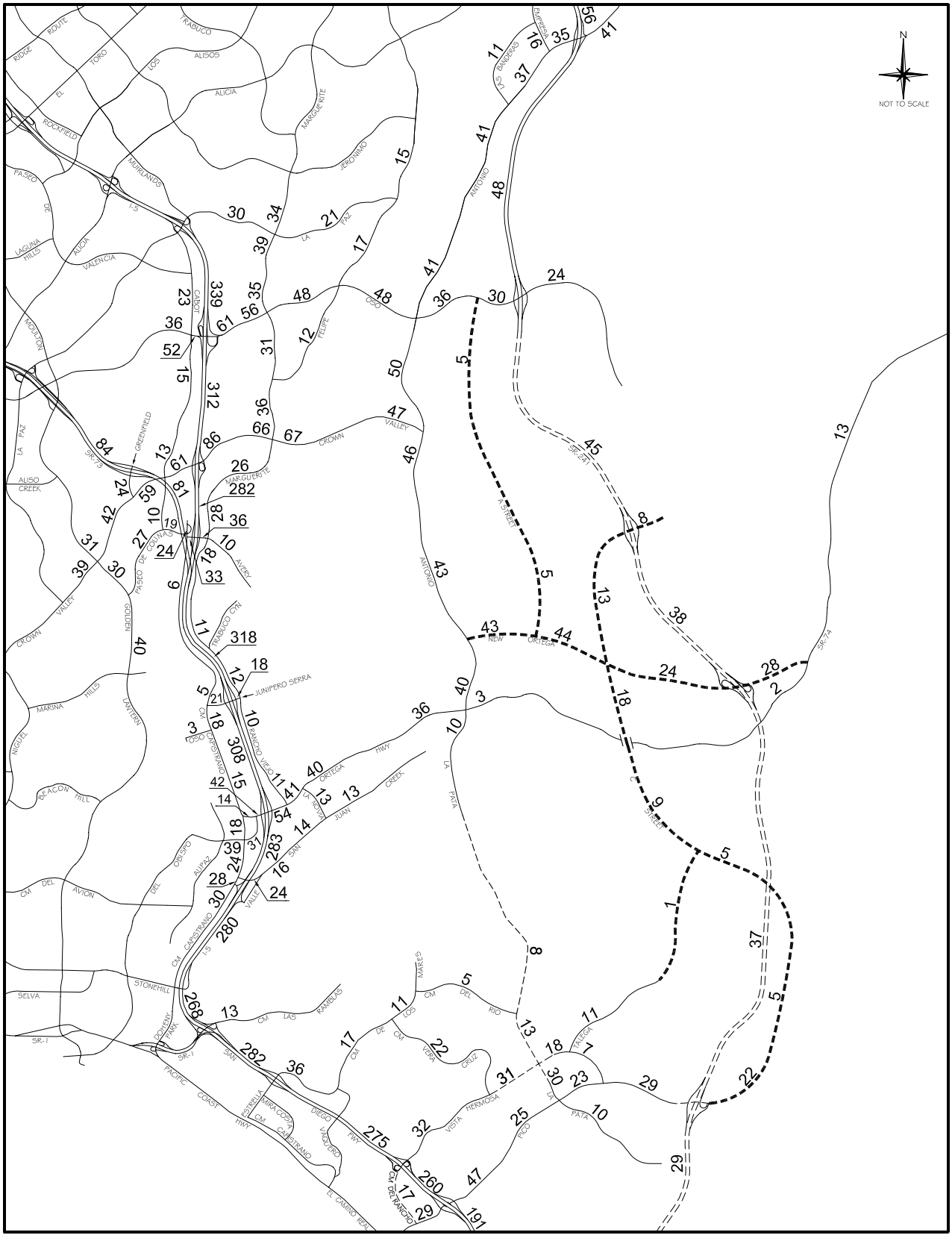
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- Reduced Intensity Alternative (Committed Circulation System with La Pata)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,220	1.06	F	9,600	9,570	1.00	E
	SB	4+1H	9,600	8,460	.88	D	9,600	9,940	1.04	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	9,150	.86	D	9,600	9,140	.95	E
	SB	4+1H	9,600	8,540	.89	D	9,600	9,310	.97	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,180	.75	D	9,600	7,350	.77	D
	SB	4+1H+1A	9,600	6,980	.73	D	9,600	7,320	.76	D
I-5 n/o SR-73	NB	4+1H	9,600	7,070	.74	D	9,600	6,870	.72	D
	SB	4+1H	9,600	6,460	.67	C	9,600	6,890	.72	D
I-5 n/o Junipero Serra	NB	6+1H	13,600	12,640	.93	E	13,600	11,430	.84	D
	SB	6+1H	13,600	9,810	.72	D	13,600	12,750	.94	E
I-5 n/o Ortega (a)	NB	5+1H	11,600	11,690	1.01	F	11,600	10,640	.92	E
	SB	5+1H	11,600	9,260	.80	D	11,600	11,980	1.03	F
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	10,940	1.14	F	9,600	9,930	1.03	F
	SB	4+1H	9,600	8,440	.88	D	9,600	10,860	1.13	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	10,720	1.12	F	9,600	10,130	1.06	F
	SB	4+1H	9,600	8,170	.85	D	9,600	10,680	1.11	F
I-5 n/o Hermosa (a)	NB	4	8,000	9,090	1.14	F	8,000	9,350	1.17	F
	SB	4	8,000	8,150	1.02	F	8,000	9,890	1.24	F
I-5 n/o Pico (a)	NB	4+1A	9,000	8,930	.99	E	9,000	9,070	1.01	F
	SB	4+1A	9,000	7,920	.88	D	9,000	9,720	1.08	F
I-5 s/o Pico (a)	NB	4	8,000	9,580	1.20	F	8,000	10,060	1.26	F
	SB	4	8,000	8,070	1.01	F	8,000	10,810	1.35	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

B-4 Reduced Intensity Alternative
(Committed Circulation System Plus La Pata and FTC-S)


N
NOT TO SCALE
ANTONIO
ALICIA
ALISOS
TRABUCO
ORTEGA
HWY
CROWN
VALLEY
GOLDEN
LANTERN
HILLS
MARINA
RANCHO JUAN
CAPISTRANO
SAN
JUAN
CREEK
PASEO DE
LA PAZ
GREENFIELD
MARGUERITE
ANTONIO
ASTER
NEW
ORTEGA
LA PATA
VISTA
HERMOSA
PICO
VALENCIA
LAGUNA
HILLS
MOULTON
ROCKFIELD
RIDGE
ROUTE
TORO
EL
LOS
MURRIETA
JERONIMO
MARGUERITE
FELIPE
OSO
ANTONIO
PASEO DE
LA PAZ
ALICIA
VALENCIA
LAGUNA
HILLS
MOULTON
AUSO
CREEK
GREENFIELD
SR-73
MARGUERITE
PASEO DE
LAGUNA
AVERY
TRABUCO CYN
JUNIPERO SERRA
OSO
CAPISTRANO
RANCHO JUAN
ORTEGA
HWY
SAN
JUAN
CREEK
CM DEL
AVION
CM
CAPISTRANO
I-5
STONEHILL
SELVA
SR-1
DOHENY
PARK
PACIFIC
COAST
HWY
CM
CAPISTRANO
CM DEL
OBISPO
AVERY
PKWY
CM DEL
RANCHO
EL CAMINO REAL
CM DEL
RIO
CM
LAS
RAMBLAS
CM
LOS
VIEJOS
CM
VISTA
HERMOSA
CM
DE LA
CRUZ
VIA
ESTRELLA
VIA
VISTA
HERMOSA
VIA
DIEGO
VIA
CARRETA
VIA
PALMERAS
VIA
BAMPAS
VIA
ENCINOS
CM DEL
REY
CM DEL
RANCHO
CM
DE LA
PATA
CM
DEL
AGUILA
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ARROYO
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ARROYO

2025 Intersection LOS Summary - Reduced Intensity Alt. (Committed Circulation System with La Pata and FTC-S)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.65	B	.84	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.77	C	.86	D
17. Greenfield & Crown Valley	.80	C	.74	C
18. Cabot & Crown Valley	.75	C	.78	C
19. Forbes & Crown Valley	.64	B	.73	C
20. Golden Lantern & Paseo de Colinas (b)	1.03	F	.86	D
21. Cabot & Paseo de Colinas	.50	A	.66	B
22. Camino Capistrano & Paseo de Colinas	.52	A	.56	A
23. Camino Capistrano & Avery	.50	A	.55	A
70. Greenfield & SR-73 SB Ramps	.56	A	.54	A
71. Greenfield & SR-73 NB Ramps	.70	B	.48	A
City of Mission Viejo				
1. Marguerite & La Paz	.60	A	.81	D
2. Olympiad & La Paz	.55	A	.60	A
3. Marguerite & Oso	.79	C	.79	C
4. Felipe & Oso (b)	.80	C	1.00	E
6. Marguerite & Felipe	.63	B	.82	D
7. Puerta Real & Crown Valley (a)	.75	C	.82	D
8. Guevara/Medical Ctr & Crown Valley (a)	.64	B	.79	C
9. Los Altos & Crown Valley (a)	.72	C	.96	E
10. Bellogente & Crown Valley (a)	.71	C	.66	B
11. Marguerite & Crown Valley (a) (b)	1.21	F	1.03	F
24. Marguerite & Avery	.83	D	.80	C
44. I-5 SB Ramps & Oso	.65	B	.76	C
45. I-5 NB Ramps & Oso	.75	C	.84	D
46. I-5 SB Ramps & Crown Valley (a)	.70	B	.94	E
47. I-5 NB Ramps & Crown Valley (a)	.70	B	.85	D
48. I-5 SB Ramps & Avery	.68	B	.90	D
49. I-5 NB Ramps & Avery	.62	B	.72	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.66	B	.69	B
14. Empresa & Antonio	.61	B	.47	A
58. SR-241 SB Ramps & Antonio	.46	A	.68	B
59. SR-241 NB Ramps & Antonio (b)	1.30	F	.52	A
60. SR-241 SB Ramps & Oso	.51	A	.44	A
61. SR-241 NB Ramps & Oso	.80	C	.51	A
City of San Clemente				
37. La Pata & Vista Hermosa	.83	D	.68	B
38. Talega & Vista Hermosa	.72	C	.62	B
39. Vera Cruz & Vista Hermosa (b)	1.11	F	1.12	F
40. La Pata & Pico	.49	A	.71	C
41. Vista Hermosa & Pico	.41	A	.32	A
54. I-5 SB Ramps & Vista Hermosa	.48	A	.38	A
55. I-5 NB Ramps & Vista Hermosa	.56	A	.45	A
56. I-5 SB Ramps & Pico	.90	D	.82	D
57. I-5 NB Ramps & Pico	.89	D	.62	B

2025 Intersection LOS Summary
- Reduced Intensity Alt. (Committed Circulation System with La Pata and FTC-S)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.58	A	.57	A
26. Del Obispo & Ortega	.64	B	.70	B
27. Rancho Viejo & Ortega	.66	B	.86	D
28. La Novia & Ortega	.76	C	.86	D
30. Camino Capistrano & Del Obispo (b)	.95	E	1.06	F
31. Camino Capistrano & San Juan Creek	.60	A	.68	B
32. Valle & San Juan Creek	.90	D	.84	D
33. La Novia & San Juan Creek	.86	D	.75	C
50. I-5 SB Ramps & Ortega (a)	.86	D	.88	D
51. I-5 NB Ramps & Ortega (a)	.79	C	.77	C
52. Camino Capistrano & I-5 SB Ramps	.79	C	.80	C
53. Valle & La Novia/I-5 NB Ramps	.76	C	.74	C
72. Camino Capistrano & Junipero Serra	.83	D	.79	C
73. I-5 SB Ramps & Junipero Serra	.68	B	.74	C
74. I-5 NB Ramps & Junipero Serra (b)	.78	C	.96	E
75. Rancho Viejo & Junipero Serra	.71	C	.72	C
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.15	F	1.06	F
12. Antonio & Crown Valley (b)	.93	E	1.25	F
29. Antonio/La Pata & Ortega (b)	1.47	F	1.20	F
43. Antonio & New Ortega	.77	C	.78	C
64. SR-241 SB Ramps & C St	.25	A	.31	A
65. SR-241 NB Ramps & C St	.30	A	.20	A
66. SR-241 SB Ramps & New Ortega	.40	A	.40	A
67. SR-241 NB Ramps & New Ortega	.73	C	.71	C
68. SR-241 SB Ramps & Pico	.43	A	.60	A
69. SR-241 NB Ramps & Pico	.42	A	.52	A
76. A St & Oso	.39	A	.35	A
78. A St & New Ortega	.47	A	.48	A
79. C St & New Ortega	.70	B	.70	B
80. Ortega & New Ortega	.47	A	.55	A
81. C St & Talega	.14	A	.18	A

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- Reduced Intensity Alternative (Committed Circulation System with La Pata and FTC-S)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	480	.44	A	700	.65	B
	SB Loop On	1	1,080	670	.62	B	360	.33	A
	NB Direct On	1	1,500	1,210	.81	D	700	.47	A
	NB Loop On	1	1,500	280	.19	A	510	.34	A
	SB Off (a)	1	1,500	1,090	.73	C	1,680	1.12	F
	NB Off	1	1,500	780	.52	A	950	.63	B
I-5 at Crown Valley	SB On	1	1,800	680	.38	A	820	.46	A
	NB Direct On (a)	1	1,500	1,470	.98	E	1,580	1.05	F
	NB Loop On	1	1,080	960	.89	D	960	.89	D
	SB Off (a)	2	2,250	2,010	.89	D	3,040	1.35	F
	NB Off	1	1,500	1,240	.83	D	700	.47	A
I-5 at Avery	SB On	1	1,080	530	.49	A	680	.63	B
	NB On	1	1,500	510	.34	A	750	.50	A
	SB Off	1	1,500	730	.49	A	880	.59	A
	NB Off	1	1,500	680	.45	A	860	.57	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	450	.42	A
	NB On	1	1,080	1,060	.98	E	930	.86	D
	SB Off	1	1,500	840	.56	A	920	.61	B
	NB Off	1	1,500	340	.23	A	360	.24	A
I-5 at Ortega	SB On	1	1,500	430	.29	A	470	.31	A
	NB On (a)	1	1,500	2,020	1.35	F	1,920	1.28	F
	SB Off	2	2,250	2,120	.94	E	2,230	.99	E
	NB Off	1	1,500	800	.53	A	720	.48	A
I-5 at Cm Capistrano	SB On	1	1,500	640	.43	A	550	.37	A
	NB On	1	1,500	860	.57	A	490	.33	A
	SB Off	1	1,500	990	.66	B	1,500	1.00	E
	NB Off	1	1,500	510	.34	A	760	.51	A
I-5 at Vista Hermosa	SB On	1	1,080	270	.25	A	190	.18	A
	NB Direct On	1	1,500	880	.59	A	1,080	.72	C
	NB Loop On	1	1,080	200	.19	A	210	.19	A
	SB Off	1	1,500	1,370	.91	E	1,210	.81	D
	NB Off	1	1,500	340	.23	A	380	.25	A
I-5 at Avd Pico	SB On	1	1,500	470	.31	A	990	.66	B
	NB On	1	1,500	1,240	.83	D	1,470	.98	E
	SB Off	2	2,250	1,910	.85	D	1,160	.52	A
	NB Off	1	1,500	1,010	.67	B	760	.51	A

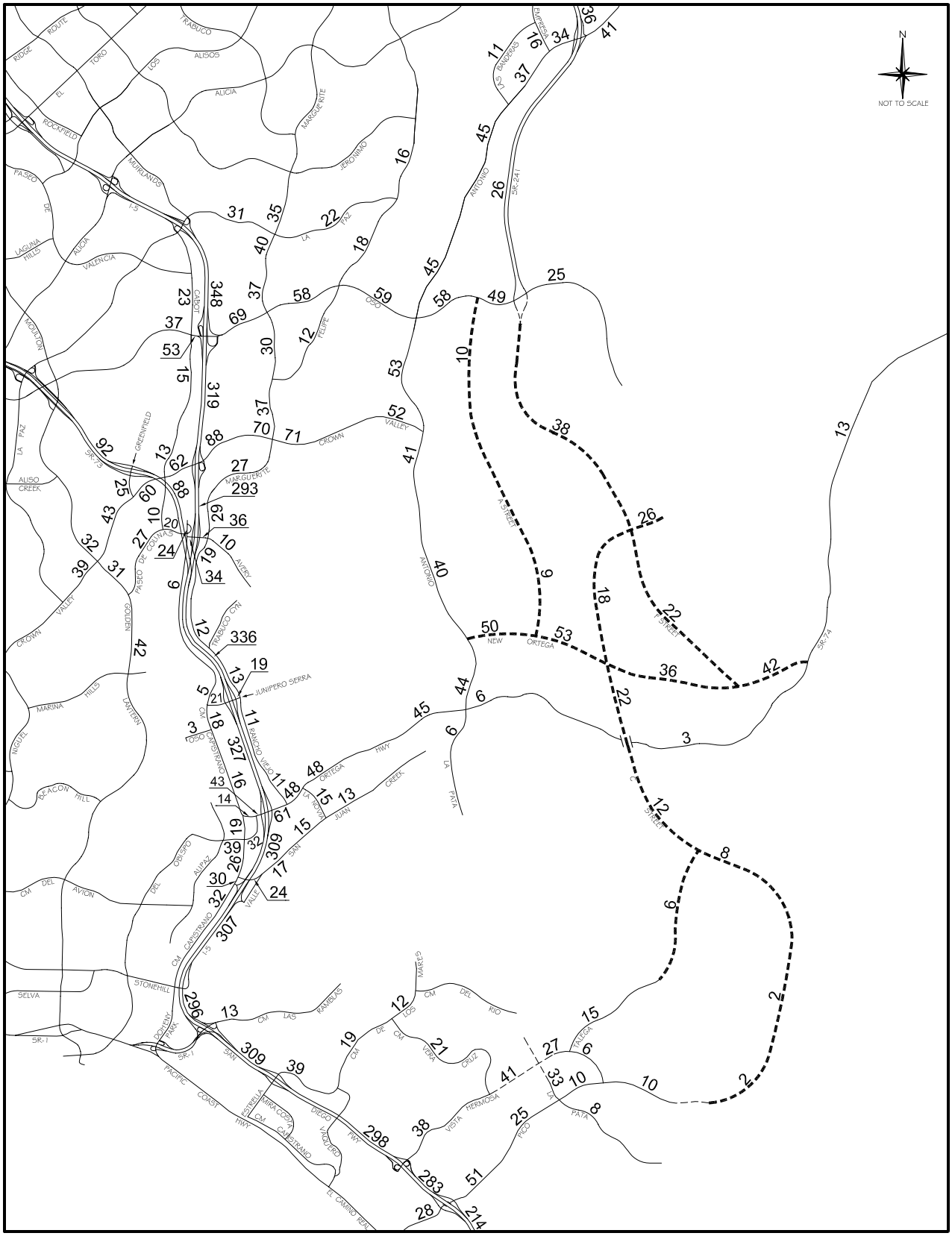
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- Reduced Intensity Alternative (Committed Circulation System with La Pata and FTC-S)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso	NB	4+1H	9,600	9,630	1.00	E	9,600	8,850	.92	E
	SB	4+1H	9,600	8,100	.84	D	9,600	9,120	.95	E
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	8,540	.81	D	9,600	8,440	.88	D
	SB	4+1H	9,600	8,180	.85	D	9,600	8,490	.88	D
I-5 n/o Avery	NB	4+1H+1A	9,600	6,560	.68	C	9,600	6,640	.69	C
	SB	4+1H+1A	9,600	6,520	.68	C	9,600	6,500	.68	C
I-5 n/o SR-73	NB	4+1H	9,600	6,570	.68	C	9,600	6,230	.65	C
	SB	4+1H	9,600	5,990	.62	C	9,600	6,150	.64	C
I-5 n/o Junipero Serra	NB	6+1H	13,600	11,630	.86	D	13,600	10,160	.75	D
	SB	6+1H	13,600	9,110	.67	C	13,600	11,480	.84	D
I-5 n/o Ortega	NB	5+1H	11,600	10,790	.93	E	11,600	9,470	.82	D
	SB	5+1H	11,600	8,550	.74	D	11,600	10,780	.93	E
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	9,920	1.03	F	9,600	8,700	.91	E
	SB	4+1H	9,600	7,700	.80	D	9,600	9,530	.99	E
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	9,740	1.01	F	9,600	8,890	.93	E
	SB	4+1H	9,600	7,400	.77	D	9,600	9,290	.97	E
I-5 n/o Hermosa (a)	NB	4	8,000	8,000	1.00	E	8,000	8,170	1.02	F
	SB	4	8,000	7,580	.95	E	8,000	8,480	1.06	F
I-5 n/o Pico	NB	4+1A	9,000	7,590	.84	D	9,000	7,710	.86	D
	SB	4+1A	9,000	7,150	.79	D	9,000	7,900	.88	D
I-5 s/o Pico (a)	NB	4	8,000	7,550	.94	E	8,000	8,070	1.01	F
	SB	4	8,000	7,050	.88	D	8,000	8,260	1.03	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

B-5 Alternative
(Committed Circulation System)


N
NOT TO SCALE
Legend
Future Roadway
Project Roadway
2025 ADT VOLUMES (000s)
- B-5 ALTERNATIVE
(COMMITTED CIRCULATION SYSTEM)

2025 Intersection LOS Summary - B-5 Alternative (Committed Circulation System)				
	B-5 Alternative			
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.67	B	.85	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.80	C	.88	D
17. Greenfield & Crown Valley	.83	D	.78	C
18. Cabot & Crown Valley	.76	C	.81	D
19. Forbes & Crown Valley	.67	B	.77	C
20. Golden Lantern & Paseo de Colinas (b)	1.04	F	.89	D
21. Cabot & Paseo de Colinas	.53	A	.65	B
22. Camino Capistrano & Paseo de Colinas	.54	A	.57	A
23. Camino Capistrano & Avery	.53	A	.56	A
70. Greenfield & SR-73 SB Ramps	.58	A	.56	A
71. Greenfield & SR-73 NB Ramps	.70	B	.46	A
City of Mission Viejo				
1. Marguerite & La Paz	.65	B	.87	D
2. Olympiad & La Paz	.58	A	.65	B
3. Marguerite & Oso	.84	D	.85	D
4. Felipe & Oso (b)	.84	D	1.13	F
6. Marguerite & Felipe	.63	B	.88	D
7. Puerta Real & Crown Valley (a)	.76	C	.82	D
8. Guevara/Medical Ctr & Crown Valley (a)	.65	B	.82	D
9. Los Altos & Crown Valley (a)	.72	C	.98	E
10. Bellogente & Crown Valley (a)	.72	C	.68	B
11. Marguerite & Crown Valley (a) (b)	1.22	F	1.05	F
24. Marguerite & Avery	.90	D	.89	D
44. I-5 SB Ramps & Oso	.65	B	.79	C
45. I-5 NB Ramps & Oso (b)	.74	C	.91	E
46. I-5 SB Ramps & Crown Valley (a)	.72	C	.95	E
47. I-5 NB Ramps & Crown Valley (a)	.70	B	.88	D
48. I-5 SB Ramps & Avery	.70	B	.81	D
49. I-5 NB Ramps & Avery	.58	A	.81	D
City of Rancho Santa Margarita				
13. Banderas & Antonio	.68	B	.77	C
14. Empresa & Antonio	.59	A	.50	A
58. SR-241 SB Ramps & Antonio	.46	A	.67	B
59. SR-241 NB Ramps & Antonio (b)	1.38	F	.53	A
60. SR-241 SB Ramps & Oso	.61	B	.67	B
61. SR-241 NB Ramps & Oso	.90	D	.62	B
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.09	F	.94	E
38. Talega & Vista Hermosa (b)	1.07	F	1.01	F
39. Vera Cruz & Vista Hermosa (b)	1.11	F	1.24	F
40. La Pata & Pico	.46	A	.70	B
41. Vista Hermosa & Pico	.36	A	.23	A
54. I-5 SB Ramps & Vista Hermosa	.57	A	.41	A
City of San Clemente (cont)				

2025 Intersection LOS Summary
- B-5 Alternative (Committed Circulation System)

Intersection	B-5 Alternative			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
55. I-5 NB Ramps & Vista Hermosa	.68	B	.54	A
56. I-5 SB Ramps & Pico (b)	.95	E	1.00	E
57. I-5 NB Ramps & Pico (b)	.95	E	.70	B
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.67	B	.69	B
26. Del Obispo & Ortega	.69	B	.73	C
27. Rancho Viejo & Ortega	.74	C	.87	D
28. La Novia & Ortega (b)	.90	D	1.00	E
30. Camino Capistrano & Del Obispo (b)	1.08	F	1.21	F
31. Camino Capistrano & San Juan Creek	.67	B	.78	C
32. Valle & San Juan Creek (b)	.92	E	.84	D
33. La Novia & San Juan Creek (b)	1.03	F	.84	D
50. I-5 SB Ramps & Ortega (a)	.96	E	.90	D
51. I-5 NB Ramps & Ortega (a)	.83	D	.79	C
52. Camino Capistrano & I-5 SB Ramps	.86	D	.84	D
53. Valle & La Novia/I-5 NB Ramps (b)	.93	E	.96	E
72. Camino Capistrano & Junipero Serra	.90	D	.90	D
73. I-5 SB Ramps & Junipero Serra	.70	B	.84	D
74. I-5 NB Ramps & Junipero Serra (b)	.77	C	1.10	F
75. Rancho Viejo & Junipero Serra	.78	C	.81	D
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.09	F	1.29	F
12. Antonio & Crown Valley (b)	.78	C	1.10	F
29. Antonio/La Pata & Ortega (b)	1.80	F	1.52	F
43. Antonio & New Ortega	.76	C	.81	D
76. A St & Oso	.70	B	.77	C
78. A St & New Ortega	.63	B	.69	B
79. C St & New Ortega	.69	B	.74	C
80. Ortega & New Ortega	.66	B	.76	C
81. C St & Talega	.66	B	.67	B
87. F St & C St	.79	C	.78	C
89. F St & New Ortega	.87	D	.85	D

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

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- B-5 Alternative (Committed Circulation System)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	440	.41	A	690	.64	B
	SB Loop On	1	1,080	790	.73	C	400	.37	A
	NB Direct On	1	1,500	1,300	.87	D	780	.52	A
	NB Loop On	1	1,500	250	.17	A	570	.38	A
	SB Off (a)	1	1,500	1,140	.76	C	1,810	1.21	F
	NB Off	1	1,500	780	.52	A	1,040	.69	B
I-5 at Crown Valley	SB On	1	1,800	760	.42	A	840	.47	A
	NB Direct On	1	1,500	1,360	.91	E	1,490	.99	E
	NB Loop On	1	1,080	950	.88	D	940	.87	D
	SB Off (a)	2	2,250	1,890	.84	D	2,900	1.29	F
	NB Off	1	1,500	1,260	.84	D	720	.48	A
I-5 at Avery	SB On	1	1,080	580	.54	A	620	.57	A
	NB On	1	1,500	590	.39	A	820	.55	A
	SB Off	1	1,500	720	.48	A	920	.61	B
	NB Off	1	1,500	600	.40	A	920	.61	B
I-5 at Junipero Serra	SB On	1	1,080	370	.34	A	490	.45	A
	NB On (a)	1	1,080	1,120	1.04	F	1,080	1.00	E
	SB Off	1	1,500	840	.56	A	1,030	.69	B
	NB Off	1	1,500	350	.23	A	360	.24	A
I-5 at Ortega	SB On	1	1,500	630	.42	A	600	.40	A
	NB On (a)	1	1,500	1,800	1.20	F	1,720	1.15	F
	SB Off	2	2,250	2,080	.92	E	1,910	.85	D
	NB Off	1	1,500	940	.63	B	800	.53	A
I-5 at Cm Capistrano	SB On	1	1,500	680	.45	A	550	.37	A
	NB On	1	1,500	870	.58	A	460	.31	A
	SB Off	1	1,500	1,030	.69	B	1,380	.92	E
	NB Off	1	1,500	620	.41	A	750	.50	A
I-5 at Vista Hermosa	SB On	1	1,080	310	.29	A	250	.23	A
	NB Direct On	1	1,500	1,110	.74	C	1,430	.95	E
	NB Loop On	1	1,080	210	.19	A	210	.19	A
	SB Off (a)	1	1,500	1,630	1.09	F	1,250	.83	D
	NB Off	1	1,500	440	.29	A	440	.29	A
I-5 at Avd Pico	SB On	1	1,500	530	.35	A	1,120	.75	C
	NB On	1	1,500	1,260	.84	D	1,470	.98	E
	SB Off	2	2,250	1,980	.88	D	1,460	.65	B
	NB Off	1	1,500	1,130	.75	C	880	.59	A

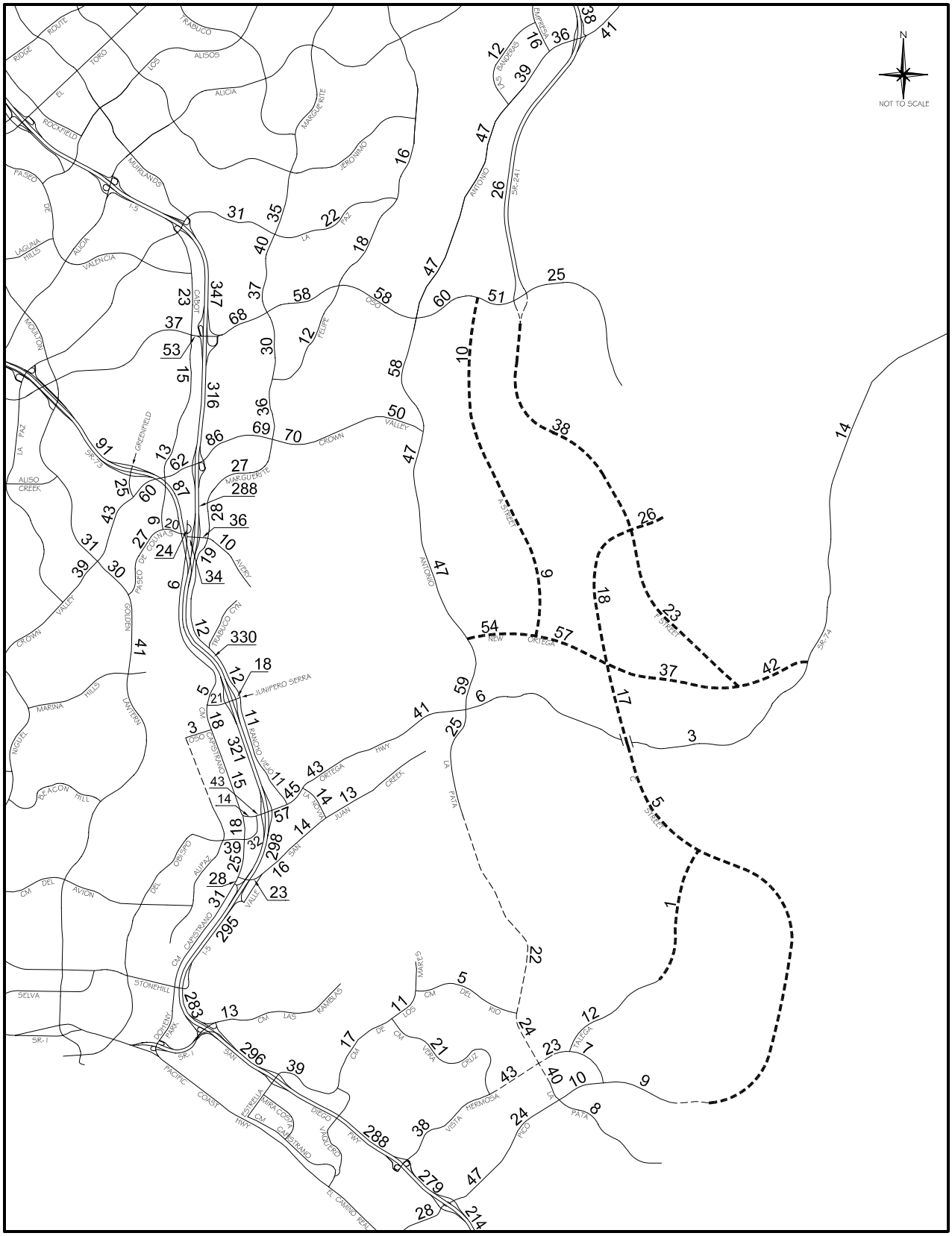
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- B-5 Alternative (Committed Circulation System)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,270	1.07	F	9,600	9,680	1.01	F
	SB	4+1H	9,600	8,570	.89	D	9,600	9,970	1.04	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	9,110	.86	D	9,600	9,210	.96	E
	SB	4+1H	9,600	8,680	.90	E	9,600	9,250	.96	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,270	.76	D	9,600	7,540	.79	D
	SB	4+1H+1A	9,600	7,220	.75	D	9,600	7,410	.77	D
I-5 n/o SR-73	NB	4+1H	9,600	7,130	.74	D	9,600	7,100	.74	D
	SB	4+1H	9,600	6,750	.70	C	9,600	6,980	.73	D
I-5 n/o Junipero Serra	NB	6+1H	13,600	12,660	.93	E	13,600	11,790	.87	D
	SB	6+1H	13,600	10,200	.75	D	13,600	12,890	.95	E
I-5 n/o Ortega (a)	NB	5+1H	11,600	11,780	1.02	F	11,600	10,960	.94	E
	SB	5+1H	11,600	9,620	.83	D	11,600	12,120	1.04	F
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	11,260	1.17	F	9,600	10,450	1.09	F
	SB	4+1H	9,600	9,000	.94	E	9,600	11,320	1.18	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	11,170	1.16	F	9,600	10,650	1.11	F
	SB	4+1H	9,600	8,710	.91	E	9,600	11,190	1.17	F
I-5 n/o Hermosa (a)	NB	4	8,000	9,550	1.19	F	8,000	9,920	1.24	F
	SB	4	8,000	8,590	1.07	F	8,000	10,500	1.31	F
I-5 n/o Pico (a)	NB	4+1A	9,000	9,110	1.01	F	9,000	9,330	1.04	F
	SB	4+1A	9,000	8,080	.90	E	9,000	9,980	1.11	F
I-5 s/o Pico (a)	NB	4	8,000	9,560	1.20	F	8,000	10,020	1.25	F
	SB	4	8,000	8,080	1.01	F	8,000	10,780	1.35	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

B-5 Alternative
(Committed Circulation System Plus La Pata)



Legend

Future Roadway

Project Roadway

2025 ADT VOLUMES (000s)
- B-5 ALTERNATIVE
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

2025 Intersection LOS Summary - B-5 Alternative (Committed Circulation System with La Pata)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.67	B	.86	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.79	C	.87	D
17. Greenfield & Crown Valley	.80	C	.77	C
18. Cabot & Crown Valley	.76	C	.81	D
19. Forbes & Crown Valley	.67	B	.77	C
20. Golden Lantern & Paseo de Colinas (b)	1.02	F	.86	D
21. Cabot & Paseo de Colinas	.51	A	.65	B
22. Camino Capistrano & Paseo de Colinas	.52	A	.57	A
23. Camino Capistrano & Avery	.52	A	.56	A
70. Greenfield & SR-73 SB Ramps	.58	A	.56	A
71. Greenfield & SR-73 NB Ramps	.69	B	.47	A
City of Mission Viejo				
1. Marguerite & La Paz	.65	B	.86	D
2. Olympiad & La Paz	.58	A	.64	B
3. Marguerite & Oso	.82	D	.83	D
4. Felipe & Oso (b)	.85	D	1.13	F
6. Marguerite & Felipe	.63	B	.88	D
7. Puerta Real & Crown Valley (a)	.76	C	.82	D
8. Guevara/Medical Ctr & Crown Valley (a)	.67	B	.82	D
9. Los Altos & Crown Valley (a)	.72	C	.99	E
10. Bellogente & Crown Valley (a)	.72	C	.69	B
11. Marguerite & Crown Valley (a) (b)	1.24	F	1.08	F
24. Marguerite & Avery	.88	D	.84	D
44. I-5 SB Ramps & Oso	.65	B	.80	C
45. I-5 NB Ramps & Oso	.75	C	.88	D
46. I-5 SB Ramps & Crown Valley (a)	.70	B	.96	E
47. I-5 NB Ramps & Crown Valley (a)	.69	B	.88	D
48. I-5 SB Ramps & Avery	.69	B	.79	C
49. I-5 NB Ramps & Avery	.58	A	.75	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.69	B	.78	C
14. Empresa & Antonio	.61	B	.49	A
58. SR-241 SB Ramps & Antonio	.47	A	.68	B
59. SR-241 NB Ramps & Antonio (b)	1.41	F	.52	A
60. SR-241 SB Ramps & Oso	.62	B	.73	C
61. SR-241 NB Ramps & Oso (b)	.92	E	.62	B
City of San Clemente				
37. La Pata & Vista Hermosa (b)	1.49	F	1.17	F
38. Talega & Vista Hermosa	.88	D	.74	C
39. Vera Cruz & Vista Hermosa (b)	1.12	F	1.22	F
40. La Pata & Pico	.54	A	.81	D
41. Vista Hermosa & Pico	.38	A	.25	A
54. I-5 SB Ramps & Vista Hermosa	.50	A	.39	A
55. I-5 NB Ramps & Vista Hermosa	.69	B	.52	A
56. I-5 SB Ramps & Pico (b)	1.07	F	.94	E
57. I-5 NB Ramps & Pico (b)	.92	E	.66	B

2025 Intersection LOS Summary
- B-5 Alternative (Committed Circulation System with La Pata)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.65	B	.67	B
26. Del Obispo & Ortega	.64	B	.71	C
27. Rancho Viejo & Ortega	.72	C	.87	D
28. La Novia & Ortega (b)	.86	D	.91	E
30. Camino Capistrano & Del Obispo (b)	1.03	F	1.11	F
31. Camino Capistrano & San Juan Creek	.65	B	.74	C
32. Valle & San Juan Creek (b)	.91	E	.83	D
33. La Novia & San Juan Creek	.88	D	.77	C
50. I-5 SB Ramps & Ortega (a)	.86	D	.87	D
51. I-5 NB Ramps & Ortega (a)	.80	C	.77	C
52. Camino Capistrano & I-5 SB Ramps	.83	D	.80	C
53. Valle & La Novia/I-5 NB Ramps	.84	D	.84	D
72. Camino Capistrano & Junipero Serra	.90	D	.89	D
73. I-5 SB Ramps & Junipero Serra	.71	C	.79	C
74. I-5 NB Ramps & Junipero Serra (b)	.79	C	1.05	F
75. Rancho Viejo & Junipero Serra	.76	C	.75	C
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.17	F	1.33	F
12. Antonio & Crown Valley (b)	.86	D	1.16	F
29. Antonio/La Pata & Ortega (b)	1.58	F	1.32	F
43. Antonio & New Ortega (b)	.89	D	1.09	F
76. A St & Oso	.71	C	.79	C
78. A St & New Ortega	.64	B	.79	C
79. C St & New Ortega (b)	.72	C	.93	E
80. Ortega & New Ortega	.65	B	.72	C
81. C St & Talega	.22	A	.32	A
87. F St & C St	.83	D	.76	C
89. F St & New Ortega	.88	D	.86	D

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- B-5 Alternative (Committed Circulation System with La Pata)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	450	.42	A	710	.66	B
	SB Loop On	1	1,080	720	.67	B	390	.36	A
	NB Direct On	1	1,500	1,310	.87	D	760	.51	A
	NB Loop On	1	1,500	230	.15	A	550	.37	A
	SB Off (a)	1	1,500	1,110	.74	C	1,810	1.21	F
	NB Off	1	1,500	780	.52	A	980	.65	B
I-5 at Crown Valley	SB On	1	1,800	710	.39	A	790	.44	A
	NB Direct On (a)	1	1,500	1,450	.97	E	1,540	1.03	F
	NB Loop On	1	1,080	950	.88	D	940	.87	D
	SB Off (a)	2	2,250	1,950	.87	D	2,990	1.33	F
	NB Off	1	1,500	1,230	.82	D	680	.45	A
I-5 at Avery	SB On	1	1,080	540	.50	A	620	.57	A
	NB On	1	1,500	570	.38	A	810	.54	A
	SB Off	1	1,500	730	.49	A	900	.60	A
	NB Off	1	1,500	610	.41	A	870	.58	A
I-5 at Junipero Serra	SB On	1	1,080	370	.34	A	430	.40	A
	NB On (a)	1	1,080	1,140	1.06	F	1,030	.95	E
	SB Off	1	1,500	840	.56	A	990	.66	B
	NB Off	1	1,500	320	.21	A	340	.23	A
I-5 at Ortega	SB On	1	1,500	430	.29	A	470	.31	A
	NB On (a)	1	1,500	1,930	1.29	F	1,840	1.23	F
	SB Off	2	2,250	2,110	.94	E	2,080	.92	E
	NB Off	1	1,500	890	.59	A	710	.47	A
I-5 at Cm Capistrano	SB On	1	1,500	620	.41	A	510	.34	A
	NB On	1	1,500	880	.59	A	480	.32	A
	SB Off	1	1,500	1,040	.69	B	1,400	.93	E
	NB Off	1	1,500	500	.33	A	730	.49	A
I-5 at Vista Hermosa	SB On	1	1,080	550	.51	A	410	.38	A
	NB Direct On	1	1,500	900	.60	A	1,160	.77	C
	NB Loop On	1	1,080	220	.20	A	220	.20	A
	SB Off	1	1,500	1,410	.94	E	1,110	.74	C
	NB Off	1	1,500	690	.46	A	600	.40	A
I-5 at Avd Pico	SB On	1	1,500	790	.53	A	1,150	.77	C
	NB On	1	1,500	1,120	.75	C	1,370	.91	E
	SB Off	2	2,250	1,840	.82	D	1,250	.56	A
	NB Off	1	1,500	1,130	.75	C	1,140	.76	C

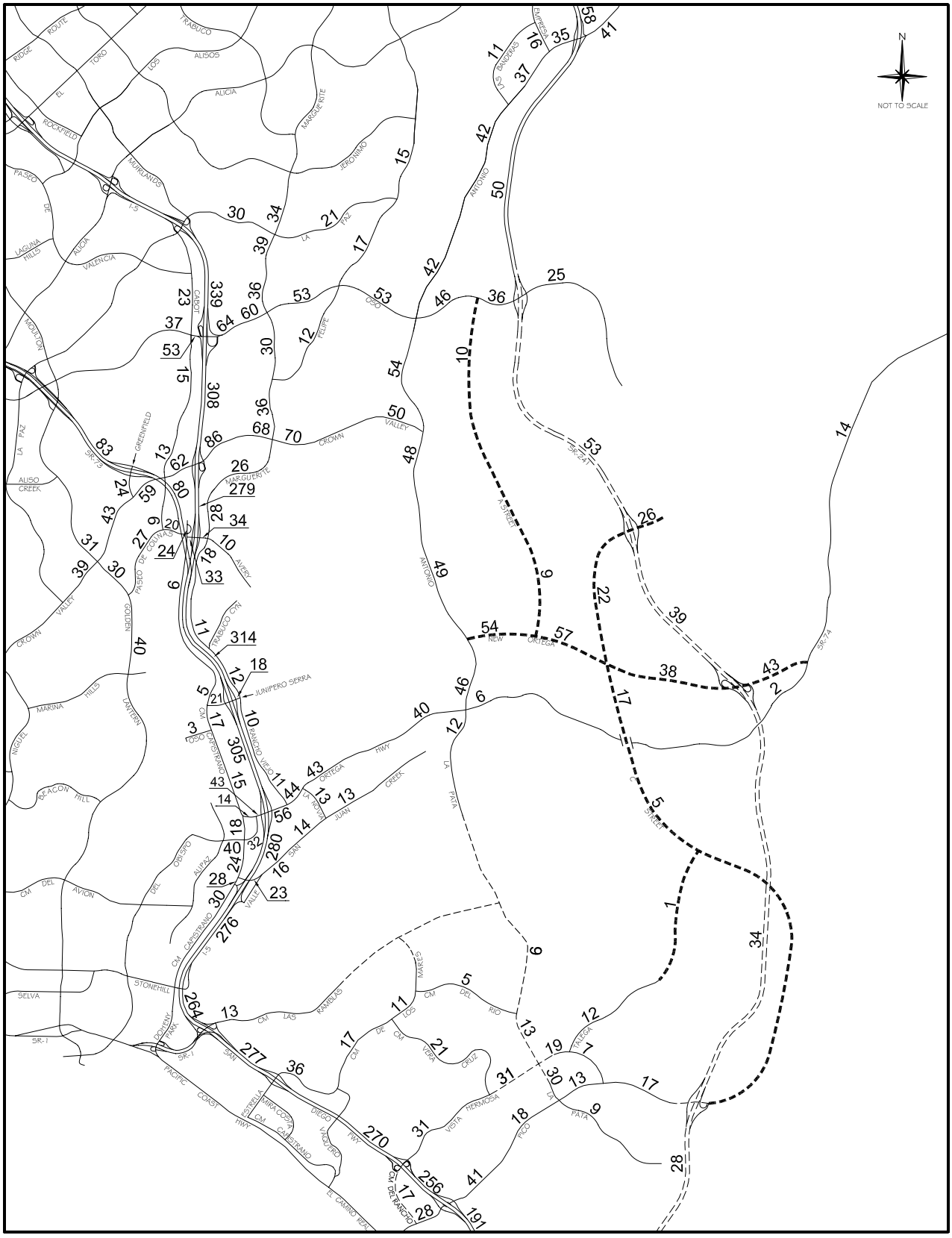
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- B-5 Alternative (Committed Circulation System with La Pata)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso (a)	NB	4+1H	9,600	10,130	1.06	F	9,600	9,600	1.00	E
	SB	4+1H	9,600	8,500	.89	D	9,600	9,850	1.03	F
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	8,960	.85	D	9,600	9,090	.95	E
	SB	4+1H	9,600	8,600	.90	E	9,600	9,130	.95	E
I-5 n/o Avery	NB	4+1H+1A	9,600	7,020	.73	D	9,600	7,340	.76	D
	SB	4+1H+1A	9,600	7,030	.73	D	9,600	7,150	.74	D
I-5 n/o SR-73	NB	4+1H	9,600	6,900	.72	D	9,600	6,860	.71	C
	SB	4+1H	9,600	6,510	.68	C	9,600	6,730	.70	C
I-5 n/o Junipero Serra	NB	6+1H	13,600	12,330	.91	E	13,600	11,440	.84	D
	SB	6+1H	13,600	9,900	.73	D	13,600	12,510	.92	E
I-5 n/o Ortega (a)	NB	5+1H	11,600	11,410	.98	E	11,600	10,640	.92	E
	SB	5+1H	11,600	9,330	.80	D	11,600	11,730	1.01	F
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	10,710	1.12	F	9,600	9,930	1.03	F
	SB	4+1H	9,600	8,470	.88	D	9,600	10,650	1.11	F
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	10,500	1.09	F	9,600	10,100	1.05	F
	SB	4+1H	9,600	8,110	.84	D	9,600	10,470	1.09	F
I-5 n/o Hermosa (a)	NB	4	8,000	8,810	1.10	F	8,000	9,280	1.16	F
	SB	4	8,000	8,120	1.02	F	8,000	9,660	1.21	F
I-5 n/o Pico (a)	NB	4+1A	9,000	8,730	.97	E	9,000	9,020	1.00	E
	SB	4+1A	9,000	7,950	.88	D	9,000	9,700	1.08	F
I-5 s/o Pico (a)	NB	4	8,000	9,560	1.20	F	8,000	10,030	1.25	F
	SB	4	8,000	8,060	1.01	F	8,000	10,770	1.35	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

B-5 Alternative
(Committed Circulation System Plus La Pata and FTC-S)


N
NOT TO SCALE
SR-241
SR-74
SR-1
I-5
ANTONIO
LA PATA
ORTEGA
CAMINO DEL RANCHO
CAMINO CAPISTRANO
VALLEY
CROWN
GREENFIELD
PASEO DE COLINAS
RANCHO JUBILO
JUNIPERO SERRA
VERDUGO
AVERY
ASTER
NEW
ALISOS
ALICIA
VALENCIA
LA PAZ
MARGUERITE
PACIFIC COAST HWY
STONEHILL
SELVA
ACACIA
MARINA
LANTERN
NIGUEL
GOLDEN
OSO
PASEO
RIDGE
ROUTE
TORO
ROCKFIELD
MUIRLANDS
LAGUNA HILLS
MONTANOA
AUSO CREEK
SAN JUAN CREEK
SAN JUAN
CM DEL AVION
CM DEL RIO
CM DE LA CRUZ
CM DE LA VISTA
CM DEL RANCHO
CM VISTA HERMOSA
CM LAS RAMBLAS
CM LOS ALISOS
CM DE LA PAZ
CM VISTA GOLF
CM DEL OBISPO
CM DEL CAMINO REAL
CM DE LA ESTRELLA
CM MIRA COSTA
CM VIEJO CRO
CM DE LA PATA
CM DE LA ESTRELLA
CM DE LA VISTA
CM DE LA CRUZ
CM DE LA VISTA
CM DE LA VISTA
CM DE LA VISTA

2025 Intersection LOS Summary - B-5 Alternative (Committed Circulation System with La Pata and FTC-S)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.67	B	.86	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.77	C	.86	D
17. Greenfield & Crown Valley	.80	C	.75	C
18. Cabot & Crown Valley	.76	C	.80	C
19. Forbes & Crown Valley	.65	B	.74	C
20. Golden Lantern & Paseo de Colinas (b)	1.03	F	.85	D
21. Cabot & Paseo de Colinas	.51	A	.64	B
22. Camino Capistrano & Paseo de Colinas	.53	A	.55	A
23. Camino Capistrano & Avery	.52	A	.55	A
70. Greenfield & SR-73 SB Ramps	.57	A	.55	A
71. Greenfield & SR-73 NB Ramps	.71	C	.49	A
City of Mission Viejo				
1. Marguerite & La Paz	.61	B	.83	D
2. Olympiad & La Paz	.56	A	.60	A
3. Marguerite & Oso	.82	D	.82	D
4. Felipe & Oso (b)	.84	D	1.08	F
6. Marguerite & Felipe	.63	B	.84	D
7. Puerta Real & Crown Valley (a)	.75	C	.83	D
8. Guevara/Medical Ctr & Crown Valley (a)	.66	B	.83	D
9. Los Altos & Crown Valley (a)	.72	C	.98	E
10. Bellogente & Crown Valley (a)	.71	C	.68	B
11. Marguerite & Crown Valley (a) (b)	1.22	F	1.05	F
24. Marguerite & Avery	.83	D	.79	C
44. I-5 SB Ramps & Oso	.67	B	.79	C
45. I-5 NB Ramps & Oso	.76	C	.87	D
46. I-5 SB Ramps & Crown Valley (a)	.70	B	.94	E
47. I-5 NB Ramps & Crown Valley (a)	.71	C	.87	D
48. I-5 SB Ramps & Avery	.70	B	.79	C
49. I-5 NB Ramps & Avery	.61	B	.72	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.66	B	.70	B
14. Empresa & Antonio	.61	B	.46	A
58. SR-241 SB Ramps & Antonio	.47	A	.69	B
59. SR-241 NB Ramps & Antonio (b)	1.30	F	.52	A
60. SR-241 SB Ramps & Oso	.62	B	.56	A
61. SR-241 NB Ramps & Oso (b)	.98	E	.60	A
City of San Clemente				
37. La Pata & Vista Hermosa	.84	D	.68	B
38. Talega & Vista Hermosa	.72	C	.61	B
39. Vera Cruz & Vista Hermosa (b)	1.10	F	1.11	F
40. La Pata & Pico	.48	A	.70	B
41. Vista Hermosa & Pico	.32	A	.25	A
54. I-5 SB Ramps & Vista Hermosa	.46	A	.35	A
55. I-5 NB Ramps & Vista Hermosa	.55	A	.42	A
56. I-5 SB Ramps & Pico	.89	D	.79	C
57. I-5 NB Ramps & Pico	.87	D	.61	B

2025 Intersection LOS Summary
- B-5 Alternative (Committed Circulation System with La Pata and FTC-S)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.58	A	.57	A
26. Del Obispo & Ortega	.66	B	.71	C
27. Rancho Viejo & Ortega	.72	C	.89	D
28. La Novia & Ortega	.84	D	.90	D
30. Camino Capistrano & Del Obispo (b)	.99	E	1.08	F
31. Camino Capistrano & San Juan Creek	.60	A	.69	B
32. Valle & San Juan Creek	.90	D	.82	D
33. La Novia & San Juan Creek	.87	D	.76	C
50. I-5 SB Ramps & Ortega (a)	.88	D	.92	E
51. I-5 NB Ramps & Ortega (a)	.81	D	.81	D
52. Camino Capistrano & I-5 SB Ramps	.80	C	.79	C
53. Valle & La Novia/I-5 NB Ramps	.76	C	.73	C
72. Camino Capistrano & Junipero Serra	.84	D	.80	C
73. I-5 SB Ramps & Junipero Serra	.68	B	.74	C
74. I-5 NB Ramps & Junipero Serra (b)	.79	C	.96	E
75. Rancho Viejo & Junipero Serra	.69	B	.72	C
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.22	F	1.11	F
12. Antonio & Crown Valley (b)	.97	E	1.27	F
29. Antonio/La Pata & Ortega (b)	1.62	F	1.36	F
43. Antonio & New Ortega (b)	.89	D	.94	E
64. SR-241 SB Ramps & C St	.37	A	.62	B
65. SR-241 NB Ramps & C St	.64	B	.54	A
66. SR-241 SB Ramps & New Ortega	.53	A	.66	B
67. SR-241 NB Ramps & New Ortega (b)	1.00	E	.93	E
68. SR-241 SB Ramps & Pico	.29	A	.30	A
69. SR-241 NB Ramps & Pico	.25	A	.40	A
76. A St & Oso	.61	B	.65	B
78. A St & New Ortega	.70	B	.79	C
79. C St & New Ortega	.80	C	.84	D
80. Ortega & New Ortega	.69	B	.78	C
81. C St & Talega	.10	A	.13	A

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- B-5 Alternative (Committed Circulation System with La Pata and FTC-S)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	470	.44	A	690	.64	B
	SB Loop On	1	1,080	680	.63	B	370	.34	A
	NB Direct On	1	1,500	1,300	.87	D	770	.51	A
	NB Loop On	1	1,500	270	.18	A	510	.34	A
	SB Off (a)	1	1,500	1,130	.75	C	1,770	1.18	F
	NB Off	1	1,500	780	.52	A	940	.63	B
I-5 at Crown Valley	SB On	1	1,800	680	.38	A	810	.45	A
	NB Direct On (a)	1	1,500	1,460	.97	E	1,550	1.03	F
	NB Loop On	1	1,080	950	.88	D	950	.88	D
	SB Off (a)	2	2,250	1,980	.88	D	3,010	1.34	F
	NB Off	1	1,500	1,250	.83	D	690	.46	A
I-5 at Avery	SB On	1	1,080	550	.51	A	680	.63	B
	NB On	1	1,500	520	.35	A	750	.50	A
	SB Off	1	1,500	750	.50	A	870	.58	A
	NB Off	1	1,500	660	.44	A	860	.57	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	450	.42	A
	NB On	1	1,080	1,050	.97	E	940	.87	D
	SB Off	1	1,500	850	.57	A	910	.61	B
	NB Off	1	1,500	360	.24	A	350	.23	A
I-5 at Ortega	SB On	1	1,500	450	.30	A	500	.33	A
	NB On (a)	1	1,500	2,020	1.35	F	1,940	1.29	F
	SB Off	2	2,250	2,160	.96	E	2,260	1.00	E
	NB Off	1	1,500	840	.56	A	750	.50	A
I-5 at Cm Capistrano	SB On	1	1,500	630	.42	A	540	.36	A
	NB On	1	1,500	850	.57	A	480	.32	A
	SB Off	1	1,500	1,060	.71	C	1,480	.99	E
	NB Off	1	1,500	470	.31	A	730	.49	A
I-5 at Vista Hermosa	SB On	1	1,080	290	.27	A	200	.19	A
	NB Direct On	1	1,500	840	.56	A	1,040	.69	B
	NB Loop On	1	1,080	200	.19	A	220	.20	A
	SB Off	1	1,500	1,340	.89	D	1,030	.69	B
	NB Off	1	1,500	360	.24	A	390	.26	A
I-5 at Avd Pico	SB On	1	1,500	480	.32	A	990	.66	B
	NB On	1	1,500	960	.64	B	1,370	.91	E
	SB Off	2	2,250	1,900	.84	D	1,100	.49	A
	NB Off	1	1,500	1,020	.68	B	760	.51	A

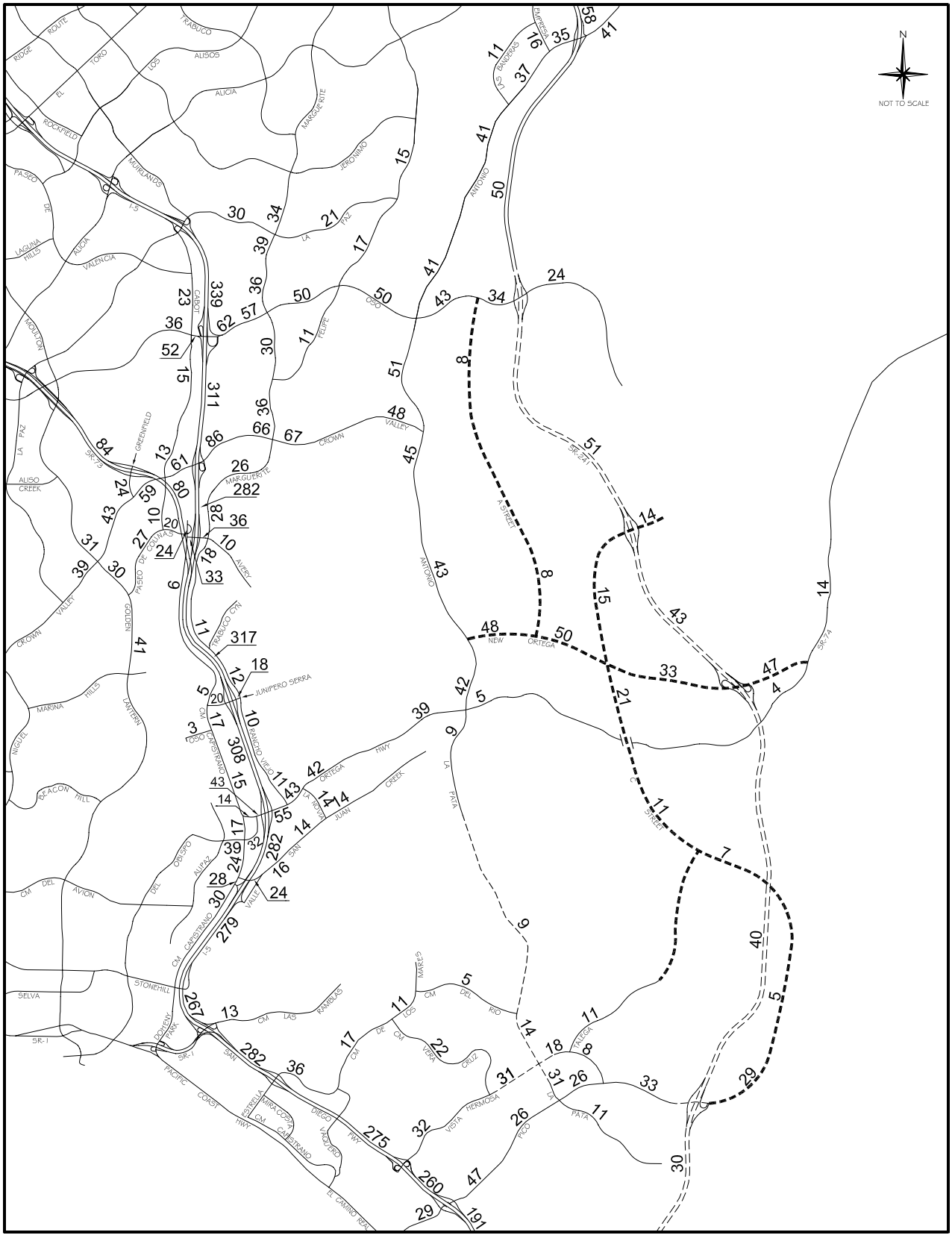
(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- B-5 Alternative (Committed Circulation System with La Pata and FTC-S)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso	NB	4+1H	9,600	9,550	.99	E	9,600	8,890	.93	E
	SB	4+1H	9,600	8,160	.85	D	9,600	9,030	.94	E
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	8,350	.79	D	9,600	8,380	.87	D
	SB	4+1H	9,600	8,220	.86	D	9,600	8,310	.87	D
I-5 n/o Avery	NB	4+1H+1A	9,600	6,410	.67	C	9,600	6,620	.69	C
	SB	4+1H+1A	9,600	6,580	.69	C	9,600	6,330	.66	C
I-5 n/o SR-73	NB	4+1H	9,600	6,400	.67	C	9,600	6,210	.65	C
	SB	4+1H	9,600	6,050	.63	C	9,600	6,000	.63	C
I-5 n/o Junipero Serra	NB	6+1H	13,600	11,320	.83	D	13,600	10,150	.75	D
	SB	6+1H	13,600	9,220	.68	C	13,600	11,230	.83	D
I-5 n/o Ortega	NB	5+1H	11,600	10,510	.91	E	11,600	9,440	.81	D
	SB	5+1H	11,600	8,640	.74	D	11,600	10,540	.91	E
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	9,680	1.01	F	9,600	8,680	.90	E
	SB	4+1H	9,600	7,760	.81	D	9,600	9,310	.97	E
I-5 s/o Camino Capistrano	NB	4+1H	9,600	9,480	.99	E	9,600	8,840	.92	E
	SB	4+1H	9,600	7,380	.77	D	9,600	9,070	.94	E
I-5 n/o Hermosa (a)	NB	4	8,000	7,680	.96	E	8,000	8,060	1.01	F
	SB	4	8,000	7,570	.95	E	8,000	8,230	1.03	F
I-5 n/o Pico	NB	4+1A	9,000	7,320	.81	D	9,000	7,660	.85	D
	SB	4+1A	9,000	7,190	.80	D	9,000	7,840	.87	D
I-5 s/o Pico (a)	NB	4	8,000	7,560	.95	E	8,000	8,100	1.01	F
	SB	4	8,000	7,090	.89	D	8,000	8,250	1.03	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

Regional Housing Alternative
(Committed Circulation System Plus La Pata and FTC-S)


N
NOT TO SCALE
ANTONIO
ALISOS
ALICIA
MARGUERITE
JERONIMO
PASEO DE LA PAZ
LAGUNA HILLS
VALENCIA
MOULTON
LA PAZ
ALISO CREEK
GREENFIELD
SR-73
MARGUERITE
PASEO DE LOMAS
AVERY
GOLDEN
CROWN VALLEY
TRABUCO CYN
JUNIPERO SERRA
MARINA HILLS
LANTERN
NIGUEL
RACON HILL
CM DEL OBISPO
CM DEL AVION
CM CAPISTRANO
STONEHILL
SELVA
DONAHUE PARK
SR-1
PACIFIC COAST HWY
ESTRELLA
VISTA CM CAMPESTRE
CM CAMINO DEL RIO
SAN DIEGO FWY
VALLE VERDE
LA PATA
VISTA HERMOSA
VISTA PACIFICA
CM DE LOS PATOS
CM DE LA CRUZ
CM DEL RIO
CM LAS RAMBLAS
CM DE LOS PATOS
MARES
VALENCIA
ORTEGA HWY
NEW ORTEGA
SR-74
SR-241
TOLL ROAD
RANCHO JULIETA
SAN JUAN CREEK
LA PATA
CM DEL AVILA
CM DE LA PATA
CM DE LA CRUZ
CM DE LA VISTA
CM DEL RIO
CM LAS RAMBLAS
CM DE LOS PATOS

2025 Intersection LOS Summary - Regional Housing Alternative (Committed with La Pata and FTC-S)				
	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
City of Laguna Hills				
15. Cabot & Oso	.65	B	.85	D
City of Laguna Niguel				
16. Moulton & Crown Valley (a)	.79	C	.88	D
17. Greenfield & Crown Valley	.80	C	.75	C
18. Cabot & Crown Valley	.75	C	.78	C
19. Forbes & Crown Valley	.65	B	.73	C
20. Golden Lantern & Paseo de Colinas (b)	1.03	F	.86	D
21. Cabot & Paseo de Colinas	.51	A	.65	B
22. Camino Capistrano & Paseo de Colinas	.53	A	.56	A
23. Camino Capistrano & Avery	.50	A	.56	A
70. Greenfield & SR-73 SB Ramps	.56	A	.56	A
71. Greenfield & SR-73 NB Ramps	.70	B	.47	A
City of Mission Viejo				
1. Marguerite & La Paz	.62	B	.86	D
2. Olympiad & La Paz	.55	A	.61	B
3. Marguerite & Oso	.80	C	.79	C
4. Felipe & Oso (b)	.80	C	1.03	F
6. Marguerite & Felipe	.62	B	.82	D
7. Puerta Real & Crown Valley (a)	.76	C	.81	D
8. Guevara/Medical Ctr & Crown Valley (a)	.65	B	.79	C
9. Los Altos & Crown Valley (a)	.72	C	.96	E
10. Bellogente & Crown Valley (a)	.71	C	.66	B
11. Marguerite & Crown Valley (a) (b)	1.22	F	1.05	F
24. Marguerite & Avery	.83	D	.80	C
44. I-5 SB Ramps & Oso	.64	B	.76	C
45. I-5 NB Ramps & Oso	.76	C	.85	D
46. I-5 SB Ramps & Crown Valley (a)	.70	B	.94	E
47. I-5 NB Ramps & Crown Valley (a)	.71	C	.86	D
48. I-5 SB Ramps & Avery	.70	B	.78	C
49. I-5 NB Ramps & Avery	.62	B	.75	C
City of Rancho Santa Margarita				
13. Banderas & Antonio	.66	B	.70	B
14. Empresa & Antonio	.63	B	.47	A
58. SR-241 SB Ramps & Antonio	.46	A	.69	B
59. SR-241 NB Ramps & Antonio (b)	1.31	F	.53	A
60. SR-241 SB Ramps & Oso	.55	A	.46	A
61. SR-241 NB Ramps & Oso	.85	D	.55	A
City of San Clemente				
37. La Pata & Vista Hermosa	.85	D	.71	C
38. Talega & Vista Hermosa	.71	C	.63	B
39. Vera Cruz & Vista Hermosa (b)	1.12	F	1.15	F
40. La Pata & Pico	.50	A	.72	C
41. Vista Hermosa & Pico	.39	A	.36	A
54. I-5 SB Ramps & Vista Hermosa	.48	A	.39	A
55. I-5 NB Ramps & Vista Hermosa	.56	A	.44	A
56. I-5 SB Ramps & Pico	.90	D	.80	C
57. I-5 NB Ramps & Pico	.90	D	.62	B

2025 Intersection LOS Summary
- Regional Housing Alternative (Committed with La Pata and FTC-S)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of San Juan Capistrano				
25. Camino Capistrano & Ortega	.60	A	.58	A
26. Del Obispo & Ortega	.65	B	.72	C
27. Rancho Viejo & Ortega (b)	.68	B	.91	E
28. La Novia & Ortega (b)	.81	D	.93	E
30. Camino Capistrano & Del Obispo (b)	.99	E	1.02	F
31. Camino Capistrano & San Juan Creek	.62	B	.70	B
32. Valle & San Juan Creek (b)	.91	E	.84	D
33. La Novia & San Juan Creek	.88	D	.82	D
50. I-5 SB Ramps & Ortega (a)	.86	D	.93	E
51. I-5 NB Ramps & Ortega (a)	.80	C	.81	D
52. Camino Capistrano & I-5 SB Ramps	.79	C	.81	D
53. Valle & La Novia/I-5 NB Ramps	.76	C	.74	C
72. Camino Capistrano & Junipero Serra	.82	D	.79	C
73. I-5 SB Ramps & Junipero Serra	.68	B	.74	C
74. I-5 NB Ramps & Junipero Serra (b)	.76	C	.95	E
75. Rancho Viejo & Junipero Serra	.71	C	.76	C
Unincorporated (County of Orange)				
5. Antonio & Oso (b)	1.14	F	1.08	F
12. Antonio & Crown Valley (b)	.93	E	1.26	F
29. Antonio/La Pata & Ortega (b)	1.60	F	1.35	F
43. Antonio & New Ortega	.81	D	.87	D
64. SR-241 SB Ramps & C St	.30	A	.36	A
65. SR-241 NB Ramps & C St	.39	A	.30	A
66. SR-241 SB Ramps & New Ortega	.46	A	.59	A
67. SR-241 NB Ramps & New Ortega	.87	D	.82	D
68. SR-241 SB Ramps & Pico	.54	A	.65	B
69. SR-241 NB Ramps & Pico	.57	A	.65	B
76. A St & Oso	.53	A	.53	A
78. A St & New Ortega	.62	B	.69	B
79. C St & New Ortega	.77	C	.85	D
80. Ortega & New Ortega	.81	D	.71	C
81. C St & Talega	.18	A	.23	A

Abbreviations: ICU - intersection capacity utilization
LOS - level of service
NB - northbound
SB - southbound

(a) LOS E is acceptable at this location (Congestion Management Program (CMP) intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS D is the adopted performance standard for all other intersection locations that are analyzed.

(b) This location is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the adopted LOS performance standard).

2025 Freeway Ramp LOS Summary
- Regional Housing Alternative (Committed Circulation System with La Pata and FTC-S)

Interchange	Ramp	Lanes	Peak Hour Capacity	AM Peak Hour			PM Peak Hour		
				Volume	V/C	LOS	Volume	V/C	LOS
I-5 at Oso	SB Direct On	1	1,080	470	.44	A	710	.66	B
	SB Loop On	1	1,080	680	.63	B	370	.34	A
	NB Direct On	1	1,500	1,260	.84	D	740	.49	A
	NB Loop On	1	1,500	290	.19	A	560	.37	A
	SB Off (a)	1	1,500	1,070	.71	C	1,720	1.15	F
	NB Off	1	1,500	790	.53	A	990	.66	B
I-5 at Crown Valley	SB On	1	1,800	660	.37	A	820	.46	A
	NB Direct On (a)	1	1,500	1,480	.99	E	1,610	1.07	F
	NB Loop On	1	1,080	960	.89	D	960	.89	D
	SB Off (a)	2	2,250	1,980	.88	D	3,000	1.33	F
	NB Off	1	1,500	1,260	.84	D	700	.47	A
I-5 at Avery	SB On	1	1,080	550	.51	A	670	.62	B
	NB On	1	1,500	500	.33	A	780	.52	A
	SB Off	1	1,500	710	.47	A	860	.57	A
	NB Off	1	1,500	690	.46	A	890	.59	A
I-5 at Junipero Serra	SB On	1	1,080	380	.35	A	480	.44	A
	NB On	1	1,080	1,070	.99	E	920	.85	D
	SB Off	1	1,500	830	.55	A	910	.61	B
	NB Off	1	1,500	350	.23	A	340	.23	A
I-5 at Ortega	SB On	1	1,500	430	.29	A	480	.32	A
	NB On (a)	1	1,500	2,040	1.36	F	1,970	1.31	F
	SB Off (a)	2	2,250	2,120	.94	E	2,350	1.04	F
	NB Off	1	1,500	820	.55	A	740	.49	A
I-5 at Cm Capistrano	SB On	1	1,500	640	.43	A	570	.38	A
	NB On	1	1,500	860	.57	A	470	.31	A
	SB Off	1	1,500	1,020	.68	B	1,500	1.00	E
	NB Off	1	1,500	500	.33	A	760	.51	A
I-5 at Vista Hermosa	SB On	1	1,080	280	.26	A	200	.19	A
	NB Direct On	1	1,500	860	.57	A	1,080	.72	C
	NB Loop On	1	1,080	200	.19	A	210	.19	A
	SB Off	1	1,500	1,370	.91	E	1,180	.79	C
	NB Off	1	1,500	340	.23	A	380	.25	A
I-5 at Avd Pico	SB On	1	1,500	470	.31	A	990	.66	B
	NB On	1	1,500	1,210	.81	D	1,500	1.00	E
	SB Off	2	2,250	1,930	.86	D	1,190	.53	A
	NB Off	1	1,500	1,010	.67	B	740	.49	A

(a) This ramp is forecast to operate deficiently in the AM and/or PM peak hour (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for I-5 freeway ramps).

2025 Freeway Mainline LOS Summary
- Regional Housing Alternative (Committed Circulation System with La Pata and FTC-S)

Location	Direction	Lanes	AM Peak Hour				PM Peak Hour			
			Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-5 n/o Oso	NB	4+1H	9,600	9,610	1.00	E	9,600	8,970	.93	E
	SB	4+1H	9,600	8,290	.86	D	9,600	9,040	.94	E
I-5 n/o Crown Valley	NB	4+1H+1A	10,600	8,460	.80	D	9,600	8,500	.89	D
	SB	4+1H	9,600	8,380	.87	D	9,600	8,400	.88	D
I-5 n/o Avery	NB	4+1H+1A	9,600	6,500	.68	C	9,600	6,680	.70	C
	SB	4+1H+1A	9,600	6,750	.70	C	9,600	6,440	.67	C
I-5 n/o SR-73	NB	4+1H	9,600	6,530	.68	C	9,600	6,260	.65	C
	SB	4+1H	9,600	6,260	.65	C	9,600	6,090	.63	C
I-5 n/o Junipero Serra	NB	6+1H	13,600	11,600	.85	D	13,600	10,180	.75	D
	SB	6+1H	13,600	9,160	.67	C	13,600	11,410	.84	D
I-5 n/o Ortega	NB	5+1H	11,600	10,750	.93	E	11,600	9,500	.82	D
	SB	5+1H	11,600	8,610	.74	D	11,600	10,740	.93	E
I-5 n/o Camino Capistrano (a)	NB	4+1H	9,600	9,880	1.03	F	9,600	8,700	.91	E
	SB	4+1H	9,600	7,740	.81	D	9,600	9,400	.98	E
I-5 s/o Camino Capistrano (a)	NB	4+1H	9,600	9,680	1.01	F	9,600	8,900	.93	E
	SB	4+1H	9,600	7,420	.77	D	9,600	9,170	.96	E
I-5 n/o Hermosa (a)	NB	4	8,000	7,920	.99	E	8,000	8,200	1.03	F
	SB	4	8,000	7,630	.95	E	8,000	8,390	1.05	F
I-5 n/o Pico	NB	4+1A	9,000	7,530	.84	D	9,000	7,760	.86	D
	SB	4+1A	9,000	7,200	.80	D	9,000	7,850	.87	D
I-5 s/o Pico (a)	NB	4	8,000	7,520	.94	E	8,000	8,060	1.01	F
	SB	4	8,000	7,080	.89	D	8,000	8,180	1.02	F

(a) This segment of I-5 is forecast to operate deficiently in the AM and/or PM peak hour in one or both directions (i.e., the LOS is worse than the LOS E performance standard adopted by Caltrans for the I-5 mainline).

Appendix C
INTERSECTION CAPACITY UTILIZATION WORKSHEETS

This appendix contains information pertaining to the existing and future intersection analysis portion of the Ranch Plan traffic study. A summary of the existing and future lane geometric configurations for the intersections that are analyzed is provided in Table C-1, and the sections that follow contain existing and future AM and PM peak hour intersection capacity utilization (ICU) worksheets for intersections in the traffic analysis study area. For intersections that are impacted by the proposed project, ICU worksheets with and without mitigation are included. The ICU data sets contained in this appendix are presented in the following order:

ICU DATA SETS

Scenario	Data Set
Existing	1
Existing Plus Proposed Project	2
2010 No-Project (Committed Circulation System)	3
2010 with Short-Range Project (Committed Circulation System)	4
2010 with Short-Range Project and Mitigation (Committed Circulation System)	5
2010 with Short-Range Project (Committed Circulation System Plus La Pata)	6
2010 with Short-Range Project and Mitigation (Committed Circulation System Plus La Pata)	7
2010 with Short-Range Project (Committed Circulation System Plus La Pata and Arterial South of Oso)	8
2010 with Short-Range Project and Mitigation (Committed Circulation Plus La Pata and Arterial South of Oso)	9
2025 Cumulative with Proposed Project (Committed Circulation System)	10
2025 Cumulative with Proposed Project (Committed Circulation System Plus La Pata)	11
2025 Cumulative with Proposed Project (Committed Circulation System Plus La Pata and FTC-S)	12
2025 Cumulative with Proposed Project and Mitigation (without FTC-S)	13
2025 Cumulative with Proposed Project and Mitigation (with FTC-S)	14
2025 No Project Alternative (Committed Circulation System)	15
2025 Existing Zoning Alternative (Committed Circulation System)	16
2025 Existing Zoning Alternative (MPAH Buildout)	17
2025 OCP-2000 Alternative (MPAH Buildout)	18
2025 B-4 Reduced Intensity Alternative (Committed Circulation System)	19
2025 B-4 Reduced Intensity Alternative (Committed Circulation System Plus La Pata)	20
2025 B-4 Reduced Intensity Alternative (Committed Circulation System Plus La Pata and FTC-S)	21
2025 B-5 Alternative (Committed Circulation System)	22
2025 B-5 Alternative (Committed Circulation System Plus La Pata)	23
2025 B-5 Alternative (Committed Circulation System Plus La Pata and FTC-S)	24
2025 Regional Housing Alternative (Committed Circulation System Plus La Pata and FTC-S)	25

ICU DATA SETS (cont)

Scenario	Data Set
2025 Proposed Project (Current MPAH Buildout)	26
2025 Proposed Project (MPAH Buildout with Proposed MPAH Amendments)	27
2025 Cumulative with Proposed Project (Committed Circulation System Plus Avery Extension)	28
2025 Proposed Project (Committed Circulation System Plus La Pata and FTC-S and Avery Extension)	29

ICU Calculation Methodology

The ICU procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. For City of San Clemente intersections, a capacity of 1,600 vehicles per hour (VPH) per lane is assumed with no clearance interval. For intersections in all other jurisdictions in the study area, a capacity of 1700 VPH per lane is assumed together with a .05 clearance interval. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both thru and right-turn traffic (typically with a width of 19 feet from curb to outside of thru-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

Example For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:
RTOG = V/C (NBT)
Otherwise,
RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:
RTOR = V/C (WBL)
Otherwise,
RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

RTOG = RTOG + V/C (WBL)
RTOR = RTOR - V/C (WBL)

4. Total Right-Turn Capacity (RTC) Availability For NBR

RTC = RTOG + factor x RTOR
Where factor = RTOR saturation flow factor (0% for County intersections, 75% for intersections in all other jurisdictions in the study area)

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/thru, thru/right, left/thru/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example for Shared Left/Thru Lane

1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume + Thru Volume}}{\text{Total Left + Thru Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$\text{ALV (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$\text{ALV (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Lanes (including shared lane)}}$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and thru V/C ratios for this case are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$\text{V/C (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Thru) is greater than ALV then full dedication to the thru approach is warranted, and left-turn and thru V/C ratios are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$\text{V/C (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Thru) are both less than ALV, the left/thru lane is assumed to be truly shared and each left, left/thru or thru approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/thru V/C ratio is calculated as follows:

$$\text{V/C (Left/Thru)} = \frac{\text{Left-Turn Volume + Thru Volume}}{\text{Total Left + Thru Approach Capacity (including shared lane)}}$$

This V/C (Left/Thru) ratio is assigned as the V/C (Thru) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Thru) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$\text{V/C (Left)} = \text{V/C (Thru)}$$

If approach has only one left-turn lane (shared lane), then:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared thru/right lanes. If full dedication of a shared thru/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the thru/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/thru and thru/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

Table C-1

EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1. Marguerite & La Paz													
Existing Lane Configuration	2	2	1	2	2	d	2	2	d	2	2	1	
2025 Buildout Lane Configuration	2	2	1	2	2	d	2	2	d	2	2	1	
2. Olympiad & La Paz													
Existing Lane Configuration	0	2	0	0	0	0	1	2	0	1	0	1	
2025 Buildout Lane Configuration	0	2	0	0	0	0	1	2	0	1	0	1	
3. Marguerite & Oso													
Existing Lane Configuration	1	2	d	1	3	d	1	2	d	1	3	d	
2025 Committed Improvements	2		1	2	4		2		1	2	4		1
2025 Buildout Lane Configuration	2	2	1	2	4	d	2	2	1	2	4	d	
4. Felipe & Oso													
Existing Lane Configuration	1	2	d	1	3	d	1	2	1	1	3	d	
2025 Buildout Lane Configuration	1	2	d	1	3	d	1	2	1	1	3	d	
5. Antonio & Oso													
Existing Lane Configuration	2	3	f	2	3	1	2	3	1	2	3	1	
2025 Non-Committed Improvements												f	
2025 Buildout Lane Configuration	2	3	f	2	3	1	2	3	1	2	3	f	
6. Marguerite & Felipe													
Existing Lane Configuration	1	2	d	1.5	0.5	1	1	2	1	1	1	0	
2025 Buildout Lane Configuration	1	2	d	1.5	0.5	1	1	2	1	1	1	0	
7. Puerta Real & Crown Valley													
Existing Lane Configuration	1	1	2	1	3	d	2	1	1	2	3	1	
2025 Committed Improvements				2	4						4		1
2025 Buildout Lane Configuration	1	1	2	2	4	d	2	1	1	2	4	1	
8. Guevara/Medical Center & Crown Valley													
Existing Lane Configuration	0.5	1.5	0	1	3	0	1.5	1.5	0	1	3	1	
2025 Committed Improvements				2	4						4	0	1
2025 Buildout Lane Configuration	0.5	1.5	0	2	4	0	1.5	1.5	0	1	4	0	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9. Los Altos & Crown Valley													
Existing Lane Configuration	0	1	1	1	3	0	1	1	0	1	3	0	
2025 Committed Improvements					4		2				4		1 11
2025 Buildout Lane Configuration	0	1	1	1	4	0	2	1	0	1	4	0	
10. Bellogente & Crown Valley													
Existing Lane Configuration	1	1	0	1	3	0	1	1	0	1	3	0	
2025 Committed Improvements					4						4		1
2025 Buildout Lane Configuration	1	1	0	1	4	0	1	1	0	1	4	0	
11. Marguerite & Crown Valley													
Existing Lane Configuration	1	2	f	1	3	d	1	2	0	2	2	1	
2025 Committed Improvements	2		1	2	4	0	2		1		4		2
2025 Non-Committed Improvements						d							
2025 Buildout Lane Configuration	2	2	1	2	4	d	2	2	1	2	4	1	
12. Antonio & Crown Valley													
Existing Lane Configuration	1	3	f	2	3	1	2	3	1	2	2	1	
2025 Non-Committed Improvements	2										3	f	
2025 Buildout Lane Configuration	2	3	f	2	3	1	2	3	1	2	3	f	
13. Banderas & Antonio													
Existing Lane Configuration	1	2	1	2	3	0	1	2	0	2	3	0	
2025 Buildout Lane Configuration	1	2	1	2	3	0	1	2	0	2	3	0	
14. Empresa & Antonio													
Existing Lane Configuration	1.5	0.5	f	1	3	f	0	1	1	2	3	d	
2025 Buildout Lane Configuration	1.5	0.5	f	1	3	f	0	1	1	2	3	d	
15. Cabot & Oso													
Existing Lane Configuration	2	2	1	2	3	1	2	2	1	2	3	1	
2025 Buildout Lane Configuration	2	2	1	2	3	1	2	2	1	2	3	1	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16. Moulton & Crown Valley													
Existing Lane Configuration	2	3	1	2	3	1	2	2.5	1.5	2	3	1	
2025 Buildout Lane Configuration	2	3	1	2	3	1	2	2.5	1.5	2	3	1	
17. Greenfield & Crown Valley													
Existing Lane Configuration	2	1	1	1	3	1	0.5	1.5	0	2	3	0	
2025 Buildout Lane Configuration	2	1	1	1	3	1	0.5	1.5	0	2	3	0	
18. Cabot & Crown Valley													
Existing Lane Configuration	2	2	0	2	3	0	1	2	1	2	3	1	
2025 Committed Improvements						1							2
2025 Buildout Lane Configuration	2	2	0	2	3	1	1	2	1	2	3	1	
19. Forbes & Crown Valley													
Existing Lane Configuration	1	1	1	1	3	0	1	1	1	1	4	0	
2025 Committed Improvements						1							10
2025 Buildout Lane Configuration	1	1	1	1	3	1	1	1	1	1	4	0	
20. Golden Lantern & Paseo de Colinas													
Existing Lane Configuration	1	2	0	1.5	0.5	1	1	2	1	1	1	0	
2025 Committed Improvements		3						3					10
2025 Non-Committed Improvements									2				
2025 Buildout Lane Configuration	1	3	0	1.5	0.5	1	1	3	2	1	1	0	
21. Cabot & Paseo de Colinas													
Existing Lane Configuration	2	0	2	0	2	0	0	0	0	1	2	0	
2025 Buildout Lane Configuration	2	0	2	0	2	0	0	0	0	1	2	0	
22. Cm Capistrano & Paseo de Colinas													
Existing Lane Configuration	1	1	0	1.5	0	0.5	0	0.5	1.5	0	0	0	
2025 Buildout Lane Configuration	1	1	0	1.5	0	0.5	0	0.5	1.5	0	0	0	
23. Camino Capistrano & Avery													
Existing Lane Configuration	2	1	0	1	0	2	0	1	1	0	0	0	
2025 Buildout Lane Configuration	2	1	0	1	0	2	0	1	1	0	0	0	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
24. Marguerite & Avery													
Existing Lane Configuration	1	2	d	1	2	0	1	2	d	2	2	0	
2025 Buildout Lane Configuration	1	2	d	1	2	0	1	2	d	2	2	0	
25. Camino Capistrano & Ortega													
Existing Lane Configuration	1	1	0	1	0	1	0	1	1	0	0	0	
2025 Buildout Lane Configuration	1	1	0	1	0	1	0	1	1	0	0	0	
26. Del Obispo & Ortega													
Existing Lane Configuration	0	0	0	2	1	0	1	0	2	0	2	0	
2025 Buildout Lane Configuration	0	0	0	2	1	0	1	0	2	0	2	0	
27. Rancho Viejo & Ortega													
Existing Lane Configuration	1.5	0.5	1	1	3	1	1.5	1.5	0	1	2	1	
2025 Non-Committed Improvements							2	1	1				
2025 Buildout Lane Configuration	1.5	0.5	1	1	3	1	2	1	1	1	2	1	
28. La Novia & Ortega													
Existing Lane Configuration	0	0	0	1	2	0	2	0	1	0	2	1	
2025 Buildout Lane Configuration	0	0	0	1	2	0	2	0	1	0	2	1	
29. Antonio/La Pata & Ortega													
Existing Lane Configuration	1	2	0	1	1	1	1	1	0	1	1	1	
2025 Committed Improvements										2			4
2025 Non-Committed Improvements	2		1	2	2		2	2	1		2		
2025 Buildout Lane Configuration	2	2	1	2	2	1	2	2	1	2	2	1	
30. Camino Capistrano & Del Obispo													
Existing Lane Configuration	1	1	1	1	2	1	2	1	1	1	2	1	
2025 Non-Committed Improvements				2									
2025 Buildout Lane Configuration	1	1	1	2	2	1	2	1	1	1	2	1	
31. Cm Capistrano & San Juan Creek													
Existing Lane Configuration	2	2	0	1.5	0	1.5	0	2	1	0	0	0	
2025 Buildout Lane Configuration	2	2	0	1.5	0	1.5	0	2	1	0	0	0	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
32. Valle & San Juan Creek													
Existing Lane Configuration	0	0	0	1	1	0	1	0	1	0	1	1	
2025 Non-Committed Improvements					2		1.5		1.5		2	0	
2025 Buildout Lane Configuration	0	0	0	1	2	0	1.5	0	1.5	0	2	0	
33. La Novia & San Juan Creek													
Existing Lane Configuration	1	1	1	1	1	1	1	1	1	1	1	1	
2025 Non-Committed Improvements					2	d					2	d	
2025 Buildout Lane Configuration	1	1	1	1	2	d	1	1	1	1	2	d	
34. La Pata & San Juan Creek													
2025 Non-Committed Improvements	1	2	1	1	1	0	1	2	0	1	1	1	
2025 Buildout Lane Configuration	1	2	1	1	1	0	1	2	0	1	1	1	
35. La Pata & Las Ramblas													
2025 Non-Committed Improvements	0	2	1	0	0	0	1	2	0	0.5	0	1.5	
2025 Buildout Lane Configuration	0	2	1	0	0	0	1	2	0	0.5	0	1.5	
36. La Pata & Del Rio													
2025 Non-Committed Improvements	0	2	1	0	0	0	1	2	0	0.5	0	1.5	
2025 Buildout Lane Configuration	0	2	1	0	0	0	1	2	0	0.5	0	1.5	
37. La Pata & Vista Hermosa													
2025 Committed Improvements	1	3	1	1	2	0	2	3	1	1	2	1	5
2025 Buildout Lane Configuration	1	3	1	1	2	0	2	3	1	1	2	1	
38. Talega & Vista Hermosa													
2025 Committed Improvements	1	1	0	1	2	0	1	1	0	1	2	0	5
2025 Buildout Lane Configuration	1	1	0	1	2	0	1	1	0	1	2	0	
39. Vera Cruz & Vista Hermosa													
Existing Lane Configuration	0	1	0	0	0	0	1.5	0.5	0	1.5	0	1.5	
2025 Committed Improvements	1	2		1	2		1	2		1	2	0	6
2025 Buildout Lane Configuration	1	2	0	1	2	0	1	2	0	1	2	0	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
40. La Pata & Pico													
Existing Lane Configuration	1	3	d	1	3	d	1	3	d	1	3	d	
2025 Committed Improvements	2	2	f	2	2.5	1.5		2	1			1	6
2025 Buildout Lane Configuration	2	2	f	2	2.5	1.5	1	2	1	1	3	1	
41. Vista Hermosa & Pico													
Existing Lane Configuration	2	1	1	1	3	0	1	2	0	2	3	1	
2025 Buildout Lane Configuration	2	1	1	1	3	0	1	2	0	2	3	1	
44. I-5 SB Ramps & Oso													
Existing Lane Configuration	2	0	1	0	3	f	0	0	0	0	3	f	
2025 Buildout Lane Configuration	2	0	1	0	3	f	0	0	0	0	3	f	
45. I-5 NB Ramps & Oso													
Existing Lane Configuration	0	0	0	0	3	f	1	0	1	0	3	f	
2025 Buildout Lane Configuration	0	0	0	0	3	f	1	0	1	0	3	f	
46. I-5 SB Ramps & Crown Valley													
Existing Lane Configuration	2.5	0	1.5	2	3	0	0	0	0	0	4	1	
2025 Committed Improvements			2.5										7
2025 Buildout Lane Configuration	2.5	0	2.5	2	3	0	0	0	0	0	4	1	
47. I-5 NB Ramps & Crown Valley													
Existing Lane Configuration	0	0	0	0	3	f	1.5	0	1.5	0	2.5	1.5	
2025 Buildout Lane Configuration	0	0	0	0	3	f	1.5	0	1.5	0	2.5	1.5	
48. I-5 SB Ramps & Avery													
Existing Lane Configuration	1.5	0	0.5	1	1	0	0	0	0	0	2	0	
2025 Committed Improvements												1	10
2025 Non-Committed Improvements	2		1		2						1.5	1.5	
2025 Buildout Lane Configuration	2	0	1	1	2	0	0	0	0	0	1.5	1.5	
49. I-5 NB Ramps & Avery													
Existing Lane Configuration	0	0	0	0	1	1	1	0	1	1	2	0	
2025 Committed Improvements					2								10
2025 Non-Committed Improvements						f	1.5		1.5				
2025 Buildout Lane Configuration	0	0	0	0	2	f	1.5	0	1.5	1	2	0	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
50. I-5 SB Ramps & Ortega													
Existing Lane Configuration	1.5	0	1.5	1	2	0	0	0	0	0	3	0	
2025 Committed Improvements												1	9
2025 Buildout Lane Configuration	1.5	0	1.5	1	2	0	0	0	0	0	3	1	
51. I-5 NB Ramps & Ortega													
Existing Lane Configuration	0	0	0	0	2	1	0.5	0	1.5	2	2	0	
2025 Committed Improvements					1.5	1.5	1.5						2 9
2025 Buildout Lane Configuration	0	0	0	0	1.5	1.5	1.5	0	1.5	2	2	0	
52. Cm Capistrano & I-5 SB Ramps													
Existing Lane Configuration	2	1	0	1	0	1	0	2	0	0	0	0	
2025 Committed Improvements		2		1.5		1.5							3
2025 Buildout Lane Configuration	2	2	0	1.5	0	1.5	0	2	0	0	0	0	
53. Valle & La Novia/I-5 NB Ramps													
Existing Lane Configuration	0	1	1	0	1	1	0	1	1	1	1	0	
2025 Committed Improvements							1						8
2025 Buildout Lane Configuration	0	1	1	0	1	1	1	1	1	1	1	0	
54. I-5 SB Ramps & Vista Hermosa													
Existing Lane Configuration	1.5	0	1.5	0	2	f	0	0	0	1	3	0	
2025 Buildout Lane Configuration	1.5	0	1.5	0	2	f	0	0	0	1	3	0	
55. I-5 NB Ramps & Vista Hermosa													
Existing Lane Configuration	0	0	0	0	1.5	1.5	1.5	0	1.5	0	2	f	
2025 Buildout Lane Configuration	0	0	0	0	1.5	1.5	1.5	0	1.5	0	2	f	
56. I-5 SB Ramps & Pico													
Existing Lane Configuration	2	0	1	1	2	0	0	0	0	0	3	1	
2025 Buildout Lane Configuration	2	0	1	1	2	0	0	0	0	0	3	1	
57. I-5 NB Ramps & Pico													
Existing Lane Configuration	0	0	0	0	3	f	1	0	2	1	2	0	
2025 Buildout Lane Configuration	0	0	0	0	3	f	1	0	2	1	2	0	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
58. SR 241 SB Ramps & Antonio													
Existing Lane Configuration	1.5	0	1.5	1	3	0	0	0	0	0	3	1	
2025 Buildout Lane Configuration	1.5	0	1.5	1	3	0	0	0	0	0	3	1	
59. SR 241 NB Ramps & Antonio													
Existing Lane Configuration	0	0	0	0	3	1	1.5	0	1.5	1	3	0	
2025 Non-Committed Improvements										2			
2025 Buildout Lane Configuration	0	0	0	0	3	1	1.5	0	1.5	2	3	0	
60. SR 241 SB Ramps & Oso													
Existing Lane Configuration	1.5	0	1.5	0	2	0	0	0	0	0	2	0	
2025 Buildout Lane Configuration	1.5	0	1.5	0	2	0	0	0	0	0	2	0	
61. SR 241 NB Ramps & Oso													
Existing Lane Configuration	0	0	0	0	2	0	0	0	0	1	2	0	
2025 Buildout Lane Configuration	0	0	0	0	2	1	0	0	0	1	2	0	
70. Greenfield & SR 73 SB Ramps													
Existing Lane Configuration	1	2	0	0	0	0	0	2	0	0.5	0	1.5	
2025 Buildout Lane Configuration	1	2	0	0	0	0	0	2	0	0.5	0	1.5	
71. Greenfield & SR 73 NB Ramps													
Existing Lane Configuration	0	1	1	1	0	1	2	1	0	0	0	0	
2025 Buildout Lane Configuration	0	1	1	1	0	1	2	1	0	0	0	0	
72. Camino Capistrano & Junipero Serra													
Existing Lane Configuration	1	1	0	1	0	1	0	1	1	0	0	0	
2025 Non-Committed Improvements	2	2		2				2	1				
2025 Buildout Lane Configuration	2	2	0	2	0	1	0	2	1	0	0	0	

Table C-1 (cont)
EXISTING AND FUTURE LANE GEOMETRICS FOR INTERSECTIONS IN THE STUDY AREA

Intersection	Southbound			Westbound			Northbound			Eastbound			Source
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
73. I-5 SB Ramps & Junipero Serra													
Existing Lane Configuration	1	0	1	0.5	1.5	0	0	0	0	0	2	0	
2025 Non-Committed Improvements	1.5		1.5	1	2							d	
2025 Buildout Lane Configuration	1.5	0	1.5	1	2	0	0	0	0	0	2	d	
74. I-5 NB Ramps & Junipero Serra													
Existing Lane Configuration	0	0	0	0	1	1	1	0	1	0.5	1.5	0	
2025 Non-Committed Improvements					1.5	1.5	2			2	2		
2025 Buildout Lane Configuration	0	0	0	0	1.5	1.5	2	0	1	2	2	0	
75. Rancho Viejo & Junipero Serra													
Existing Lane Configuration	1	1	1	0.5	1.5	0	1	2	0	1.5	0.5	0	
2025 Non-Committed Improvements		1.5	1.5				2						
2025 Buildout Lane Configuration	1	1.5	1.5	0.5	1.5	0	2	2	0	1.5	0.5	0	

Notes: d = de-facto right-turn lane NB = northbound
f = free right-turn lane SB = southbound

Sources: 1 – Conditioned for implementation with development of Las Flores
2 – Conditioned for implementation with development of Ladera Ranch
3 – Implemented through the City of San Juan Capistrano Reimbursement Agreement and Nexus Fee Program
4 – County of Orange improvement project
5 – Conditioned for implementation with development of Talega
6 – Implemented through the City of San Clemente Regional Circulation Financing and Phasing Program (RCFPP)
7 – Conditioned for implementation with development of the Gateway Specific Plan
8 – Conditioned for implementation with development of Pacific Point
9 – Conditioned for implementation with development of Honeyman Ranch
10 – City of Laguna Niguel improvement project
11 – Conditioned for implementation with development of the Mission Hospital Expansion project.

1. Marguerite & La Paz

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05*	300	.09
NBT	2	3400	780	.23	1270	.37*
NBR	d	1700	160	.09	220	.13
SBL	2	3400	130	.04	250	.07*
SBT	2	3400	820	.24*	1120	.33
SBR	1	1700	360	.21	260	.15
EBL	2	3400	260	.08*	420	.12
EBT	2	3400	310	.09	820	.24*
EBR	1	1700	150	.09	360	.21
WBL	2	3400	290	.09	260	.08*
WBT	2	3400	550	.16*	530	.16
WBR	d	1700	210	.12	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.81**

2. Olympiad & La Paz

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	100	.06*
NBT	2	3400	610	.18	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	600	.27*	470	.20*
SBR	0	0	320		210	
EBL	1	1700	160	.09*	270	.16*
EBT	0	0	0		0	
EBR	1	1700	110	.06	160	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.47**

3. Marguerite & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	300	.18*
NBT	2	3400	690	.20	890	.26
NBR	d	1700	60	.04	100	.06
SBL	1	1700	160	.09	240	.14
SBT	2	3400	740	.22*	800	.24*
SBR	d	1700	320	.19	300	.18
EBL	1	1700	210	.12*	310	.18
EBT	3	5100	860	.17	1810	.35*
EBR	d	1700	240	.14	550	.32
WBL	1	1700	80	.05	150	.09*
WBT	3	5100	1970	.39*	1140	.22
WBR	d	1700	60	.04	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.91**

4. Felipe & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	70	.04
NBT	2	3400	290	.09*	350	.10*
NBR	1	1700	120	.07	40	.02
SBL	1	1700	340	.20*	290	.17*
SBT	2	3400	480	.14	310	.09
SBR	d	1700	340	.20	170	.10
EBL	1	1700	200	.12*	280	.16*
EBT	3	5100	1110	.22	1310	.26
EBR	d	1700	90	.05	110	.06
WBL	1	1700	90	.05	70	.04
WBT	3	5100	1690	.33*	1120	.22*
WBR	d	1700	430	.25	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.70**

6. Marguerite & Felipe

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	30	.02
NBT	2	3400	640	.19*	900	.26*
NBR	1	1700	380	.22	510	.30
SBL	1	1700	140	.08*	280	.16*
SBT	2	3400	780	.23	820	.24
SBR	d	1700	20	.01	40	.02
EBL	1	1700	80	.05	60	.04*
EBT	1	1700	80	.07*	50	.04
EBR	0	0	40		20	
WBL	1.5		770	{.23}*	370	
WBT	0.5	3400	10	.23	10	.11*
WBR	1	1700	450	.26	140	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.62**

7. Puerta Real & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	550	.16*
NBT	1	1700	90	.05*	50	.03
NBR	1	1700	40	.02	120	.07
SBL	1	1700	60	.04*	110	.06
SBT	1	1700	60	.04	80	.05*
SBR	2	3400	240	.07	660	.19
EBL	2	3400	620	.18*	320	.09
EBT	3	5100	1530	.30	2010	.39*
EBR	1	1700	280	.16	680	.40
WBL	1	1700	60	.04	110	.06*
WBT	3	5100	1740	.35*	1620	.33
WBR	0	0	50		60	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.76**

8. El Regateo/Medical Ctr & CVP

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.08}*	470	.14*
NBT	1.5	5100	40	.08	30	.07
NBR	0		100		90	
SBL	0.5		20		70	
SBT	1.5	3400	30	.03*	40	.06*
SBR	0		90	.05	180	.11
EBL	1	1700	160	.09*	150	.09
EBT	3	5100	1060	.21	1610	.32*
EBR	1	1700	410	.24	480	.28
WBL	1	1700	150	.09	120	.07*
WBT	3	5100	1500	.31*	1140	.23
WBR	0	0	100		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.64**

9. Los Altos & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	120	.07*
NBT	1	1700	10	.01	10	.05
NBR	0	0	10		70	
SBL	0	0	40		150	
SBT	1	1700	10	.03*	10	.09*
SBR	1	1700	30	.02	70	.04
EBL	1	1700	100	.06*	70	.04
EBT	3	5100	990	.21	1690	.33*
EBR	0	0	90		10	
WBL	1	1700	160	.09	30	.02*
WBT	3	5100	1660	.35*	1110	.23
WBR	0	0	130		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

10. Bellogente & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	30	.02	80	.05
SBT	1	1700	10	.05*	10	.05*
SBR	0	0	80		80	
EBL	1	1700	160	.09*	60	.04
EBT	3	5100	870	.17	1840	.36*
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01*
WBT	3	5100	1850	.38*	1110	.23
WBR	0	0	110		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.48**

11. Marguerite & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08*	120	.07
NBT	2	3400	390	.16	690	.33*
NBR	0	0	160		430	
SBL	1	1700	120	.07	330	.19*
SBT	2	3400	870	.26*	640	.19
SBR	f		360		340	
EBL	2	3400	180	.05	660	.19
EBT	2	3400	650	.19*	1070	.31*
EBR	1	1700	80	.05	200	.12
WBL	1	1700	440	.26*	280	.16*
WBT	3	5100	1480	.29	700	.14
WBR	d	1700	170	.10	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **1.04**

13. Banderas & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	10	.01
NBT	2	3400	40	.02	10	.01*
NBR	0	0	50	.03	10	
SBL	1	1700	80	.05	60	.04*
SBT	2	3400	170	.05*	50	.01
SBR	1	1700	520	.31	730	.43
EBL	2	3400	640	.19*	280	.08*
EBT	3	5100	1560	.32	970	.19
EBR	0	0	60		20	
WBL	2	3400	200	.06	40	.01
WBT	3	5100	920	.19*	1200	.26*
WBR	0	0	30		120	
Right Turn Adjustment			SBR	.12*	SBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.77**

14. Empresa & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		40	
NBT	1	1700	80	.11*	50	.05*
NBR	1	1700	160	.09	40	.02
SBL	1.5		100	{.05}*	270	{.10}*
SBT	0.5	3400	70	.05	70	.10
SBR	f		90		270	
EBL	2	3400	310	.09	140	.04*
EBT	3	5100	1000	.20*	900	.18
EBR	d	1700	100	.06	20	.01
WBL	1	1700	180	.11*	70	.04
WBT	3	5100	800	.16	900	.18*
WBR	f		240		180	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.42**

15. Cabot & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	60	.02	90	.03
NBT	2	3400	330	.10*	320	.09*
NBR	1	1700	260	.15	430	.25
SBL	2	3400	290	.09*	630	.19*
SBT	2	3400	130	.04	410	.12
SBR	1	1700	70	.04	160	.09
EBL	2	3400	120	.04*	140	.04
EBT	3	5100	1200	.24	1230	.24*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	270	.08	290	.09*
WBT	3	5100	1670	.33*	1020	.20
WBR	1	1700	520	.31	540	.32
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.75**

16. Moulton & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05	160	.05*
NBT	2.5	6800	970	{.19}*	700	.14
NBR	1.5		450	{.17}	260	
SBL	2	3400	200	.06*	150	.04
SBT	3	5100	430	.08	930	.18*
SBR	1	1700	90	.05	110	.06
EBL	2	3400	150	.04	140	.04
EBT	3	5100	1250	.25*	950	.19*
EBR	1	1700	270	.16	150	.09
WBL	2	3400	440	.13*	720	.21*
WBT	3	5100	810	.16	1400	.27
WBR	1	1700	160	.09	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.68**

17. Greenfield & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	80	.05*	40	.03*
NBR	0		60		20	
SBL	2	3400	600	.18*	730	.21*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	240	.14	320	.19
EBL	2	3400	500	.15*	200	.06*
EBT	3	5100	1460	.29	960	.19
EBR	0	0	30		30	
WBL	1	1700	20	.01	50	.03
WBT	3	5100	1260	.25*	1430	.28*
WBR	1	1700	620	.36	670	.39
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.63**

18. Cabot & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	130	.08*
NBT	2	3400	300	.09*	170	.05
NBR	1	1700	460	.27	230	.14
SBL	2	3400	140	.04*	230	.07
SBT	2	3400	80	.05	320	.18*
SBR	0	0	90	.05	300	
EBL	2	3400	250	.07*	220	.06*
EBT	3	5100	1500	.29	1500	.29
EBR	1	1700	110	.06	190	.11
WBL	2	3400	120	.04	500	.15
WBT	3	5100	1220	.26*	1950	.43*
WBR	0	0	90		240	
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.80**

19. Forbes & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	120	.07
NBT	1	1700	10	.01*	20	.01*
NBR	1	1700	80	.05	150	.09
SBL	1	1700	80	.05*	210	.12*
SBT	1	1700	10	.01	10	.01
SBR	1	1700	70	.04	180	.11
EBL	1	1700	100	.06	110	.06*
EBT	4	6800	1900	.29*	1810	.27
EBR	0	0	100		40	
WBL	1	1700	150	.09*	60	.04
WBT	3	5100	1300	.28	2390	.50*
WBR	0	0	150		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.74**

20. Golden Lantern & P. Colinas

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	1770	.52*	830	.24
NBR	1	1700	1110	.65	550	.32
SBL	1	1700	310	.18*	140	.08
SBT	2	3400	1090	.32	1670	.49*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		670		1250	
WBT	0.5	3400	10	.20*	10	.37*
WBR	1	1700	370	.22	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.97**		**.93**

21. Cabot & Paseo de Colinas

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	50	.01*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	170	.05	540	.16
EBL	1	1700	500	.29*	350	.21*
EBT	2	3400	700	.21	410	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	280	.11*	790	.26*
WBR	0	0	90		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.56**

22. Cm Capistrano & P. Colinas

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.14}*	170	{.21}*
NBR	1.5		400	{.06}	790	
SBL	1	1700	70	.04*	120	.07*
SBT	1	1700	110	.06	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		750		590	
WBT	0	3400	0	.24*	0	.19*
WBR	0.5		50		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.52**

23. Cm Capistrano & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	40	.02*	90	.05*
NBR	1	1700	80	.05	270	.16
SBL	2	3400	750	.22*	790	.23*
SBT	1	1700	30	.02	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	230	.14*	220	.13*
WBT	0	0	0		0	
WBR	1	1700	510	.30	880	.52
Right Turn Adjustment					Multi	.23*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.69**

24. Marguerite & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	350	.21*	240	.14*
NBT	2	3400	500	.15	280	.08
NBR	d	1700	50	.03	20	.01
SBL	1	1700	140	.08	120	.07
SBT	2	3400	520	.15*	410	.12*
SBR	d	1700	270	.16	640	.38
EBL	2	3400	550	.16	530	.16
EBT	2	3400	580	.29*	840	.31*
EBR	0	0	400		210	
WBL	1	1700	50	.03*	30	.02*
WBT	2	3400	220	.09	360	.13
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.75**

25. Cm Capistrano & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	390	.23*	380	.22*
NBR	1	1700	50	.03	110	.06
SBL	1	1700	150	.09*	120	.07*
SBT	1	1700	490	.29	460	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	140	.08*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.46**

26. Del Obispo & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	70	.04*
NBT	0	0	0		0	
NBR	2	3400	1050	.31	960	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	410	.14*	430	.15*
EBR	0	0	50		70	
WBL	2	3400	810	.24*	1150	.34*
WBT	1	1700	380	.22	450	.26
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.58**

27. Rancho Viejo & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	{.10}*	480	.14*
NBT	1.5	5100	140	.10	100	.09
NBR	0		50		50	
SBL	1.5		190		200	
SBT	0.5	3400	170	.11*	140	.10*
SBR	1	1700	160	.09	240	.14
EBL	1	1700	160	.09	170	.10
EBT	2	3400	1210	.36*	1360	.40*
EBR	1	1700	500	.29	460	.27
WBL	1	1700	70	.04*	60	.04*
WBT	3	5100	1190	.23	900	.18
WBR	1	1700	240	.14	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.73**

28. La Novia & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	210	.12	120	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1100	.32*	1410	.41*
EBR	1	1700	350	.21	200	.12
WBL	1	1700	240	.14*	110	.06*
WBT	2	3400	940	.28	790	.23
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.61**

30. Cm Capistrano & Del Obispo

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	420	.12*
NBT	1	1700	120	.07	100	.06
NBR	1	1700	150	.09	130	.08
SBL	1	1700	50	.03	50	.03
SBT	1	1700	200	.12*	250	.15*
SBR	1	1700	380	.22	370	.22
EBL	1	1700	300	.18*	360	.21*
EBT	2	3400	600	.18	610	.18
EBR	1	1700	230	.14	330	.19
WBL	1	1700	70	.04	190	.11
WBT	2	3400	640	.19*	740	.22*
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.75**

31. Cm Capistrano & San Juan Crk

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	300	.09*	400	.12*
NBR	1	1700	240	.14	410	.24
SBL	2	3400	180	.05*	350	.10*
SBT	2	3400	390	.11	610	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		460		440	
WBT	0	5100	0	{.15}*	0	{.15}*
WBR	1.5		380		450	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.34** **.43**

32. Valle & San Juan Creek

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	440	.26*
NBT	0	0	0		0	
NBR	1	1700	140	.08	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	300	.18	420	.25
EBR	1	1700	230	.14	520	.31
WBL	1	1700	100	.06	120	.07
WBT	1	1700	680	.40*	600	.35*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.66**

33. La Novia & San Juan Creek

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	80	.05
NBT	1	1700	200	.12*	120	.07*
NBR	1	1700	90	.05	10	.01
SBL	1	1700	260	.15*	150	.09*
SBT	1	1700	130	.08	190	.11
SBR	1	1700	310	.18	320	.19
EBL	1	1700	140	.08*	220	.13*
EBT	1	1700	200	.12	140	.08
EBR	1	1700	30	.02	110	.06
WBL	1	1700	70	.04	20	.01
WBT	1	1700	310	.18*	90	.05*
WBR	1	1700	300	.18	130	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.39**

44. I-5 SB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	620	.18*	1230	.36*
SBT	0	0	0		0	
SBR	1	1700	470	.28	450	.26
EBL	0	0	0		0	
EBT	3	5100	1230	.24	1780	.35*
EBR	f		520		520	
WBL	0	0	0		0	
WBT	3	5100	1990	.39*	1400	.27
WBR	f		500		430	
Right Turn Adjustment			SBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.76**

45. I-5 NB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	570	.34*
NBT	0	0	0		0	
NBR	1	1700	550	.32	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1360	.27	2550	.50*
EBR	f		520		460	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1260	.25
WBR	f		1300		620	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.89**

46. I-5 SB Ramps & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		930	.18*	1540	
SBT	0	6800	0		0	{.37}*
SBR	1.5		510	{.17}	1140	
EBL	0	0	0		0	
EBT	4	6800	1820	.27*	1860	.27*
EBR	1	1700	240	.14	310	.18
WBL	2	3400	390	.11*	540	.16*
WBT	3	5100	1090	.21	1450	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.85**

47. I-5 NB Ramps & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		500	{.20}*	280	{.15}*
NBT	0	5100	0	.20	0	.15
NBR	1.5		520		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1910	{.37}*	2550	.50*
EBR	1.5		840	{.34}	850	.50
WBL	0	0	0		0	
WBT	3	5100	980	.19	1710	.34
WBR	f		1080		1120	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

48. I-5 SB Ramps & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		630		580	
SBT	0	3400	0	.27*	0	.32*
SBR	0.5		280		500	
EBL	0	0	0		0	
EBT	2	3400	600	.24*	790	.31*
EBR	0	0	230		270	
WBL	1	1700	180	.11*	360	.21*
WBT	1	1700	460	.27	600	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.89**

49. I-5 NB Ramps & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	240	.14*
NBT	0	0	0		0	
NBR	1	1700	540	.32	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	240	.14*	280	.16*
EBT	2	3400	990	.29	1090	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	400	.24*	720	.42*
WBR	1	1700	440	.26	520	.31
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.77**

50. I-5 SB & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590	.17*	880	
SBT	0	5100	0		0	{.26}*
SBR	1.5		600	{.11}	850	
EBL	0	0	0		0	
EBT	3	5100	1310	.29*	1170	.27*
EBR	0	0	150		220	
WBL	1	1700	340	.20*	430	.25*
WBT	2	3400	590	.17	750	.22
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.83**

51. I-5 NB & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		140		220	
NBT	0	3400	0	{.23}*	0	{.23}*
NBR	1.5		740		640	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	770	.23*	700	.21*
EBT	2	3400	1130	.33	1350	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	790	.23*	960	.28*
WBR	1	1700	860	.51	660	.39
Right Turn Adjustment			WBR	.24*	WBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.81**

52. Cm Capistrano & I-5 SB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	350	.11	590	.18
NBR	0	0	20		20	
SBL	2	3400	350	.10	490	.14
SBT	1	1700	500	.29*	560	.33*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	640	.38*	780	.46*
WBT	0	0	0		0	
WBR	1	1700	190	.11	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.84**

53. Valle & La Novia/I-5 NB Rmps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		50	{.03}*
NBT	1	1700	120	.09*	150	.12
NBR	1	1700	10	.01	10	.01
SBL	0	0	20	{.01}*	80	
SBT	1	1700	120	.08	300	.22*
SBR	1	1700	190	.11	260	.15
EBL	1	1700	340	.20*	460	.27*
EBT	1	1700	20	.03	80	.06
EBR	0	0	30		30	
WBL	0	0	10		10	
WBT	1	1700	160	.10*	40	.03*
WBR	1	1700	70	.04	60	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.60**

58. SR-241 SB Ramps & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		100		530	.16*
SBT	0	5100	0	{.04}*	0	
SBR	1.5		160		390	{.14}
EBL	0	0	0		0	
EBT	3	5100	1250	.25*	1190	.23*
EBR	1	1700	10	.01	20	.01
WBL	1	1700	30	.02*	60	.04*
WBT	3	5100	1060	.21	760	.15
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.36** **.48**

59. SR-241 NB Ramps & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		20	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		50		60	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	390	.23*	170	.10
EBT	3	5100	960	.19	1550	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1070	.21*	810	.16
WBR	1	1700	620	.36	130	.08
Right Turn Adjustment			WBR	.14*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.37**

60. SR-241 SB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		80	.05*	250	.07*
SBT	0	5100	0		0	
SBR	1.5		250	.07	320	{.07}
EBL	0	0	0		0	
EBT	2	3400	1030	.30	1010	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1250	.37*	490	.14
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.42**

61. SR-241 NB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	390	.23*	170	.10
EBT	2	3400	590	.17	1060	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1070	.43*	470	.17
WBR	0	0	390		100	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.36**

70. Greenfield & SR-73 SB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1000	.41*	320	.19*
NBR	0	0	380		320	
SBL	1	1700	30	.02*	20	.01*
SBT	2	3400	460	.14	510	.15
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		220	{.00}	740	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.45**

71. Greenfield & SR-73 NB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	980	.29*	270	.08*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	370	.22*	430	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.44**

72. Cm Capistrano & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	110	.06*	50	.03*
NBR	1	1700	480	.28	420	.25
SBL	1	1700	30	.02*	70	.04*
SBT	1	1700	60	.04	110	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	380	.22*	590	.35*
WBT	0	0	0		0	
WBR	1	1700	70	.04	40	.02
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.47**

73. I-5 SB Ramps & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	300	.18*	330	.19*
SBT	0	0	0		0	
SBR	1	1700	350	.21	470	.28
EBL	0	0	0		0	
EBT	2	3400	440	.17*	530	.21*
EBR	0	0	140		190	
WBL	0.5		140	{.08}*	200	{.12}*
WBT	1.5	3400	340	.14	250	.13
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.57**

74. I-5 NB Ramps & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	0	0	0		0	
NBR	1	1700	160	.09	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		330	{.19}*	390	{.23}*
EBT	1.5	3400	400	.21	480	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	290	.17*	380	.22*
WBR	1	1700	270	.16	450	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.56**

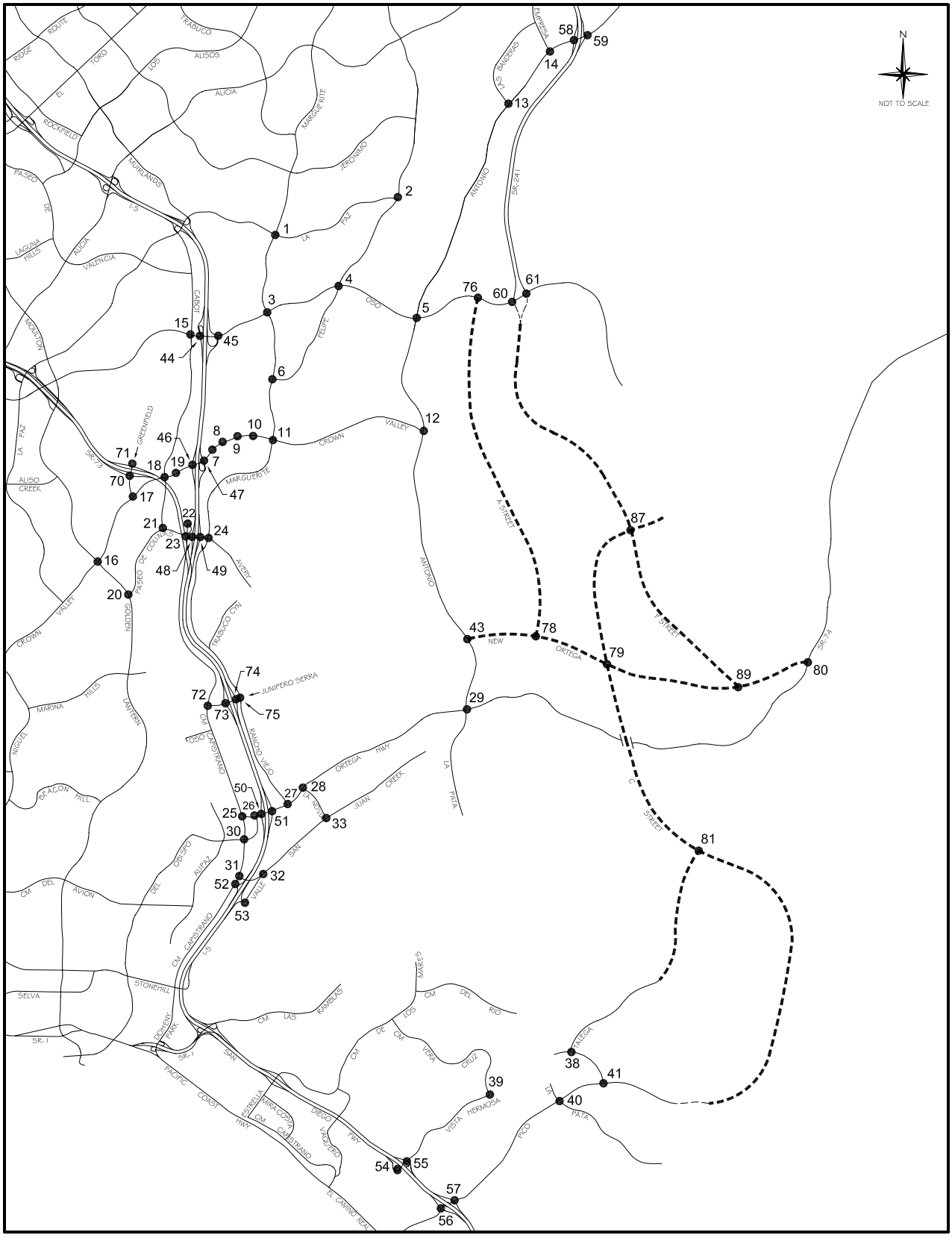
75. Rancho Viejo & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	250	.15*
NBT	2	3400	110	.03	150	.04
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	1	1700	100	.06*	200	.12*
SBR	1	1700	360	.21	400	.24
EBL	1.5		280	{.15}*	420	{.19}*
EBT	0.5	3400	0	.15	0	.19
EBR	0		230		230	
WBL	0.5		0		0	
WBT	1.5	3400	0	.00*	0	.00*
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.51**

ICU Data Set 2

Existing Plus Proposed Project



INTERSECTION LOCATION MAP
- EXISTING PLUS PROPOSED PROJECT

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	310	.09
NBT	2	3400	760	.22	1280	.38*
NBR	d	1700	170	.10	200	.12
SBL	2	3400	120	.04	250	.07*
SBT	2	3400	830	.24*	1130	.33
SBR	1	1700	370	.22	250	.15
EBL	2	3400	260	.08*	430	.13
EBT	2	3400	330	.10	890	.26*
EBR	1	1700	170	.10	320	.19
WBL	2	3400	280	.08	260	.08*
WBT	2	3400	550	.16*	580	.17
WBR	d	1700	300	.18	180	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.84**

2. Olympiad & La Paz

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	180	.11*
NBT	2	3400	620	.18	600	.18
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	630	.27*	460	.20*
SBR	0	0	300		230	
EBL	1	1700	170	.10*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	140	.08	210	.12
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.51**

3. Marguerite & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	280	.16
NBT	2	3400	770	.23	940	.28*
NBR	d	1700	50	.03	70	.04
SBL	1	1700	240	.14	260	.15*
SBT	2	3400	740	.22*	890	.26
SBR	d	1700	290	.17	280	.16
EBL	1	1700	210	.12*	330	.19
EBT	3	5100	1120	.22	2090	.41*
EBR	d	1700	220	.13	500	.29
WBL	1	1700	70	.04	140	.08*
WBT	3	5100	2140	.42*	1370	.27
WBR	d	1700	10	.01	240	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.05**		**.97**

4. Felipe & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	100	.06
NBT	2	3400	350	.10*	410	.12*
NBR	1	1700	140	.08	200	.12
SBL	1	1700	400	.24*	380	.22*
SBT	2	3400	500	.15	290	.09
SBR	d	1700	310	.18	140	.08
EBL	1	1700	200	.12*	220	.13*
EBT	3	5100	1490	.29	1650	.32
EBR	d	1700	110	.06	120	.07
WBL	1	1700	200	.12	110	.06
WBT	3	5100	1870	.37*	1480	.29*
WBR	d	1700	580	.34	460	.27
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.88**		**.81**

6. Marguerite & Felipe

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	700	.21*	870	.26*
NBR	1	1700	380	.22	690	.41
SBL	1	1700	150	.09*	320	.19*
SBT	2	3400	700	.21	840	.25
SBR	d	1700	10	.01	30	.02
EBL	1	1700	70	.04	60	.04
EBT	1	1700	90	.08*	70	.05*
EBR	0	0	40		10	
WBL	1.5		880	{.27}*	390	{.12}*
WBT	0.5	3400	30	.27	20	.12
WBR	1	1700	400	.24	150	.09
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.73**

7. Puerta Real & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	540	.16*
NBT	1	1700	90	.05*	50	.03
NBR	1	1700	50	.03	210	.12
SBL	1	1700	80	.05*	120	.07
SBT	1	1700	60	.04	80	.05*
SBR	2	3400	230	.07	650	.19
EBL	2	3400	600	.18*	320	.09
EBT	3	5100	1610	.32	2070	.41*
EBR	1	1700	260	.15	640	.38
WBL	1	1700	80	.05	170	.10*
WBT	3	5100	1780	.35*	1790	.35
WBR	d	1700	50	.03	60	.04
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.79**

8. Guevara/Medical Ctr & CVP

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.08}*	460	.14*
NBT	1.5	5100	40	.08	30	.05
NBR	0		110		50	
SBL	0.5		20		70	
SBT	1.5	3400	30	.03*	40	.06*
SBR	0		90	.05	180	.11
EBL	1	1700	160	.09*	150	.09
EBT	3	5100	1180	.23	1760	.35*
EBR	1	1700	400	.24	490	.29
WBL	1	1700	150	.09	140	.08*
WBT	3	5100	1560	.33*	1370	.28
WBR	0	0	100		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.68**

9. Los Altos & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	100	.06*
NBT	1	1700	10	.02	10	.06
NBR	0	0	20		100	
SBL	0	0	50		160	
SBT	1	1700	10	.04*	10	.10*
SBR	1	1700	20	.01	60	.04
EBL	1	1700	90	.05*	50	.03
EBT	3	5100	1130	.24	1850	.36*
EBR	0	0	80		-10	
WBL	1	1700	180	.11	50	.03*
WBT	3	5100	1740	.37*	1400	.28
WBR	0	0	130		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.60**

10. Bellogente & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	30	.02	90	.05
SBT	1	1700	10	.05*	10	.05*
SBR	0	0	80		70	
EBL	1	1700	150	.09*	70	.04
EBT	3	5100	1040	.21	2030	.40*
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01*
WBT	3	5100	1940	.41*	1430	.29
WBR	0	0	130		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.52**

11. Marguerite & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	100	.06
NBT	2	3400	370	.17	690	.35*
NBR	0	0	210		490	
SBL	1	1700	120	.07	460	.27*
SBT	2	3400	800	.24*	590	.17
SBR	f		490		320	
EBL	2	3400	150	.04	780	.23
EBT	2	3400	860	.25*	1160	.34*
EBR	1	1700	80	.05	180	.11
WBL	1	1700	580	.34*	410	.24*
WBT	3	5100	1490	.29	1070	.21
WBR	d	1700	280	.16	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.94** **1.25**

13. Banderas & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	10	.01
NBT	2	3400	40	.02	10	.01*
NBR	0	0	50	.03	10	
SBL	1	1700	80	.05	60	.04*
SBT	2	3400	170	.05*	50	.01
SBR	1	1700	520	.31	730	.43
EBL	2	3400	750	.22*	270	.08*
EBT	3	5100	1580	.32	950	.19
EBR	0	0	60		20	
WBL	2	3400	200	.06	40	.01
WBT	3	5100	930	.19*	1320	.28*
WBR	0	0	30		120	
Right Turn Adjustment			SBR	.09*	SBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.79**

14. Empresa & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		40	
NBT	1	1700	80	.11*	50	.05*
NBR	1	1700	160	.09	40	.02
SBL	1.5		120	{.06}*	310	{.11}*
SBT	0.5	3400	70	.06	70	.11
SBR	f		110		290	
EBL	2	3400	330	.10	130	.04*
EBT	3	5100	1020	.20*	850	.17
EBR	d	1700	100	.06	20	.01
WBL	1	1700	180	.11*	70	.04
WBT	3	5100	790	.15	990	.19*
WBR	f		260		190	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.44**

15. Cabot & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01	100	.03
NBT	2	3400	330	.10*	330	.10*
NBR	1	1700	260	.15	440	.26
SBL	2	3400	300	.09*	640	.19*
SBT	2	3400	120	.04	390	.11
SBR	1	1700	70	.04	160	.09
EBL	2	3400	120	.04*	150	.04
EBT	3	5100	1250	.25	1280	.25*
EBR	1	1700	80	.05	60	.04
WBL	2	3400	240	.07	300	.09*
WBT	3	5100	1670	.33*	1090	.21
WBR	1	1700	490	.29	540	.32
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.77**

16. Moulton & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06	180	.05*
NBT	2.5	6800	990	{.19}*	720	.14
NBR	1.5		440	{.16}	260	
SBL	2	3400	200	.06*	150	.04
SBT	3	5100	440	.09	920	.18*
SBR	1	1700	90	.05	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1250	.25*	950	.19*
EBR	1	1700	260	.15	170	.10
WBL	2	3400	440	.13*	730	.21*
WBT	3	5100	790	.15	1370	.27
WBR	1	1700	170	.10	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.68**

17. Greenfield & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	70	.05*	50	.03*
NBR	0		60		20	
SBL	2	3400	600	.18*	790	.23*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	240	.14	300	.18
EBL	2	3400	500	.15*	180	.05*
EBT	3	5100	1460	.29	940	.19
EBR	0	0	30		40	
WBL	1	1700	20	.01	50	.03
WBT	3	5100	1220	.24*	1440	.28*
WBR	1	1700	690	.41	680	.40
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.64**

18. Cabot & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	120	.07*
NBT	2	3400	320	.09*	180	.05
NBR	1	1700	460	.27	220	.13
SBL	2	3400	140	.04*	230	.07
SBT	2	3400	90	.05	320	.18*
SBR	0	0	70		300	
EBL	2	3400	250	.07*	210	.06*
EBT	3	5100	1500	.29	1540	.30
EBR	1	1700	110	.06	190	.11
WBL	2	3400	130	.04	520	.15
WBT	3	5100	1270	.27*	1970	.44*
WBR	0	0	90		270	
Right Turn Adjustment			NBR	.14*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.80**

19. Forbes & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	120	.07
NBT	1	1700	10	.01*	20	.01*
NBR	1	1700	80	.05	140	.08
SBL	1	1700	80	.05*	210	.12*
SBT	1	1700	20	.01	10	.01
SBR	1	1700	60	.04	170	.10
EBL	1	1700	80	.05	110	.06*
EBT	4	6800	1930	.30*	1850	.28
EBR	0	0	80		40	
WBL	1	1700	160	.09*	60	.04
WBT	3	5100	1390	.30	2450	.51*
WBR	0	0	160		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.75**

20. Golden Lantern & P. Colinas

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	1790	.53*	830	.24
NBR	1	1700	1110	.65	560	.33
SBL	1	1700	300	.18*	150	.09
SBT	2	3400	1070	.32	1670	.49*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		650		1250	
WBT	0.5	3400	10	.19*	10	.37*
WBR	1	1700	370	.22	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.97**		**.93**

21. Cabot & Paseo de Colinas

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	30	.01*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	170	.05	540	.16
EBL	1	1700	520	.31*	350	.21*
EBT	2	3400	690	.20	440	.13
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	270	.11*	790	.26*
WBR	0	0	90		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.56**

22. Cm Capistrano & P. Colinas

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	260	{.15}*	160	{.21}*
NBR	1.5		410	{.07}	800	
SBL	1	1700	70	.04*	120	.07*
SBT	1	1700	110	.06	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		740		630	
WBT	0	3400	0	.23*	0	.20*
WBR	0.5		50		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.53**

23. Cm Capistrano & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	110	.06*
NBR	1	1700	70	.04	260	.15
SBL	2	3400	740	.22*	820	.24*
SBT	1	1700	30	.02	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	240	.14*	240	.14*
WBT	0	0	0		0	
WBR	1	1700	540	.32	880	.52
Right Turn Adjustment			WBR	.01*	WBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.69**

24. Marguerite & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	270	.16*
NBT	2	3400	500	.15	300	.09
NBR	d	1700	80	.05	20	.01
SBL	1	1700	130	.08	100	.06
SBT	2	3400	510	.15*	480	.14*
SBR	d	1700	240	.14	630	.37
EBL	2	3400	500	.15	560	.16
EBT	2	3400	580	.29*	870	.31*
EBR	0	0	390		190	
WBL	1	1700	50	.03*	30	.02*
WBT	2	3400	220	.09	380	.13
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.76**

25. Cm Capistrano & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	400	.24*	380	.22*
NBR	1	1700	30	.02	140	.08
SBL	1	1700	140	.08*	130	.08*
SBT	1	1700	520	.31	460	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	230	.14*
WBT	0	0	0		0	
WBR	1	1700	190	.11	190	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.49**

26. Del Obispo & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	50	.03*
NBT	0	0	0		0	
NBR	2	3400	1110	.33	930	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	380	.13*	470	.16*
EBR	0	0	50		70	
WBL	2	3400	780	.23*	1150	.34*
WBT	1	1700	380	.22	490	.29
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.58**

27. Rancho Viejo & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	{.10}*	460	.14*
NBT	1.5	5100	140	.10	110	.10
NBR	0		50		60	
SBL	1.5		220		260	
SBT	0.5	3400	160	.11*	170	.13*
SBR	1	1700	170	.10	260	.15
EBL	1	1700	180	.11	190	.11
EBT	2	3400	1470	.43*	1450	.43*
EBR	1	1700	470	.28	460	.27
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1320	.26	970	.19
WBR	1	1700	280	.16	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.79**

28. La Novia & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16*	270	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1350	.40*	1600	.47*
EBR	1	1700	380	.22	190	.11
WBL	1	1700	280	.16*	190	.11*
WBT	2	3400	1200	.35	920	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.71**

30. Cm Capistrano & Del Obispo

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	430	.13*
NBT	1	1700	110	.06	130	.08
NBR	1	1700	200	.12	120	.07
SBL	1	1700	50	.03	50	.03
SBT	1	1700	230	.14*	270	.16*
SBR	1	1700	390	.23	360	.21
EBL	1	1700	290	.17*	390	.23*
EBT	2	3400	620	.18	600	.18
EBR	1	1700	240	.14	350	.21
WBL	1	1700	80	.05	190	.11
WBT	2	3400	620	.18*	750	.22*
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.79**

31. Cm Capistrano & San Juan Crk

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	270	.08*	400	.12*
NBR	1	1700	240	.14	370	.22
SBL	2	3400	170	.05*	380	.11*
SBT	2	3400	370	.11	570	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		480		430	
WBT	0	5100	0	{.16}*	0	{.15}*
WBR	1.5		400		460	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.43**

32. Valle & San Juan Creek

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	110	.06	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	300	.18	430	.25
EBR	1	1700	220	.13	500	.29
WBL	1	1700	100	.06	120	.07
WBT	1	1700	700	.41*	610	.36*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.66**

33. La Novia & San Juan Creek

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	80	.05
NBT	1	1700	210	.12*	120	.07*
NBR	1	1700	90	.05	20	.01
SBL	1	1700	310	.18*	160	.09*
SBT	1	1700	120	.07	180	.11
SBR	1	1700	280	.16	370	.22
EBL	1	1700	140	.08*	170	.10*
EBT	1	1700	160	.09	160	.09
EBR	1	1700	30	.02	130	.08
WBL	1	1700	70	.04	20	.01
WBT	1	1700	320	.19*	70	.04*
WBR	1	1700	340	.20	180	.11
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.38**

44. I-5 SB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	750	.22*	1380	.41*
SBT	0	0	0		0	
SBR	1	1700	470	.28	490	.29
EBL	0	0	0		0	
EBT	3	5100	1270	.25	1750	.34*
EBR	f		540		610	
WBL	0	0	0		0	
WBT	3	5100	1970	.39*	1440	.28
WBR	f		500		430	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.80**

45. I-5 NB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	630	.37*	570	.34*
NBT	0	0	0		0	
NBR	1	1700	560	.33	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1560	.31	2670	.52*
EBR	f		520		460	
WBL	0	0	0		0	
WBT	3	5100	1800	.35*	1310	.26
WBR	f		1480		750	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.91**

46. I-5 SB Ramps & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		950		1570	
SBT	0	6800	0	{.19}*	0	{.37}*
SBR	1.5		510		1140	
EBL	0	0	0		0	
EBT	4	6800	1870	.28*	1920	.28*
EBR	1	1700	240	.14	310	.18
WBL	2	3400	390	.11*	570	.17*
WBT	3	5100	1200	.24	1520	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.87**

47. I-5 NB Ramps & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510	{.20}*	270	{.13}*
NBT	0	5100	0	.20	0	.13
NBR	1.5		520		410	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1970	{.39}*	2680	.53*
EBR	1.5		850	{.35}	850	.50
WBL	0	0	0		0	
WBT	3	5100	1040	.20	1810	.35
WBR	f		1100		1190	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.71**

48. I-5 SB Ramps & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		630		590	
SBT	0	3400	0	.27*	0	.32*
SBR	0.5		300		500	
EBL	0	0	0		0	
EBT	2	3400	570	.24*	800	.31*
EBR	0	0	240		270	
WBL	1	1700	180	.11*	360	.21*
WBT	1	1700	480	.28	600	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.89**

49. I-5 NB Ramps & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	240	.14*
NBT	0	0	0		0	
NBR	1	1700	540	.32	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	240	.14*	290	.17*
EBT	2	3400	970	.29	1110	.33
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	430	.25*	720	.42*
WBR	1	1700	460	.27	520	.31
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.78**

50. I-5 SB & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		710	.21*	960	
SBT	0	5100	0		0	{.29}*
SBR	1.5		600	{.11}	910	
EBL	0	0	0		0	
EBT	3	5100	1360	.29*	1200	.27*
EBR	0	0	120		200	
WBL	1	1700	360	.21*	420	.25*
WBT	2	3400	570	.17	720	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.86**

51. I-5 NB & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		140		210	
NBT	0	3400	0	{.25}*	0	{.23}*
NBR	1.5		780		670	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	710	.21*	740	.22*
EBT	2	3400	1350	.40	1430	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	800	.24*	930	.27*
WBR	1	1700	980	.58	760	.45
Right Turn Adjustment			WBR	.28*	WBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.86**

52. Cm Capistrano & I-5 SB Ramps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	360	.11	600	.18
NBR	0	0	20		20	
SBL	2	3400	350	.10	450	.13
SBT	1	1700	510	.30*	560	.33*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	640	.38*	790	.46*
WBT	0	0	0		0	
WBR	1	1700	190	.11	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.84**

53. Valle & La Novia/I-5 NB Rmps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		50	{.03}*
NBT	1	1700	120	.09*	150	.12
NBR	1	1700	0	.00	10	.01
SBL	0	0	20	{.01}*	80	
SBT	1	1700	100	.07	300	.22*
SBR	1	1700	200	.12	250	.15
EBL	1	1700	330	.19*	460	.27*
EBT	1	1700	20	.02	80	.06
EBR	0	0	20		30	
WBL	0	0	10		10	
WBT	1	1700	160	.10*	40	.03*
WBR	1	1700	70	.04	60	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.60**

58. SR-241 SB Ramps & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		110		530	
SBT	0	5100	0	{.04}*	0	{.17}*
SBR	1.5		160		490	
EBL	0	0	0		0	
EBT	3	5100	1290	.25*	1170	.23*
EBR	1	1700	10	.01	40	.02
WBL	1	1700	50	.03*	90	.05*
WBT	3	5100	1070	.21	760	.15
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.50**

59. SR-241 NB Ramps & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		90		100	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	420	.25*	190	.11
EBT	3	5100	980	.19	1520	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1100	.22*	830	.16
WBR	1	1700	580	.34	130	.08
Right Turn Adjustment				WBR .11*		NBR .02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.38**

60. SR-241 SB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	310	.09
SBT	2	3400	320	.09*	950	.28*
SBR	1	1700	200	.12	90	.05
EBL	0	0	0		0	
EBT	2	3400	850	.25	170	.05
EBR	1	1700	790	.46	1740	1.02
WBL	2	3400	180	.05	140	.04
WBT	2	3400	2150	.63*	1440	.42*
WBR	0	0	0		0	
Right Turn Adjustment				SBR .03*		EBR .64*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **1.39**

61. SR-241 NB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1110	.33	960	.28*
NBT	2	3400	1150	.34*	520	.15
NBR	1	1700	70	.04	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	250	.15*	40	.02*
EBT	2	3400	570	.17	380	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1050	.31*	490	.14*
WBR	1	1700	430	.25	80	.05
Right Turn Adjustment						NBR .07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.56**

70. Greenfield & SR-73 SB Ramps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1070	.43*	330	.19*
NBR	0	0	380		320	
SBL	1	1700	30	.02*	20	.01*
SBT	2	3400	460	.14	500	.15
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.22}*
EBR	1.5		200	{.00}	800	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.47**

71. Greenfield & SR-73 NB Ramps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1050	.31*	270	.08*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	370	.22*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.44**

72. Cm Capistrano & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	110	.06*	60	.04*
NBR	1	1700	480	.28	450	.26
SBL	1	1700	30	.02*	70	.04*
SBT	1	1700	70	.04	110	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	410	.24*	590	.35*
WBT	0	0	0		0	
WBR	1	1700	70	.04	40	.02
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.48**

73. I-5 SB Ramps & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	300	.18*	270	.16*
SBT	0	0	0		0	
SBR	1	1700	370	.22	540	.32
EBL	0	0	0		0	
EBT	2	3400	440	.20*	550	.22*
EBR	0	0	230		200	
WBL	0.5		150	{.09}*	190	{.11}*
WBT	1.5	3400	360	.15	310	.15
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.57**

74. I-5 NB Ramps & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	160	.09	240	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		330	{.19}*	400	{.24}*
EBT	1.5	3400	390	.21	530	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	310	.18*	410	.24*
WBR	1	1700	300	.18	450	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.60**

75. Rancho Viejo & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	250	.15*
NBT	2	3400	90	.03	170	.05
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	100	.06*	230	.14*
SBR	1	1700	360	.21	400	.24
EBL	1.5		270	{.16}*	410	{.21}*
EBT	0.5	3400	10	.16	10	.21
EBR	0		250		290	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	10	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.56**

San Clemente Intersections

39. Vera Cruz & Vista Hermosa

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		430	{.23}*	530	{.25}*
NBT	0.5	3200	300	.23	280	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	320	.36*	260	.28*
SBR	0	0	260		180	
EBL	1.5		290	{.12}*	190	{.07}*
EBT	0	4800	0	{.12}	0	{.07}
EBR	1.5		560		430	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.71** **.60**

40. La Pata & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	360	.23*
NBT	3	4800	10	.00	10	.00
NBR	d	1600	110	.07	20	.01
SBL	1	1600	20	.01	10	.01
SBT	3	4800	10	.00*	10	.00*
SBR	d	1600	10	.01	30	.02
EBL	1	1600	20	.01	20	.01
EBT	3	4800	650	.14*	740	.15*
EBR	d	1600	360	.23	120	.08
WBL	1	1600	180	.11*	10	.01*
WBT	3	4800	900	.19	620	.13
WBR	d	1600	20	.01	20	.01
Right Turn Adjustment			EBR	.06*		

TOTAL CAPACITY UTILIZATION **.35** **.39**

41. Vista Hermosa & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	30	.01*
NBR	0	0	10		10	
SBL	2	3200	60	.02*	50	.02*
SBT	1	1600	10	.01	10	.01
SBR	1	1600	380	.24	250	.16
EBL	2	3200	250	.08*	340	.11*
EBT	3	4800	770	.16	970	.20
EBR	1	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	3	4800	990	.22*	680	.16*
WBR	0	0	50		110	
Right Turn Adjustment			SBR	.16*	SBR	.06*

TOTAL CAPACITY UTILIZATION **.49** **.36**

54. I-5 SB Ramps & Vista Hermosa

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520	.16*	620	.19*
SBT	0	4800	0		0	
SBR	1.5		10		10	
EBL	1	1600	20	.01*	25	.02*
EBT	3	4800	60	.01	10	.00
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	80	.03*	10	.00*
WBR	f		370		340	

TOTAL CAPACITY UTILIZATION **.20** **.21**

55. I-5 NB Ramps & Vista Hermosa

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.02*	10	.01*
NBT	0	4800	0		0	
NBR	1.5		410	.13	430	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	710	.22	690	.22*
EBR	f		20		10	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.23}*	380	.19
WBR	1.5		700		520	
Right Turn Adjustment			NBR	.10*	NBR	.12*
TOTAL CAPACITY UTILIZATION				**.35**		**.35**

56. I-5 SB Ramps & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1160	.36*	830	.26*
SBT	0	0	0		0	
SBR	1	1600	290	.18	400	.25
EBL	0	0	0		0	
EBT	3	4800	640	.13*	790	.16*
EBR	1	1600	120	.08	280	.18
WBL	1	1600	440	.28*	680	.43*
WBT	2	3200	580	.18	820	.26
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				**.77**		**.85**

57. I-5 NB Ramps & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	240	.15*
NBT	0	0	0		0	
NBR	2	3200	820	.26	480	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.17	370	.23*
EBT	2	3200	1530	.48*	1260	.39
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	860	.18	1240	.26*
WBR	f		1120		950	
Right Turn Adjustment			NBR	.15*		
TOTAL CAPACITY UTILIZATION				**.74**		**.64**

Unincorporated County of Orange Intersections

5. Antonio & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05	210	.06*
NBT	3	5100	680	.13*	510	.10
NBR	1	1700	220	.13	590	.35
SBL	2	3400	280	.08*	290	.09
SBT	3	5100	480	.09	700	.14*
SBR	f		570		860	
EBL	2	3400	620	.18*	890	.26*
EBT	3	5100	1160	.23	1260	.25
EBR	1	1700	240	.14	170	.10
WBL	2	3400	680	.20	530	.16
WBT	3	5100	1780	.35*	1070	.21*
WBR	1	1700	500	.29	280	.16
Right Turn Adjustment					NBR	.24*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.96**

12. Antonio & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	570	.17*
NBT	3	5100	390	.08	400	.08
NBR	1	1700	10	.01	10	.01
SBL	1	1700	10	.01	0	.00
SBT	3	5100	660	.13*	350	.07*
SBR	f		580		700	
EBL	2	3400	570	.17*	640	.19*
EBT	2	3400	20	.01	10	.00
EBR	1	1700	410	.24	680	.40
WBL	2	3400	10	.00	10	.00
WBT	3	5100	20	.00*	10	.00*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			Multi	.08*	Multi	.22*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.70**

29. La Pata & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06
NBT	1	1700	40	.03	120	.09*
NBR	0	0	10		40	
SBL	1	1700	80	.05	90	.05*
SBT	2	3400	110	.06*	50	.03
SBR	0	0	1380	.81	530	.31
EBL	1	1700	510	.30*	970	.57*
EBT	1	1700	30	.02	30	.02
EBR	1	1700	110	.06	60	.04
WBL	1	1700	10	.01	10	.01
WBT	1	1700	70	.04*	20	.01*
WBR	1	1700	60	.04	100	.06
Right Turn Adjustment			SBR	.75*	Multi	.28*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.23**		**1.05**

43. Antonio & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	3	5100	60	.01*	130	.03*
NBR	f		550		1090	
SBL	2	3400	840	.25*	1130	.33*
SBT	3	5100	360	.07	70	.01
SBR	d	1700	40	.02	70	.04
EBL	1	1700	60	.04	60	.04
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	70	.04	60	.04
WBL	2	3400	980	.29*	680	.20*
WBT	1	1700	50	.03	70	.04
WBR	f		1060		1090	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.65**

76. A St & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1850	.36	1930	.38*
EBR	d	1700	20	.01	80	.05
WBL	1	1700	10	.01	50	.03*
WBT	3	5100	2170	.43*	1740	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.48**

78. A St & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	10	.01
EBT	3	5100	1440	.28	2280	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2060	.40*	1830	.36
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.51**

79. C St & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	800	.24*
NBT	2	3400	790	.23	700	.21
NBR	1	1700	180	.11	280	.16
SBL	2	3400	50	.01	50	.01
SBT	2	3400	590	.17*	720	.21*
SBR	1	1700	290	.17	260	.15
EBL	2	3400	240	.07*	280	.08
EBT	2	3400	550	.16	970	.29*
EBR	1	1700	600	.35	1020	.60
WBL	2	3400	190	.06	160	.05*
WBT	2	3400	880	.26*	750	.22
WBR	1	1700	60	.04	100	.06
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.81** **.91**

80. Ortega & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	290	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	100	.06*	10	.01
SBR	2	3400	980	.29	480	.14
EBL	2	3400	230	.07*	930	.27*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	100	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.23*	SBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.56**

81. C St & Talega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	850	.25	1000	.30
NBR	0	0	10		10	
SBL	1	1700	30	.02	60	.04
SBT	2	3400	910	.41*	950	.42*
SBR	0	0	480		470	
EBL	1	1700	460	.27*	480	.28*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.80**

87. F St & C St

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	960	.19*	720	.14*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	160	.05*	410	.12*
SBT	3	5100	530	.10	1050	.21
SBR	1	1700	610	.36	830	.49
EBL	2	3400	890	.26*	750	.22*
EBT	2	3400	110	.03	210	.06
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	210	.12*	160	.07*
WBR	1.5		450	.13	210	
Right Turn Adjustment			WBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.62**

89. F St & New Ortega

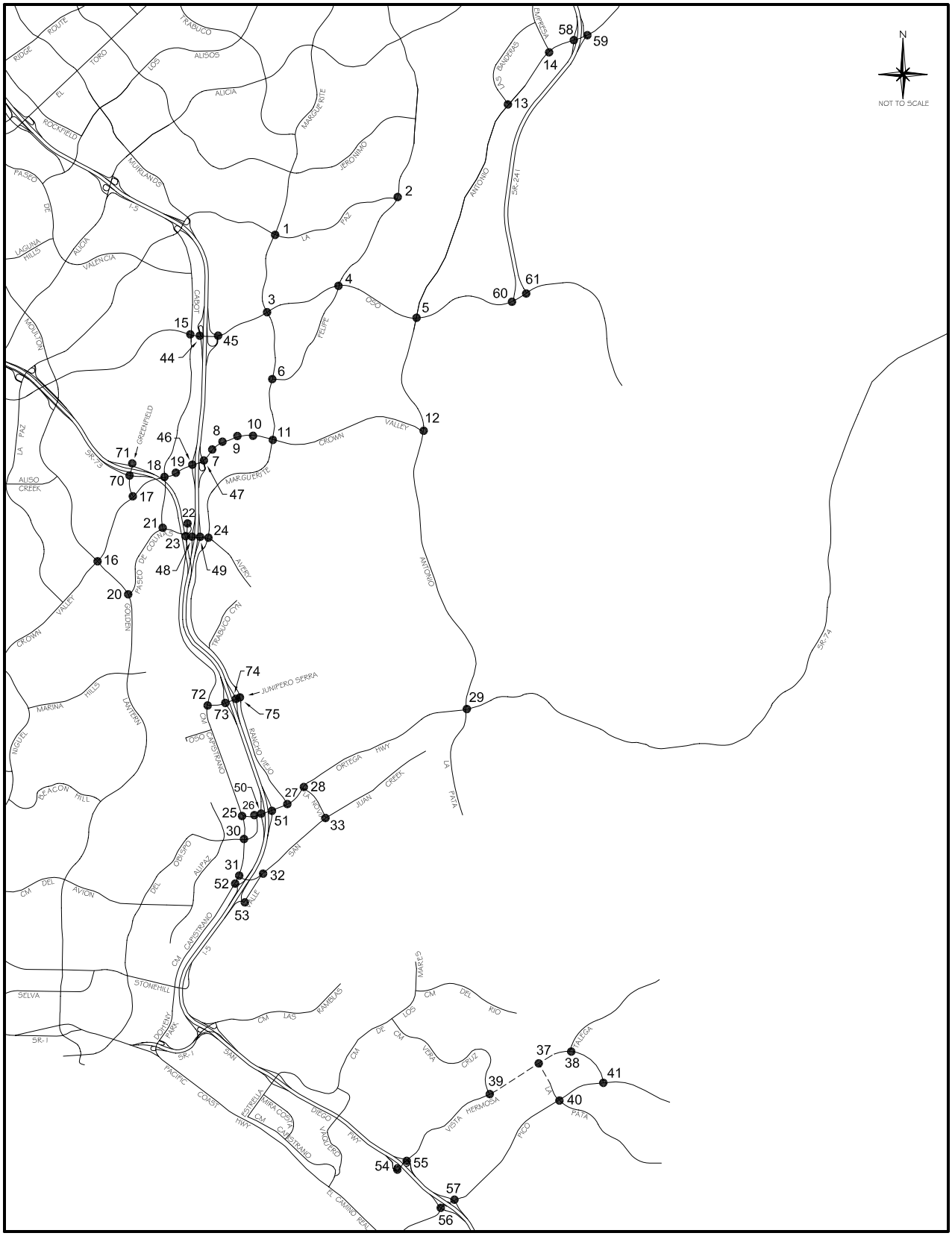
Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		300		810	.24*
SBT	0	5100	0	.12*	0	
SBR	1.5		320		350	.21
EBL	2	3400	330	.10*	330	.10
EBT	2	3400	690	.20	1240	.36*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1240	.36*	840	.25
WBR	1	1700	710	.42	500	.29
Right Turn Adjustment			WBR	.06*	WBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.68**

ICU Data Set 3

2010 No-Project
(Committed Circulation System)



Legend

--------- Future Roadway

2010 INTERSECTION LOCATION MAP
- NO-PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	140	.04*	270	.08*
NBT	2	3400	920	.27	1090	.32
NBR	d	1700	120	.07	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	980	.29*	1070	.31*
SBR	1	1700	240	.14	140	.08
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	820	.24*
EBR	1	1700	90	.05	280	.16
WBL	2	3400	320	.09	180	.05*
WBT	2	3400	490	.14*	300	.09
WBR	d	1700	240	.14	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.73**

2. Olympiad & La Paz

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	250	.15*	120	.07*
NBT	2	3400	620	.18	490	.14
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	500	.21*	520	.20*
SBR	0	0	210		150	
EBL	1	1700	120	.07*	290	.17*
EBT	0	0	0		0	
EBR	1	1700	90	.05	280	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.49**

3. Marguerite & Oso

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	470	.14*	230	.07
NBT	2	3400	770	.23	830	.24*
NBR	1	1700	50	.03	110	.06
SBL	2	3400	130	.04	370	.11*
SBT	2	3400	690	.20*	910	.27
SBR	1	1700	350	.21	210	.12
EBL	2	3400	170	.05*	260	.08
EBT	4	6800	1190	.18	1650	.24*
EBR	d	1700	90	.05	400	.24
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2200	.32*	1260	.19
WBR	d	1700	200	.12	170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.68**

4. Felipe & Oso

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	120	.07	100	.06
NBT	2	3400	300	.09*	360	.11*
NBR	1	1700	40	.02	60	.04
SBL	1	1700	240	.14*	350	.21*
SBT	2	3400	420	.12	360	.11
SBR	d	1700	150	.09	230	.14
EBL	1	1700	120	.07*	200	.12
EBT	3	5100	1250	.25	1850	.36*
EBR	d	1700	80	.05	210	.12
WBL	1	1700	90	.05	160	.09*
WBT	3	5100	1830	.36*	1320	.26
WBR	d	1700	420	.25	240	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.82**

6. Marguerite & Felipe

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	800	.24*	970	.29*
NBR	1	1700	260	.15	650	.38
SBL	1	1700	110	.06*	350	.21*
SBT	2	3400	870	.26	900	.26
SBR	d	1700	30	.02	40	.02
EBL	1	1700	80	.05	50	.03
EBT	1	1700	50	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		620		430	
WBT	0.5	3400	20	.19*	10	.13*
WBR	1	1700	290	.17	110	.06
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.73**

7. Puerta Real & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	530	.16*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	60	.04	150	.09
SBL	1	1700	120	.07*	130	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	520	.15*	440	.13*
EBT	4	6800	1970	.29	2970	.44
EBR	1	1700	180	.11	460	.27
WBL	2	3400	30	.01	210	.06
WBT	4	6800	2640	.40*	2330	.37*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.77**

8. Guevara/Medical Ctr & CVP

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	.08*	420	.12
NBT	1.5	5100	30	.07	20	.12*
NBR	0		90		180	
SBL	0.5		30		70	
SBT	1.5	3400	10	.02*	40	.06*
SBR	0		60	.04	150	.09
EBL	1	1700	170	.10*	130	.08
EBT	4	6800	1840	.29	2900	.46*
EBR	0	0	150		230	
WBL	2	3400	320	.09	190	.06*
WBT	4	6800	2390	.37*	2170	.33
WBR	0	0	130		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.75**

9. Los Altos & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.07
NBR	0	0	40		110	
SBL	0	0	40		190	
SBT	1	1700	10	.03*	20	.12*
SBR	1	1700	50	.03	130	.08
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1650	.26	3010	.45*
EBR	0	0	130		40	
WBL	1	1700	400	.24	80	.05*
WBT	4	6800	2780	.45*	2000	.30
WBR	0	0	270		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.76**

10. Bellogente & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	130	.08*	40	.02
EBT	4	6800	1590	.24	3250	.48*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3420	.52*	1990	.30
WBR	0	0	90		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.62**

11. Marguerite & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	130	.04
NBT	2	3400	510	.15	800	.24*
NBR	1	1700	390	.23	470	.28
SBL	2	3400	160	.05	450	.13*
SBT	2	3400	830	.24*	700	.21
SBR	1	1700	880	.52	330	.19
EBL	2	3400	620	.18*	800	.24*
EBT	4	6800	940	.14	2230	.33
EBR	1	1700	70	.04	280	.16
WBL	2	3400	550	.16	430	.13
WBT	4	6800	2450	.42*	1560	.26*
WBR	0	0	400		190	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.09** **.92**

13. Banderas & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	580	.34
EBL	2	3400	340	.10	390	.11*
EBT	3	5100	2320	.46*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1110	.23	1450	.30*
WBR	0	0	40		90	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.70**

14. Empresa & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		440	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		170		330	
EBL	2	3400	850	.25*	160	.05*
EBT	3	5100	900	.18	1110	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	870	.17*	980	.19*
WBR	f		300		260	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.45**

15. Cabot & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	180	.05
NBT	2	3400	640	.19*	280	.08*
NBR	1	1700	150	.09	520	.31
SBL	2	3400	230	.07*	640	.19*
SBT	2	3400	240	.07	590	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04*	120	.04
EBT	3	5100	930	.18	1040	.20*
EBR	1	1700	110	.06	70	.04
WBL	2	3400	350	.10	280	.08*
WBT	3	5100	1290	.25*	1020	.20
WBR	1	1700	490	.29	390	.23
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.77**

16. Moulton & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06	220	.06*
NBT	2.5	6800	1230	{.24}*	870	.17
NBR	1.5		610	{.24}	270	
SBL	2	3400	110	.03*	220	.06
SBT	3	5100	570	.11	1440	.28*
SBR	1	1700	80	.05	120	.07
EBL	2	3400	140	.04	120	.04
EBT	3	5100	1320	.26*	1090	.21*
EBR	1	1700	360	.21	210	.12
WBL	2	3400	540	.16*	750	.22*
WBT	3	5100	790	.15	1490	.29
WBR	1	1700	200	.12	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.82**

17. Greenfield & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	650	.19*	800	.24*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	260	.15	270	.16
EBL	2	3400	540	.16*	280	.08*
EBT	3	5100	1570	.31	1090	.22
EBR	0	0	30		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1340	.26*	1570	.31*
WBR	1	1700	720	.42	660	.39
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.72** **.71**

18. Cabot & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	260	.08*	140	.04
NBR	1	1700	370	.22	330	.19
SBL	2	3400	210	.06*	260	.08
SBT	2	3400	90	.05	340	.18*
SBR	0	0	170	.10	270	
EBL	2	3400	270	.08*	280	.08*
EBT	3	5100	1860	.36	1470	.29
EBR	1	1700	110	.06	140	.08
WBL	2	3400	170	.05	340	.10
WBT	3	5100	1880	.37*	1900	.37*
WBR	1	1700	180	.11	200	.12
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.73**

19. Forbes & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	130	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	120	.07
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	150	.09	210	.12
EBL	1	1700	150	.09*	140	.08*
EBT	4	6800	2150	.33	1850	.28
EBR	0	0	120		40	
WBL	1	1700	110	.06	50	.03
WBT	3	5100	2030	.40*	2100	.41*
WBR	1	1700	170	.10	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.69**

20. Golden Lantern & P. Colinas

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2270	.45*	730	.14
NBR	1	1700	1090	.64	750	.44
SBL	1	1700	390	.23*	220	.13
SBT	3	5100	1090	.22	2170	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		780		1200	
WBT	0.5	3400	10	.23*	10	.36*
WBR	1	1700	450	.26	220	.13
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.00**		**.86**

21. Cabot & Paseo de Colinas

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	60	.02*
SBT	0	0	0		0	
SBR	2	3400	280	.08	400	.12
EBL	1	1700	410	.24*	430	.25*
EBT	2	3400	890	.26	580	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	360	.12*	970	.29*
WBR	0	0	40		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.61**

22. Cm Capistrano & P. Colinas

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	180	{.11}*	90	{.21}*
NBR	1.5		530	{.06}	900	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	60	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1120		710	
WBT	0	3400	0	.34*	0	.22*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.54**

23. Cm Capistrano & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	80	.05*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	960	.28*	920	.27*
SBT	1	1700	30	.02	20	.01
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	160	.09*
WBT	0	0	0		0	
WBR	2	3400	530	.16	910	.27
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.51**

24. Marguerite & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	460	.27*	270	.16*
NBT	2	3400	520	.15	300	.09
NBR	d	1700	130	.08	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	550	.16*	480	.14*
SBR	d	1700	370	.22	680	.40
EBL	2	3400	620	.18	610	.18
EBT	2	3400	620	.30*	850	.32*
EBR	0	0	410		250	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.79**

25. Cm Capistrano & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	540	.32*	470	.28*
NBR	1	1700	90	.05	80	.05
SBL	1	1700	150	.09*	140	.08*
SBT	1	1700	530	.31	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	170	.10	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.49**

26. Del Obispo & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1070	.31	1200	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	450	.16*	530	.19*
EBR	0	0	90		110	
WBL	2	3400	1130	.33*	1210	.36*
WBT	1	1700	650	.38	610	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.68**

27. Rancho Viejo & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	170	.12*	100	.09
NBR	0		60		50	
SBL	1.5		130		200	
SBT	0.5	3400	100	.07*	140	.10*
SBR	1	1700	120	.07	180	.11
EBL	1	1700	160	.09	200	.12
EBT	2	3400	1380	.41*	1690	.50*
EBR	1	1700	710	.42	500	.29
WBL	1	1700	70	.04*	40	.02*
WBT	3	5100	1660	.33	1200	.24
WBR	1	1700	360	.21	110	.06
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.69** **.84**

28. La Novia & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	320	.19	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	980	.29*	1550	.46*
EBR	1	1700	410	.24	290	.17
WBL	1	1700	450	.26*	360	.21*
WBT	2	3400	1730	.51	1020	.30
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.81**

30. Cm Capistrano & Del Obispo

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	420	.12*
NBT	1	1700	710	.42*	370	.22
NBR	1	1700	290	.17	280	.16
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	400	.24	610	.36*
SBR	1	1700	690	.41	240	.14
EBL	1	1700	280	.16	320	.19*
EBT	2	3400	910	.27*	760	.22
EBR	1	1700	440	.26	410	.24
WBL	1	1700	280	.16*	330	.19
WBT	2	3400	630	.19	840	.25*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.97**

31. Cm Capistrano & San Juan Crk

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	860	.25*	770	.23*
NBR	1	1700	440	.26	560	.33
SBL	2	3400	220	.06*	530	.16*
SBT	2	3400	730	.21	1070	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		860		830	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		490	{.17}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.68**

32. Valle & San Juan Creek

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	400	.24	420	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	520	.31
EBR	1	1700	290	.17	570	.34
WBL	1	1700	250	.15	140	.08
WBT	1	1700	920	.54*	900	.53*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.84**

33. La Novia & San Juan Creek

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	140	.08
NBT	1	1700	220	.13*	150	.09*
NBR	1	1700	100	.06	50	.03
SBL	1	1700	420	.25*	370	.22*
SBT	1	1700	160	.09	230	.14
SBR	1	1700	530	.31	430	.25
EBL	1	1700	400	.24*	440	.26*
EBT	1	1700	310	.18	280	.16
EBR	1	1700	50	.03	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	430	.25*	330	.19*
WBR	1	1700	370	.22	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.81**

44. I-5 SB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	640	.19*	1310	.39*
SBT	0	0	0		0	
SBR	1	1700	370	.22	430	.25
EBL	0	0	0		0	
EBT	3	5100	850	.17	1570	.31*
EBR	f		460		620	
WBL	0	0	0		0	
WBT	3	5100	1760	.35*	1260	.25
WBR	f		720		400	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.75**

45. I-5 NB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	340	.20*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	350	.21	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1370	.27	2330	.46*
EBR	f		240		540	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1170	.23
WBR	f		1080		750	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.82**

46. I-5 SB Ramps & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1170	.23*	1860	.36*
SBT	0	8500	0		0	
SBR	2.5		720	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1630	.24*	2440	.36*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	610	.18*	570	.17*
WBT	3	5100	1680	.33	1660	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.26}*	220	.13*
NBT	0	5100	0	.26	0	
NBR	1.5		740		560	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1890	{.37}*	3320	.65*
EBR	1.5		950	{.36}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2020	.40
WBR	f		1380		1400	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.86**

48. I-5 SB Ramps & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		600		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		110		430	
EBL	0	0	0		0	
EBT	2	3400	720	.21	900	.26*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	230	.14	400	.24*
WBT	1	1700	670	.39*	650	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.82**

49. I-5 NB Ramps & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	310	.18*
NBT	0	0	0		0	
NBR	1	1700	430	.25	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	110	.06	250	.15*
EBT	2	3400	1230	.36*	1140	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	650	.19	730	.21*
WBR	1	1700	410	.24	500	.29
Right Turn Adjustment			NBR	.10*	NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.72**

50. I-5 SB Ramps & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		970	.29*	980	
SBT	0	5100	0		0	{.30}*
SBR	1.5		860	{.25}	940	
EBL	0	0	0		0	
EBT	3	5100	1340	.26*	1470	.29*
EBR	1	1700	180	.11	260	.15
WBL	1	1700	590	.35*	500	.29*
WBT	2	3400	930	.27	880	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.95**		**.93**

51. I-5 NB Ramps & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.15}*	270	.16*
NBT	0	5100	0	{.15}	0	
NBR	1.5		790		710	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	800	.24*	750	.22*
EBT	2	3400	1500	.44	1700	.50
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1240	{.38}*	1110	{.35}*
WBR	1.5		910		890	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.78**

52. Cm Capistrano & I-5 SB Ramps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1140	.34*	900	.27*
NBR	0	0	20		20	
SBL	2	3400	650	.19*	620	.18*
SBT	2	3400	940	.28	1300	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		760	.22*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		160		430	.25
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.80**

53. Valle & La Novia/I-5 NB Rmps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	70	.04*
NBT	1	1700	80	.05	100	.06
NBR	1	1700	20	.01	30	.02
SBL	0	0	80		200	
SBT	1	1700	120	.12*	210	.24*
SBR	1	1700	340	.20	290	.17
EBL	1	1700	620	.36*	640	.38*
EBT	1	1700	50	.05	170	.12
EBR	0	0	30		40	
WBL	0	0	30		30	
WBT	1	1700	300	.19*	80	.06*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.77**

58. SR-241 SB Ramps & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		150		810	.24*
SBT	0	5100	0	.05*	0	
SBR	1.5		130		390	.23
EBL	0	0	0		0	
EBT	3	5100	1340	.26*	1610	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	20	.01*
WBT	3	5100	1280	.25	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.62**

59. SR-241 NB Ramps & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	530	.31*	170	.10
EBT	3	5100	960	.19	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	1060	.21
WBR	1	1700	1550	.91	200	.12
Right Turn Adjustment			WBR	.65*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.27** **.49**

60. SR-241 SB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	160	
SBT	0	5100	0		0	{.06}*
SBR	1.5		20	.01	310	
EBL	0	0	0		0	
EBT	2	3400	1060	.31	1040	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	620	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.42**

61. SR-241 NB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	480	.28*	20	.01
EBT	2	3400	640	.19	1180	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	620	.18
WBR	1	1700	310	.18	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.40**

70. Greenfield & SR-73 SB Ramps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.44*	410	.23*
NBR	0	0	340		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	480	.14	490	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		340	{.00}	780	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.49**

71. Greenfield & SR-73 NB Ramps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1150	.34*	330	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	360	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.46**

72. Cm Capistrano & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	100	.06
NBR	1	1700	830	.49	640	.38
SBL	1	1700	100	.06*	110	.06
SBT	1	1700	80	.05	210	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	890	.52*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.69**

73. I-5 SB Ramps & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	240	.14*
SBT	0	0	0		0	
SBR	1	1700	500	.29	540	.32
EBL	0	0	0		0	
EBT	2	3400	800	.27*	630	.22*
EBR	0	0	120		130	
WBL	0.5		240	{.14}*	330	{.19}*
WBT	1.5	3400	320	.16	530	.25
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.66**

74. I-5 NB Ramps & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		480	{.28}*	490	.29*
EBT	1.5	3400	580	.31	380	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	530	.31*	750	.44*
WBR	1	1700	400	.24	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.85**

75. Rancho Viejo & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	330	.19*
NBT	2	3400	170	.05	170	.05
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	200	.12*	260	.15*
SBR	1	1700	560	.33	700	.41
EBL	1.5		610		440	
EBT	0.5	3400	30	.25*	10	.17*
EBR	0		220		140	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.02*	SBR	.13*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.66**		**.70**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.17*	470	.15*
NBT	3	4800	610	.13	410	.09
NBR	1	1600	190	.12	340	.21
SBL	1	1600	10	.01	40	.03
SBT	3	4800	130	.03*	230	.05*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	850	.53*	660	.41*
EBT	2	3200	220	.07	640	.20
EBR	1	1600	450	.28	340	.21
WBL	1	1600	310	.19	160	.10
WBT	2	3200	710	.25*	360	.13*
WBR	0	0	90		70	

TOTAL CAPACITY UTILIZATION **.98** **.74**

38. Talega & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	40	.02	190	.06
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	240	.08*	50	.02*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.73** **.68**

39. Vera Cruz & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	150	.09
NBT	2	3200	10	.01*	60	.02*
NBR	0	0	10		10	
SBL	1	1600	450	.28*	460	.29*
SBT	2	3200	200	.13	40	.03
SBR	0	0	200		220	.14
EBL	1	1600	330	.21*	250	.16*
EBT	2	3200	1290	.43	1130	.36
EBR	0	0	80		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1060	.38*	1050	.43*
WBR	0	0	150		310	

TOTAL CAPACITY UTILIZATION **.88** **.90**

40. La Pata & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	800	.50*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	10	.00*	10	.00*
SBR	f		190		10	
EBL	1	1600	170	.11*	80	.05*
EBT	3	4800	500	.10	300	.06
EBR	1	1600	620	.39	240	.15
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	150	.03*	380	.08*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.17*		

TOTAL CAPACITY UTILIZATION **.42** **.63**

41. Vista Hermosa & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	230	.07*	50	.02*
SBT	1	1600	50	.03	10	.01
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	460	.10*	110	.02*
EBR	1	1600	60	.04	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	70	.02	10	.00
WBR	0	0	140	.09	100	.06
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.19** **.07**

54. I-5 SB Ramps & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1400	.44*	720	
SBT	0	4800	0		0	{.24}*
SBR	1.5		180	.11	480	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	430	.09	410	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	240	.08*	370	.12*
WBR	f		100		10	

TOTAL CAPACITY UTILIZATION **.55** **.40**

55. I-5 NB Ramps & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.04*	60	.04*
NBT	0	4800	0		0	
NBR	1.5		160	.05	420	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1780	.56*	1160	.36*
EBR	f		170		150	
WBL	0	0	0		0	
WBT	1.5	4800	300	.19	410	.26
WBR	1.5		1190	.37	1490	.47
Right Turn Adjustment			NBR	.01*	Multi	.17*

TOTAL CAPACITY UTILIZATION **.61** **.57**

56. I-5 SB Ramps & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1900	.59*	1300	.41*
SBT	0	0	10		10	
SBR	1	1600	330	.21	530	.33
EBL	0	0	0		0	
EBT	3	4800	690	.14*	770	.16*
EBR	1	1600	130	.08	310	.19
WBL	1	1600	260	.16*	310	.19*
WBT	2	3200	290	.09	710	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.89** **.76**

57. I-5 NB Ramps & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	130	.08*
NBT	0	0	0		0	
NBR	1	1600	250	.16	90	.06
NBR(f)	f		510		170	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.17	310	.19
EBT	2	3200	2350	.73*	1750	.55*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	500	.10	890	.19
WBR	f		1280		1430	
Right Turn Adjustment			NBR	.12*		
TOTAL CAPACITY UTILIZATION				**.89**		**.63**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	510	.15*	460	.14*
NBT	3	5100	970	.19	990	.19
NBR	1	1700	620	.36	470	.28
SBL	2	3400	140	.04	90	.03
SBT	3	5100	1280	.25*	1190	.23*
SBR	f		1060		540	
EBL	2	3400	840	.25*	830	.24
EBT	3	5100	610	.12	1040	.20*
EBR	1	1700	320	.19	400	.24
WBL	2	3400	740	.22	670	.20*
WBT	3	5100	850	.17*	430	.08
WBR	1	1700	250	.15	50	.03
Right Turn Adjustment					EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.86**

29. La Pata & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	30	.02	80	.05
SBT	2	3400	190	.11*	50	.03*
SBR	0	0	920	.54	770	.45
EBL	2	3400	720	.21*	720	.21
EBT	1	1700	220	.13	950	.56*
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01*
WBT	1	1700	770	.45*	380	.22
WBR	1	1700	140	.08	20	.01
Right Turn Adjustment			SBR	.43*	SBR	.42*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.40** **1.19**

12. Antonio & Crown Valley

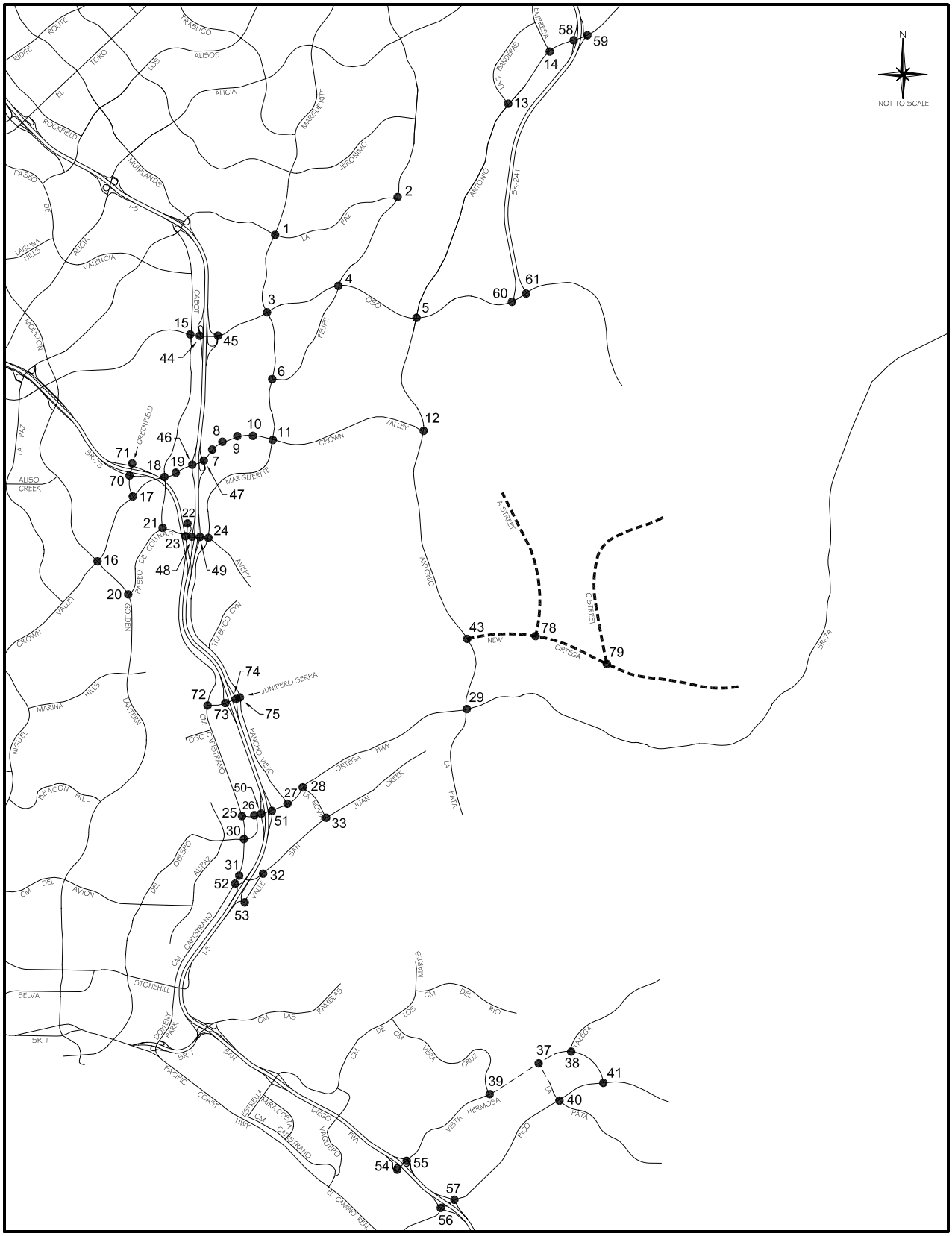
2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	450	.13	450	.13*
NBT	3	5100	1440	.28*	840	.16
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	810	.16	1260	.25*
SBR	f		1240		820	
EBL	2	3400	560	.16*	1180	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	210	.12	550	.32
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.79**

ICU Data Set 4

2010 with Short-Range Project
(Committed Circulation System)



2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	310	.09*
NBT	2	3400	880	.26	1110	.33
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	960	.28*	1090	.32*
SBR	1	1700	230	.14	120	.07
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	900	.26*
EBR	1	1700	100	.06	200	.12
WBL	2	3400	320	.09	180	.05*
WBT	2	3400	490	.14*	320	.09
WBR	d	1700	320	.19	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.77**

2. Olympiad & La Paz

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	140	.08*
NBT	2	3400	670	.20	520	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	510	.21*	570	.21*
SBR	0	0	200		160	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	100	.06	360	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.49**

3. Marguerite & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	230	.07
NBT	2	3400	880	.26	830	.24*
NBR	1	1700	50	.03	110	.06
SBL	2	3400	160	.05	470	.14*
SBT	2	3400	650	.19*	950	.28
SBR	1	1700	350	.21	190	.11
EBL	2	3400	180	.05*	260	.08
EBT	4	6800	1310	.19	1790	.26*
EBR	d	1700	80	.05	380	.22
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2440	.36*	1360	.20
WBR	d	1700	110	.06	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.73**

4. Felipe & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	100	.06
NBT	2	3400	330	.10*	390	.11*
NBR	1	1700	50	.03	170	.10
SBL	1	1700	250	.15*	500	.29*
SBT	2	3400	420	.12	370	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1370	.27	2090	.41*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	220	.13	170	.10*
WBT	3	5100	1990	.39*	1440	.28
WBR	d	1700	500	.29	250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.96**

6. Marguerite & Felipe

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	920	.27*	960	.28*
NBR	1	1700	260	.15	780	.46
SBL	1	1700	100	.06*	360	.21*
SBT	2	3400	850	.25	940	.28
SBR	d	1700	20	.01	30	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	60	.06*	50	.05*
EBR	0	0	40		40	
WBL	1.5		740		440	
WBT	0.5	3400	20	.22*	10	.13*
WBR	1	1700	250	.15	130	.08
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.80**

7. Puerta Real & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	120	.07*	140	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	510	.15*	480	.14*
EBT	4	6800	2080	.31	3070	.45
EBR	1	1700	170	.10	490	.29
WBL	2	3400	30	.01	230	.07
WBT	4	6800	2820	.42*	2470	.39*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.79**

8. Guevara/Medical Ctr & CVP

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	.08*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		270	.16
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	150	.09
EBL	1	1700	160	.09*	140	.08
EBT	4	6800	1980	.31	3020	.48*
EBR	0	0	130		230	
WBL	2	3400	350	.10	220	.06*
WBT	4	6800	2560	.40*	2380	.36
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.77**

9. Los Altos & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.08
NBR	0	0	40		120	
SBL	0	0	40		200	
SBT	1	1700	10	.03*	10	.12*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1800	.28	3230	.48*
EBR	0	0	130		30	
WBL	1	1700	400	.24	70	.04*
WBT	4	6800	3000	.48*	2250	.33
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.78**

10. Bellogente & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1740	.26	3480	.51*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2220	.33
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.65**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	840	.25*
NBR	1	1700	430	.25	560	.33
SBL	2	3400	150	.04	580	.17*
SBT	2	3400	900	.26*	660	.19
SBR	1	1700	920	.54	290	.17
EBL	2	3400	610	.18*	850	.25*
EBT	4	6800	1120	.16	2390	.35
EBR	1	1700	60	.04	290	.17
WBL	2	3400	540	.16	530	.16
WBT	4	6800	2680	.48*	1850	.30*
WBR	0	0	550		220	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.16** **1.02**

13. Banderas & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	410	.24	620	.36
EBL	2	3400	390	.11	380	.11*
EBT	3	5100	2450	.49*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1060	.22	1570	.32*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.23*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.74**

14. Empresa & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		460	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		150		380	
EBL	2	3400	920	.27*	150	.04*
EBT	3	5100	950	.19	1120	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	830	.16*	1010	.20*
WBR	f		310		250	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.45**

15. Cabot & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	140	.04	170	.05
NBT	2	3400	730	.21*	280	.08*
NBR	1	1700	210	.12	560	.33
SBL	2	3400	250	.07*	700	.21*
SBT	2	3400	240	.07	620	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	110	.03	120	.04
EBT	3	5100	920	.18*	1060	.21*
EBR	1	1700	100	.06	70	.04
WBL	2	3400	360	.11*	290	.09*
WBT	3	5100	1260	.25	1020	.20
WBR	1	1700	590	.35	390	.23
Right Turn Adjustment			WBR	.04*	NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.82**

16. Moulton & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	230	.07*
NBT	2.5	6800	1230	{.24}*	880	.17
NBR	1.5		630		280	.16
SBL	2	3400	120	.04*	230	.07
SBT	3	5100	560	.11	1470	.29*
SBR	1	1700	80	.05	100	.06
EBL	2	3400	140	.04	130	.04
EBT	3	5100	1330	.26*	1090	.21*
EBR	1	1700	340	.20	200	.12
WBL	2	3400	560	.16*	730	.21*
WBT	3	5100	790	.15	1480	.29
WBR	1	1700	180	.11	150	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.83**

17. Greenfield & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	660	.19*	840	.25*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	300	.18	250	.15
EBL	2	3400	510	.15*	270	.08*
EBT	3	5100	1640	.33	1110	.22
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1310	.26*	1560	.31*
WBR	1	1700	740	.44	680	.40
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.73** **.72**

18. Cabot & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	310	.09*	150	.04
NBR	1	1700	390	.23	320	.19
SBL	2	3400	220	.06*	260	.08
SBT	2	3400	100	.06	350	.19*
SBR	0	0	150	.09	300	
EBL	2	3400	330	.10*	300	.09*
EBT	3	5100	1820	.36	1510	.30
EBR	1	1700	130	.08	140	.08
WBL	2	3400	170	.05	340	.10
WBT	3	5100	1980	.39*	1870	.37*
WBR	1	1700	170	.10	200	.12
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.75**

19. Forbes & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06	240	.14*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	160	.09	200	.12
EBL	1	1700	160	.09*	130	.08*
EBT	4	6800	2150	.33	1880	.28
EBR	0	0	110		40	
WBL	1	1700	110	.06	60	.04
WBT	3	5100	2150	.42*	2080	.41*
WBR	1	1700	160	.09	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.70**

20. Golden Lantern & P. Colinas

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2290	.45*	750	.15
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	370	.22*	220	.13
SBT	3	5100	1120	.22	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		800		1190	
WBT	0.5	3400	10	.24*	10	.35*
WBR	1	1700	490	.29	210	.12
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.01** **.85**

21. Cabot & Paseo de Colinas

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	70	.02*
SBT	0	0	0		0	
SBR	2	3400	290	.09	380	.11
EBL	1	1700	480	.28*	440	.26*
EBT	2	3400	820	.24	600	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	400	.13*	970	.29*
WBR	0	0	40		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.62**

22. Cm Capistrano & P. Colinas

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	80	{.20}*
NBR	1.5		590	{.10}	900	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1070		750	
WBT	0	3400	0	.33*	0	.23*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.54**

23. Cm Capistrano & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	80	.05*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	940	.28*	950	.28*
SBT	1	1700	20	.01	30	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	180	.11*
WBT	0	0	0		0	
WBR	2	3400	610	.18	890	.26
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.53**

24. Marguerite & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	300	.18*
NBT	2	3400	550	.16	330	.10
NBR	d	1700	130	.08	30	.02
SBL	1	1700	150	.09	120	.07
SBT	2	3400	560	.16*	500	.15*
SBR	d	1700	410	.24	720	.42
EBL	2	3400	610	.18	730	.21
EBT	2	3400	620	.30*	840	.32*
EBR	0	0	400		250	
WBL	1	1700	50	.03*	190	.11*
WBT	2	3400	230	.09	300	.11
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

25. Cm Capistrano & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	600	.35*	500	.29*
NBR	1	1700	20	.01	70	.04
SBL	1	1700	140	.08*	140	.08*
SBT	1	1700	560	.33	540	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	100	.06*	120	.07*
WBT	0	0	0		0	
WBR	1	1700	240	.14	200	.12
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.49**

26. Del Obispo & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1140	.34	1170	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	450	.16*	520	.19*
EBR	0	0	90		110	
WBL	2	3400	1160	.34*	1210	.36*
WBT	1	1700	680	.40	620	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.67**

27. Rancho Viejo & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	100	.09
NBR	0		50		50	
SBL	1.5		140		200	
SBT	0.5	3400	100	.07*	150	.10*
SBR	1	1700	120	.07	180	.11
EBL	1	1700	160	.09*	190	.11
EBT	2	3400	1320	.39	1960	.58*
EBR	1	1700	710	.42	480	.28
WBL	1	1700	80	.05	40	.02*
WBT	3	5100	1840	.36*	1180	.23
WBR	1	1700	450	.26	110	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.92**

28. La Novia & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	330	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	920	.27*	1840	.54*
EBR	1	1700	410	.24	280	.16
WBL	1	1700	610	.36*	400	.24*
WBT	2	3400	1920	.56	1010	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.92**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	410	.12*
NBT	1	1700	730	.43*	370	.22
NBR	1	1700	310	.18	300	.18
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	380	.22	650	.38*
SBR	1	1700	690	.41	260	.15
EBL	1	1700	260	.15	350	.21*
EBT	2	3400	960	.28*	730	.21
EBR	1	1700	430	.25	410	.24
WBL	1	1700	270	.16*	310	.18
WBT	2	3400	650	.19	800	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.94** **1.00**

31. Cm Capistrano & San Juan Crk

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	860	.25*	780	.23*
NBR	1	1700	430	.25	590	.35
SBL	2	3400	240	.07*	530	.16*
SBT	2	3400	680	.20	1090	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		970	.29*	810	.24*
WBT	0	5100	0		0	
WBR	1.5		510	{.25}	480	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.68**

32. Valle & San Juan Creek

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	400	.24	420	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	580	.34
EBR	1	1700	300	.18	540	.32
WBL	1	1700	240	.14	180	.11
WBT	1	1700	1030	.61*	860	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.81**

33. La Novia & San Juan Creek

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	140	.08
NBT	1	1700	230	.14*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	440	.26*	390	.23*
SBT	1	1700	160	.09	220	.13
SBR	1	1700	660	.39	430	.25
EBL	1	1700	400	.24*	440	.26*
EBT	1	1700	280	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	330	.19*
WBR	1	1700	440	.26	310	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.94** **.82**

44. I-5 SB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	690	.20*	1330	.39*
SBT	0	0	0		0	
SBR	1	1700	360	.21	420	.25
EBL	0	0	0		0	
EBT	3	5100	910	.18	1670	.33*
EBR	f		470		640	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	1290	.25
WBR	f		760		410	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.77**

45. I-5 NB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	380	.22	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1450	.28	2470	.48*
EBR	f		270		530	
WBL	0	0	0		0	
WBT	3	5100	2240	.44*	1230	.24
WBR	f		1170		770	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.85**

46. I-5 SB Ramps & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1880	.37*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1630	.24*	2500	.37*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	600	.18*	620	.18*
WBT	3	5100	1790	.35	1660	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.97**

47. I-5 NB Ramps & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.28}*	240	.14*
NBT	0	5100	0	.28	0	
NBR	1.5		810		630	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1900	{.37}*	3430	.67*
EBR	1.5		960	{.35}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1810	.35	2040	.40
WBR	f		1480		1490	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.91**

48. I-5 SB Ramps & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		130		430	
EBL	0	0	0		0	
EBT	2	3400	670	.20	940	.28*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	240	.14	390	.23*
WBT	1	1700	740	.44*	640	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.83**

49. I-5 NB Ramps & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	430	.25	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	70	.04	280	.16*
EBT	2	3400	1210	.36*	1150	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	730	.21	780	.23*
WBR	1	1700	430	.25	550	.32
Right Turn Adjustment			NBR	.09*	NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.79**

50. I-5 SB Ramps & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		990	.29*	1260	.37*
SBT	0	5100	0		0	
SBR	1.5		920	{.29}	950	{.35}
EBL	0	0	0		0	
EBT	3	5100	1310	.26*	1440	.28*
EBR	1	1700	200	.12	250	.15
WBL	1	1700	590	.35*	450	.26*
WBT	2	3400	920	.27	870	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.95** **.96**

51. I-5 NB Ramps & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.14}*	280	.16*
NBT	0	5100	0	{.14}	0	
NBR	1.5		760		740	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	780	.23*
EBT	2	3400	1470	.43	1910	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1230	{.41}*	1040	{.35}*
WBR	1.5		1090		940	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.83**

52. Cm Capistrano & I-5 SB Ramps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1120	.33*	900	.27*
NBR	0	0	10		20	
SBL	2	3400	710	.21*	600	.18*
SBT	2	3400	940	.28	1330	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		780	.23*	990	.29*
WBT	0	5100	0		0	
WBR	1.5		180		490	.29
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.79**

53. Valle & La Novia/I-5 NB Rmps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	80	.05*
NBT	1	1700	60	.04	100	.06
NBR	1	1700	20	.01	30	.02
SBL	0	0	70		200	
SBT	1	1700	140	.12*	230	.25*
SBR	1	1700	310	.18	290	.17
EBL	1	1700	590	.35*	630	.37*
EBT	1	1700	30	.04	170	.12
EBR	0	0	30		40	
WBL	0	0	40		40	
WBT	1	1700	310	.21*	90	.08*
WBR	1	1700	210	.12	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.80**

58. SR-241 SB Ramps & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		150		820	.24*
SBT	0	5100	0	.05*	0	
SBR	1.5		120		400	.24
EBL	0	0	0		0	
EBT	3	5100	1400	.27*	1640	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	20	.01*
WBT	3	5100	1270	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.38** **.62**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	600	.35*	180	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1250	.25*	1070	.21
WBR	1	1700	1560	.92	190	.11
Right Turn Adjustment			WBR	.66*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.32** **.49**

60. SR-241 SB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	180	
SBT	0	5100	0		0	{.08}*
SBR	1.5		20	.01	370	
EBL	0	0	0		0	
EBT	2	3400	1170	.34	1020	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	640	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.43**

61. SR-241 NB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	560	.33*	20	.01
EBT	2	3400	670	.20	1180	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	630	.19
WBR	1	1700	380	.22	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.40**

70. Greenfield & SR-73 SB Ramps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1210	.46*	420	.24*
NBR	0	0	350		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		350	{.00}	810	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.50**

71. Greenfield & SR-73 NB Ramps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1200	.35*	340	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.45**

72. Cm Capistrano & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	90	.05*
NBR	1	1700	870	.51	690	.41
SBL	1	1700	100	.06*	120	.07*
SBT	1	1700	80	.05	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	960	.56*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.73**

73. I-5 SB Ramps & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	260	.15*
SBT	0	0	0		0	
SBR	1	1700	500	.29	590	.35
EBL	0	0	0		0	
EBT	2	3400	830	.28*	680	.24*
EBR	0	0	130		130	
WBL	0.5		250	{.15}*	340	{.20}*
WBT	1.5	3400	330	.17	570	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.71**

74. I-5 NB Ramps & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		500	{.29}*	520	.31*
EBT	1.5	3400	590	.32	410	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	540	.32*	780	.46*
WBR	1	1700	400	.24	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.90**

75. Rancho Viejo & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	330	.19*
NBT	2	3400	270	.08	200	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	200	.12*	270	.16*
SBR	1	1700	560	.33	730	.43
EBL	1.5		610		430	
EBT	0.5	3400	30	.26*	10	.18*
EBR	0		240		180	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.14*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.73**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.17*	460	.14*
NBT	3	4800	610	.13	410	.09
NBR	1	1600	190	.12	350	.22
SBL	1	1600	10	.01	40	.03
SBT	3	4800	130	.03*	230	.05*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	860	.54*	660	.41*
EBT	2	3200	220	.07	660	.21
EBR	1	1600	450	.28	320	.20
WBL	1	1600	350	.22	160	.10
WBT	2	3200	680	.24*	370	.14*
WBR	0	0	90		70	

TOTAL CAPACITY UTILIZATION **.98** **.74**

38. Talega & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	50	.03	190	.06
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	240	.08*	50	.02*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.73** **.68**

39. Vera Cruz & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	150	.09
NBT	2	3200	10	.01*	50	.02*
NBR	0	0	10		10	
SBL	1	1600	450	.28*	460	.29*
SBT	2	3200	190	.12	20	.01
SBR	0	0	200	.13	220	.14
EBL	1	1600	330	.21*	250	.16*
EBT	2	3200	1290	.44	1130	.36
EBR	0	0	110		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1050	.38*	1060	.43*
WBR	0	0	150		300	

TOTAL CAPACITY UTILIZATION **.88** **.90**

40. La Pata & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	790	.49*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	10	.00*	10	.00*
SBR	f		220		10	
EBL	1	1600	180	.11*	90	.06*
EBT	3	4800	500	.10	300	.06
EBR	1	1600	620	.39	240	.15
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	150	.03*	360	.08*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.17*		

TOTAL CAPACITY UTILIZATION **.42** **.63**

41. Vista Hermosa & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	230	.07*	50	.02*
SBT	1	1600	40	.03	10	.01
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	460	.10*	80	.02*
EBR	1	1600	80	.05	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	70	.02	10	.00
WBR	0	0	140	.09	90	.06
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.19** **.07**

54. I-5 SB Ramps & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1420	.44*	730	
SBT	0	4800	0		0	{.24}*
SBR	1.5		160	.10	490	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	430	.09	400	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	380	.12*
WBR	f		110		10	

TOTAL CAPACITY UTILIZATION **.55** **.40**

55. I-5 NB Ramps & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	{.05}*	80	.05*
NBT	0	4800	0	.05	0	
NBR	1.5		170		420	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1790	.56*	1160	.36*
EBR	f		170		150	
WBL	0	0	0		0	
WBT	1.5	4800	320	.20	410	.26
WBR	1.5		1170	.37	1490	.47
Right Turn Adjustment					Multi	.15*

TOTAL CAPACITY UTILIZATION **.61** **.56**

56. I-5 SB Ramps & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1920	.60*	1300	.41*
SBT	0	0	10		10	
SBR	1	1600	330	.21	530	.33
EBL	0	0	0		0	
EBT	3	4800	690	.14*	770	.16*
EBR	1	1600	130	.08	310	.19
WBL	1	1600	260	.16*	310	.19*
WBT	2	3200	290	.09	710	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.90** **.76**

57. I-5 NB Ramps & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	130	.08*
NBT	0	0	0		0	
NBR	1	1600	250	.16	90	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.17	310	.19
EBT	2	3200	2370	.74*	1750	.55*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	500	.10	890	.19
WBR	f		1270		1430	
Right Turn Adjustment			NBR	.12*		
TOTAL CAPACITY UTILIZATION				**.90**		**.63**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	890	.26*	610	.18*
NBT	3	5100	1100	.22	870	.17
NBR	1	1700	750	.44	480	.28
SBL	2	3400	130	.04	90	.03
SBT	3	5100	1130	.22*	1360	.27*
SBR	f		1120		530	
EBL	2	3400	870	.26*	980	.29
EBT	3	5100	610	.12	1020	.20*
EBR	1	1700	420	.25	780	.46
WBL	2	3400	710	.21	770	.23*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	250	.15	50	.03
Right Turn Adjustment			EBR	.05*	EBR	.26*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.19**

12. Antonio & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	820	.24*
NBT	3	5100	1960	.38	1040	.20
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	960	.19*	1810	.35*
SBR	f		1030		880	
EBL	2	3400	690	.20*	1060	.31*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	370	.22	890	.52
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.02*	EBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **1.16**

29. La Pata & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	40	.02	100	.06
SBT	2	3400	190	.11*	50	.03*
SBR	0	0	1370	.81	820	.48
EBL	2	3400	600	.18*	1080	.32*
EBT	1	1700	220	.13	890	.52
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	700	.41*	370	.22*
WBR	1	1700	180	.11	30	.02
Right Turn Adjustment			SBR	.70*	SBR	.45*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.19**

43. Antonio & New Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	470	.09*	590	.12*
NBR	f		290		640	
SBL	2	3400	580	.17*	1450	.43*
SBT	3	5100	750	.15	660	.13
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	40	.02	20	.01
WBL	2	3400	560	.16*	340	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		1590		980	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.71**

78. A St & New Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	40	.02*	100	.06*
SBT	0	0	0		0	
SBR	1	1700	100	.06	220	.13
EBL	1	1700	180	.11*	180	.11
EBT	3	5100	700	.14	1910	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2070	.41*	1100	.22
WBR	d	1700	90	.05	80	.05
Right Turn Adjustment			SBR	.04*	SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.55**

79. C St & New Ortega

2010 Short-Range Project (Committed Circ. System)

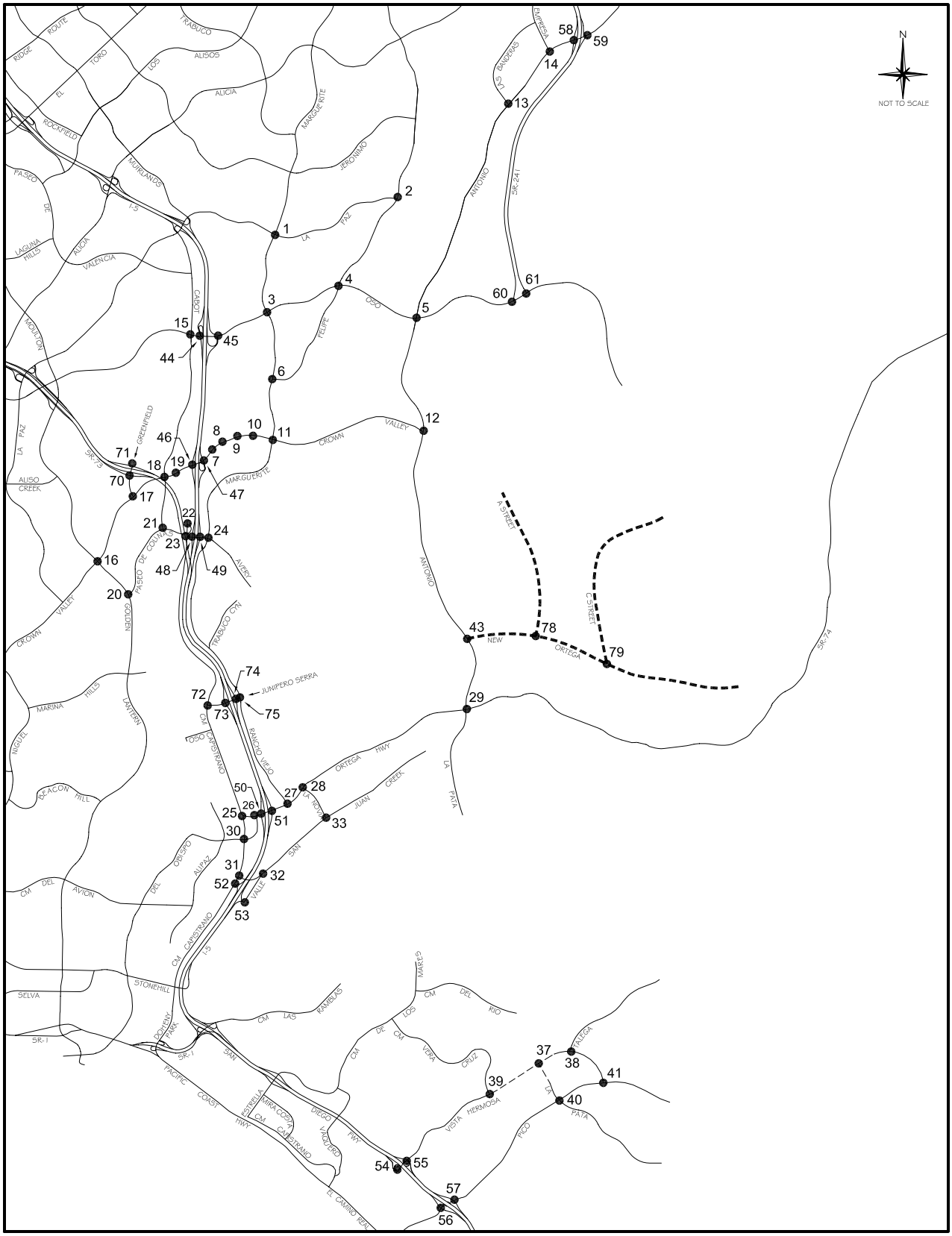
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	440	.13*	280	.08*
NBT	2	3400	10	.00	10	.00
NBR	1	1700	10	.01	20	.01
SBL	2	3400	20	.01	20	.01
SBT	2	3400	10	.00*	10	.00*
SBR	1	1700	710	.42	300	.18
EBL	2	3400	130	.04*	630	.19*
EBT	2	3400	260	.08	580	.17
EBR	1	1700	180	.11	450	.26
WBL	2	3400	10	.00	20	.01
WBT	2	3400	620	.18*	400	.12*
WBR	1	1700	10	.01	20	.01
Right Turn Adjustment			SBR	.38*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.78** **.44**

ICU Data Set 5

2010 with Short-Range Project and Mitigation
(Committed Circulation System)



Legend

- Future Roadway
- Project Roadway

2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	100	.06
NBT	2	3400	330	.10	390	.11*
NBR	1	1700	50	.03	170	.10
SBL	2	3400	250	.07	500	.15*
SBT	2	3400	420	.12*	370	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1370	.27	2090	.41*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	220	.13	170	.10*
WBT	3	5100	1990	.39*	1440	.28
WBR	d	1700	500	.29	250	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.82**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	840	.25*
NBR	1	1700	430	.25	560	.33
SBL	2	3400	150	.04	580	.17*
SBT	1.5	5100	900	{.31}*	660	.19
SBR	1.5		920		290	
EBL	2	3400	610	.18*	850	.25*
EBT	4	6800	1120	.16	2390	.35
EBR	1	1700	60	.04	290	.17
WBL	2	3400	540	.16	530	.16
WBT	4	6800	2680	.39*	1850	.27*
WBR	d	1700	550	.32	220	.13
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.98** **.99**

27. Rancho Viejo & Ortega

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	100	.09
NBR	0		50		50	
SBL	1.5		140		200	
SBT	0.5	3400	100	.07*	150	.10*
SBR	1	1700	120	.07	180	.11
EBL	1	1700	160	.09*	190	.11
EBT	3	5100	1320	.39	1960	.48*
EBR	0	0	710	.42	480	
WBL	1	1700	80	.05	40	.02*
WBT	3	5100	1840	.36*	1180	.23
WBR	1	1700	450	.26	110	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.82**

28. La Novia & Ortega

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	330	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	920	.27	1840	.54*
EBR	1	1700	410	.24	280	.16
WBL	2	3400	610	.18	400	.12*
WBT	2	3400	1920	.56*	1010	.30
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.89**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	410	.12*
NBT	1	1700	730	.43*	370	.22
NBR	1	1700	310	.18	300	.18
SBL	1	1700	40	.02*	80	.05
SBT	2	3400	380	.11	650	.19*
SBR	1	1700	690	.41	260	.15
EBL	1	1700	260	.15	350	.21*
EBT	2	3400	960	.28*	730	.21
EBR	1	1700	430	.25	410	.24
WBL	2	3400	270	.08*	310	.09
WBT	2	3400	650	.19	800	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.81**

32. Valle & San Juan Creek

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	400	.24	420	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22*	580	.34*
EBR	1	1700	300	.18	540	.32
WBL	1	1700	240	.14*	180	.11*
WBT	2	3400	1030	.30	860	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.75**

33. La Novia & San Juan Creek

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	140	.08
NBT	1	1700	230	.14*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	440	.26*	390	.23*
SBT	1	1700	160	.09	220	.13
SBR	1	1700	660	.39	430	.25
EBL	2	3400	400	.12*	440	.13*
EBT	1	1700	280	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	330	.19*
WBR	1	1700	440	.26	310	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.69**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	600	.35*	180	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1250	.37*	1070	.21
WBR	1.5		1560	.46	190	.11
Right Turn Adjustment			WBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.49**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	890	.17*	610	.12*
NBT	3	5100	1100	.22	870	.17
NBR	1	1700	750	.44	480	.28
SBL	2	3400	130	.04	90	.03
SBT	4	6800	1130	.17*	1360	.20*
SBR	f		1120		530	
EBL	2	3400	870	.26*	980	.29
EBT	2.5	6800	610	.15	1020	.26*
EBR	1.5		420		780	
WBL	2	3400	710	.21	770	.23*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	250	.15	50	.03
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION **.80** **.86**

12. Antonio & Crown Valley

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	820	.24*
NBT	3	5100	1960	.38	1040	.20
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	960	.19*	1810	.35*
SBR	f		1030		880	
EBL	3	5100	690	.14*	1060	.21*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	370	.11	890	.26
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment				EBR		.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.90**

29. La Pata & Ortega

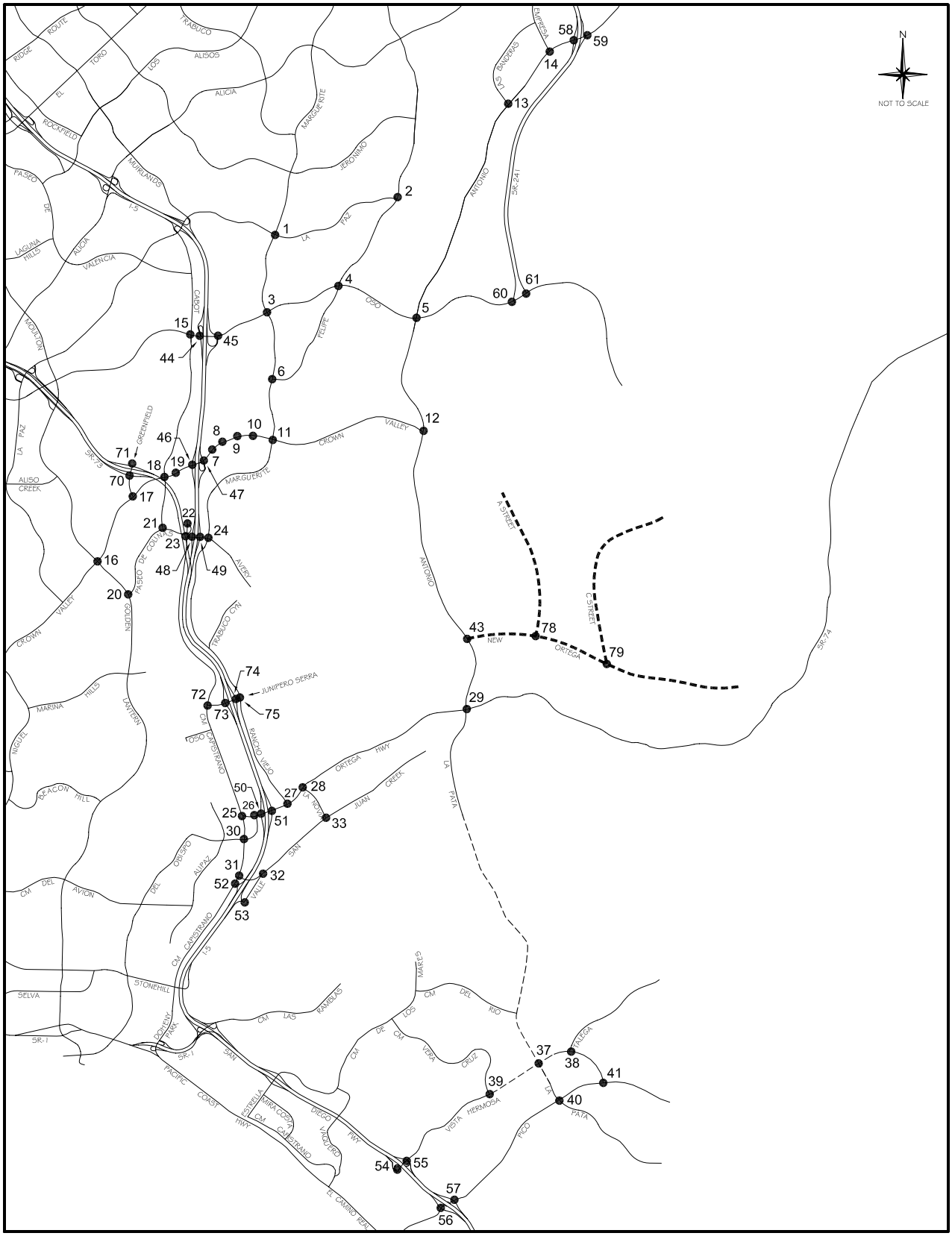
2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	40	.02	100	.06
SBT	2	3400	190	.06*	50	.01*
SBR	f		1370		820	
EBL	2	3400	600	.18*	1080	.32*
EBT	1	1700	220	.13	890	.52
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	700	.41*	370	.22*
WBR	1	1700	180	.11	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.72**

ICU Data Set 6

2010 with Short-Range Project
(Committed Circulation System Plus La Pata)



Legend

- Future Roadway
- Project Roadway

2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	320	.09*
NBT	2	3400	880	.26	1120	.33
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	960	.28*	1090	.32*
SBR	1	1700	230	.14	120	.07
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	890	.26*
EBR	1	1700	110	.06	190	.11
WBL	2	3400	320	.09	180	.05*
WBT	2	3400	460	.14*	320	.09
WBR	d	1700	320	.19	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.77**

2. Olympiad & La Paz

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	140	.08*
NBT	2	3400	660	.19	520	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	520	.21*	570	.21*
SBR	0	0	200		160	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	110	.06	350	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.49**

3. Marguerite & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	240	.07
NBT	2	3400	870	.26	820	.24*
NBR	1	1700	50	.03	120	.07
SBL	2	3400	170	.05	480	.14*
SBT	2	3400	660	.19*	950	.28
SBR	1	1700	340	.20	180	.11
EBL	2	3400	180	.05*	260	.08
EBT	4	6800	1250	.18	1710	.25*
EBR	d	1700	80	.05	380	.22
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2370	.35*	1330	.20
WBR	d	1700	110	.06	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.72**

4. Felipe & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	100	.06
NBT	2	3400	330	.10*	380	.11*
NBR	1	1700	70	.04	90	.05
SBL	1	1700	280	.16*	500	.29*
SBT	2	3400	410	.12	360	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1340	.26	1990	.39*
EBR	d	1700	80	.05	210	.12
WBL	1	1700	170	.10	190	.11*
WBT	3	5100	1930	.38*	1440	.28
WBR	d	1700	480	.28	270	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.95**

6. Marguerite & Felipe

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	890	.26*	960	.28*
NBR	1	1700	280	.16	690	.41
SBL	1	1700	100	.06*	350	.21*
SBT	2	3400	860	.25	940	.28
SBR	d	1700	30	.02	40	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	60	.06*	40	.05*
EBR	0	0	40		40	
WBL	1.5		690		450	
WBT	0.5	3400	20	.21*	10	.14*
WBR	1	1700	270	.16	120	.07
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.64** **.75**

7. Puerta Real & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	120	.07*	140	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	550	.16
EBL	2	3400	510	.15*	470	.14*
EBT	4	6800	2010	.30	2990	.44
EBR	1	1700	180	.11	480	.28
WBL	2	3400	30	.01	200	.06
WBT	4	6800	2720	.41*	2420	.38*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

8. Guevara/Medical Ctr & CVP

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	.08*	400	
NBT	1.5	5100	30	.07	20	.12*
NBR	0		90		190	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	150	.09
EBL	1	1700	160	.09*	140	.08
EBT	4	6800	1880	.30	2950	.47*
EBR	0	0	140		220	
WBL	2	3400	320	.09	220	.06*
WBT	4	6800	2470	.38*	2270	.34
WBR	0	0	140		70	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.62** **.77**

9. Los Altos & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.08
NBR	0	0	40		120	
SBL	0	0	40		200	
SBT	1	1700	10	.03*	10	.12*
SBR	1	1700	50	.03	130	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1700	.27	3080	.46*
EBR	0	0	130		30	
WBL	1	1700	400	.24	70	.04*
WBT	4	6800	2880	.46*	2140	.32
WBR	0	0	280		20	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.66** **.76**

10. Bellogente & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1640	.24	3330	.49*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3530	.53*	2110	.31
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.63**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	120	.04
NBT	2	3400	510	.15	800	.24*
NBR	1	1700	400	.24	520	.31
SBL	2	3400	160	.05	600	.18*
SBT	2	3400	830	.24*	680	.20
SBR	1	1700	940	.55	270	.16
EBL	2	3400	600	.18*	790	.23*
EBT	4	6800	1030	.15	2320	.34
EBR	1	1700	60	.04	270	.16
WBL	2	3400	560	.16	500	.15
WBT	4	6800	2510	.45*	1750	.29*
WBR	0	0	560		220	
Right Turn Adjustment			SBR	.17*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.14** **.99**

13. Banderas & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	630	.37
EBL	2	3400	400	.12	410	.12*
EBT	3	5100	2440	.48*	1310	.26
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1580	.33*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.23*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.67** **.76**

14. Empresa & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		450	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		160		380	
EBL	2	3400	910	.27*	170	.05*
EBT	3	5100	960	.19	1140	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	860	.17*	1020	.20*
WBR	f		310		250	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.46**

15. Cabot & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	140	.04	170	.05
NBT	2	3400	740	.22*	270	.08*
NBR	1	1700	220	.13	550	.32
SBL	2	3400	250	.07*	730	.21*
SBT	2	3400	230	.07	610	.18
SBR	1	1700	40	.02	100	.06
EBL	2	3400	110	.03	120	.04
EBT	3	5100	920	.18*	1050	.21*
EBR	1	1700	100	.06	70	.04
WBL	2	3400	360	.11*	300	.09*
WBT	3	5100	1270	.25	1010	.20
WBR	1	1700	580	.34	390	.23
Right Turn Adjustment			WBR	.03*	NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.81**

16. Moulton & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	210	.06*
NBT	2.5	6800	1210	{.24}*	860	.17
NBR	1.5		650		280	.16
SBL	2	3400	120	.04*	240	.07
SBT	3	5100	550	.11	1420	.28*
SBR	1	1700	80	.05	100	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1330	.26*	1080	.21*
EBR	1	1700	340	.20	200	.12
WBL	2	3400	570	.17*	720	.21*
WBT	3	5100	790	.15	1500	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

17. Greenfield & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	650	.19*	830	.24*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	300	.18	250	.15
EBL	2	3400	520	.15*	280	.08*
EBT	3	5100	1640	.33	1090	.22
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1320	.26*	1560	.31*
WBR	1	1700	680	.40	670	.39
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.69** **.71**

18. Cabot & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	310	.09*	140	.04
NBR	1	1700	380	.22	330	.19
SBL	2	3400	220	.06*	260	.08
SBT	2	3400	90	.05	370	.19*
SBR	0	0	160	.09	280	
EBL	2	3400	340	.10*	300	.09*
EBT	3	5100	1820	.36	1490	.29
EBR	1	1700	120	.07	140	.08
WBL	2	3400	170	.05	330	.10
WBT	3	5100	1920	.38*	1890	.37*
WBR	1	1700	180	.11	190	.11
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.75**

19. Forbes & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	130	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06	230	.14*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	150	.09	200	.12
EBL	1	1700	150	.09*	130	.08*
EBT	4	6800	2150	.33	1870	.28
EBR	0	0	110		40	
WBL	1	1700	120	.07	60	.04
WBT	3	5100	2100	.41*	2090	.41*
WBR	1	1700	160	.09	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

20. Golden Lantern & P. Colinas

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2270	.45*	730	.14
NBR	1	1700	1110	.65	760	.45
SBL	1	1700	370	.22*	220	.13
SBT	3	5100	1110	.22	2120	.42*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		790		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	490	.29	190	.11
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.85**

21. Cabot & Paseo de Colinas

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	70	.02*
SBT	0	0	0		0	
SBR	2	3400	290	.09	400	.12
EBL	1	1700	480	.28*	440	.26*
EBT	2	3400	810	.24	590	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	400	.13*	960	.29*
WBR	0	0	40		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.62**

22. Cm Capistrano & P. Colinas

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.21}*
NBR	1.5		590	{.11}	900	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	70	.04	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1040		740	
WBT	0	3400	0	.31*	0	.23*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.54**

23. Cm Capistrano & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	70	.04*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	910	.27*	970	.29*
SBT	1	1700	20	.01	30	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	180	.11*
WBT	0	0	0		0	
WBR	2	3400	600	.18	910	.27
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.54**

24. Marguerite & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	280	.16*
NBT	2	3400	540	.16	310	.09
NBR	d	1700	140	.08	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	540	.16*	510	.15*
SBR	d	1700	370	.22	680	.40
EBL	2	3400	610	.18	640	.19
EBT	2	3400	600	.29*	850	.33*
EBR	0	0	400		260	
WBL	1	1700	50	.03*	160	.09*
WBT	2	3400	230	.09	290	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.79**

25. Cm Capistrano & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	560	.33*	480	.28*
NBR	1	1700	20	.01	80	.05
SBL	1	1700	140	.08*	150	.09*
SBT	1	1700	550	.32	500	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	100	.06*	80	.05*
WBT	0	0	0		0	
WBR	1	1700	250	.15	200	.12
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.47**

26. Del Obispo & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1120	.33	1150	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	440	.16*	540	.19*
EBR	0	0	90		110	
WBL	2	3400	1140	.34*	1200	.35*
WBT	1	1700	690	.41	580	.34
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.67**

27. Rancho Viejo & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	100	.09
NBR	0		50		50	
SBL	1.5		140		200	
SBT	0.5	3400	100	.07*	150	.10*
SBR	1	1700	110	.06	180	.11
EBL	1	1700	160	.09*	190	.11
EBT	2	3400	1050	.31	1870	.55*
EBR	1	1700	710	.42	490	.29
WBL	1	1700	90	.05	40	.02*
WBT	3	5100	1670	.33*	960	.19
WBR	1	1700	480	.28	110	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.89**

28. La Novia & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	330	.10*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	190	.11	360	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	740	.22	1820	.54*
EBR	1	1700	410	.24	280	.16
WBL	1	1700	500	.29	310	.18*
WBT	2	3400	1850	.54*	790	.23
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.85**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	410	.12*
NBT	1	1700	680	.40*	350	.21
NBR	1	1700	310	.18	250	.15
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	380	.22	590	.35*
SBR	1	1700	690	.41	250	.15
EBL	1	1700	250	.15	340	.20*
EBT	2	3400	960	.28*	730	.21
EBR	1	1700	430	.25	410	.24
WBL	1	1700	250	.15*	290	.17
WBT	2	3400	640	.19	800	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.96**

31. Cm Capistrano & San Juan Crk

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	710	.21*	720	.21*
NBR	1	1700	410	.24	610	.36
SBL	2	3400	230	.07*	500	.15*
SBT	2	3400	670	.20	1050	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		750	.22*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		560		490	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.63**

32. Valle & San Juan Creek

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	240	.14	270	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	590	.35
EBR	1	1700	280	.16	510	.30
WBL	1	1700	250	.15	130	.08
WBT	1	1700	930	.55*	790	.46*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.77**

33. La Novia & San Juan Creek

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	140	.08
NBT	1	1700	220	.13*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	440	.26*	390	.23*
SBT	1	1700	160	.09	220	.13
SBR	1	1700	530	.31	320	.19
EBL	1	1700	240	.14*	330	.19*
EBT	1	1700	280	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	450	.26*	310	.18*
WBR	1	1700	400	.24	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.74**

44. I-5 SB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	670	.20*	1280	.38*
SBT	0	0	0		0	
SBR	1	1700	360	.21	420	.25
EBL	0	0	0		0	
EBT	3	5100	920	.18	1680	.33*
EBR	f		470		640	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	1280	.25
WBR	f		670		390	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.76**

45. I-5 NB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	320	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1440	.28	2440	.48*
EBR	f		270		520	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1210	.24
WBR	f		1180		760	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.81**

46. I-5 SB Ramps & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1210	.24*	1910	.37*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1630	.24*	2480	.36*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	470	.14*	520	.15*
WBT	3	5100	1790	.35	1700	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.93**

47. I-5 NB Ramps & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.26}*	220	.13*
NBT	0	5100	0	.26	0	
NBR	1.5		720		510	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1930	{.38}*	3430	.67*
EBR	1.5		960	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1670	.33	2000	.39
WBR	f		1500		1490	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.87**

48. I-5 SB Ramps & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		140		430	
EBL	0	0	0		0	
EBT	2	3400	650	.19	950	.28*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	220	.13	360	.21*
WBT	1	1700	720	.42*	650	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.81**

49. I-5 NB Ramps & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	440	.26	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	260	.15*
EBT	2	3400	1190	.35*	1160	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	700	.21	730	.21*
WBR	1	1700	410	.24	520	.31
Right Turn Adjustment			NBR	.11*	NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.72**

50. I-5 SB Ramps & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		980		1470	.43*
SBT	0	5100	0	{.34}*	0	
SBR	1.5		900		930	{.42}
EBL	0	0	0		0	
EBT	3	5100	1280	.25*	1430	.28*
EBR	1	1700	190	.11	260	.15
WBL	1	1700	260	.15*	240	.14*
WBT	2	3400	930	.27	850	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.90**

51. I-5 NB Ramps & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	{.10}*	290	{.15}*
NBT	0	5100	0	{.10}	0	.15
NBR	1.5		530		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	830	.24*	780	.23
EBT	2	3400	1420	.42	2110	.62*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	900	{.38}*	810	{.31}
WBR	1.5		1260		960	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.82**

52. Cm Capistrano & I-5 SB Ramps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	950	.29*	840	.26*
NBR	0	0	20		30	
SBL	2	3400	590	.17*	500	.15*
SBT	2	3400	950	.28	1290	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		170		490	.29
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.75**

53. Valle & La Novia/I-5 NB Rmps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	80	.05*
NBT	1	1700	70	.04	80	.05
NBR	1	1700	20	.01	30	.02
SBL	0	0	70		190	
SBT	1	1700	120	.11*	150	.20*
SBR	1	1700	340	.20	300	.18
EBL	1	1700	410	.24*	520	.31*
EBT	1	1700	30	.04	190	.14
EBR	0	0	30		50	
WBL	0	0	30		30	
WBT	1	1700	310	.20*	90	.07*
WBR	1	1700	220	.13	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.68**

58. SR-241 SB Ramps & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		150		820	.24*
SBT	0	5100	0	{.04}*	0	
SBR	1.5		130		410	.24
EBL	0	0	0		0	
EBT	3	5100	1410	.28*	1650	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	20	.01*
WBT	3	5100	1270	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.38** **.62**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	190	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1260	.25*	1060	.21
WBR	1	1700	1560	.92	190	.11
Right Turn Adjustment			WBR	.66*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.33** **.49**

60. SR-241 SB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	140	
SBT	0	5100	0		0	{.08}*
SBR	1.5		20	.01	430	
EBL	0	0	0		0	
EBT	2	3400	1200	.35	1070	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1290	.38*	640	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.44**

61. SR-241 NB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	600	.35*	40	.02
EBT	2	3400	670	.20	1170	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1290	.38*	630	.19
WBR	1	1700	360	.21	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.39**

70. Greenfield & SR-73 SB Ramps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.45*	420	.24*
NBR	0	0	360		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		340	{.00}	810	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.50**

71. Greenfield & SR-73 NB Ramps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1150	.34*	330	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.45**

72. Cm Capistrano & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	90	.05*
NBR	1	1700	890	.52	670	.39
SBL	1	1700	100	.06*	120	.07*
SBT	1	1700	80	.05	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	920	.54*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.16*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.71**

73. I-5 SB Ramps & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	250	.15*
SBT	0	0	0		0	
SBR	1	1700	500	.29	590	.35
EBL	0	0	0		0	
EBT	2	3400	860	.29*	650	.23*
EBR	0	0	130		130	
WBL	0.5		250	{.15}*	320	{.19}*
WBT	1.5	3400	330	.17	530	.25
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.69**

74. I-5 NB Ramps & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		540	{.32}*	520	.31*
EBT	1.5	3400	580	.33	370	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	540	.32*	720	.42*
WBR	1	1700	440	.26	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.85**

75. Rancho Viejo & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	410	.24*	320	.19*
NBT	2	3400	260	.08	190	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	190	.11*	310	.18*
SBR	1	1700	560	.33	670	.39
EBL	1.5		600		410	
EBT	0.5	3400	30	.25*	10	.17*
EBR	0		230		160	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.03*	SBR	.08*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.69**		**.68**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	850	.18*	890	.19
NBR	1	1600	190	.12	300	.19
SBL	1	1600	80	.05*	90	.06
SBT	3	4800	420	.09	610	.13*
SBR	1	1600	560	.35	640	.40
EBL	1	1600	1100	.69*	810	.51*
EBT	2	3200	190	.06	500	.16
EBR	1	1600	240	.15	240	.15
WBL	1	1600	270	.17	230	.14
WBT	2	3200	620	.25*	210	.08*
WBR	0	0	190		60	

TOTAL CAPACITY UTILIZATION **1.17** **.92**

38. Talega & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	80	.05	10	.01
SBT	1	1600	30	.49*	30	.26*
SBR	0	0	750		390	
EBL	1	1600	260	.16*	600	.38*
EBT	2	3200	50	.03	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.11*	10	.01*
WBR	0	0	70		10	

TOTAL CAPACITY UTILIZATION **.77** **.66**

39. Vera Cruz & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	160	.10
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	480	.30*	330	.21*
SBT	2	3200	320	.16	10	.01
SBR	0	0	200		230	.14
EBL	1	1600	330	.21*	230	.14*
EBT	2	3200	1280	.44	1150	.36
EBR	0	0	140		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1070	.38*	1100	.47*
WBR	0	0	160		400	

TOTAL CAPACITY UTILIZATION **.90** **.83**

40. La Pata & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	880	.55*
NBT	2	3200	70	.02	270	.08
NBR	1	1600	10	.01	10	.01
SBL	2	3200	30	.01	40	.01
SBT	2	3200	300	.09*	90	.03*
SBR	f		210		80	
EBL	1	1600	40	.03	130	.08*
EBT	3	4800	580	.12*	370	.08
EBR	1	1600	740	.46	290	.18
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	200	.04	290	.06*
WBR	1.5		60		50	
Right Turn Adjustment			EBR	.23*		

TOTAL CAPACITY UTILIZATION **.59** **.72**

41. Vista Hermosa & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	200	.06*	60	.02*
SBT	1	1600	10	.01	10	.01
SBR	1	1600	90	.06	10	.01
EBL	2	3200	70	.02	120	.04
EBT	3	4800	460	.10*	190	.04*
EBR	1	1600	10	.01	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	110	.03	10	.00
WBR	0	0	140	.09	30	.02

TOTAL CAPACITY UTILIZATION **.18** **.08**

54. I-5 SB Ramps & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1170	.37*	640	
SBT	0	4800	0		0	{.22}*
SBR	1.5		180	.11	480	
EBL	1	1600	40	.03*	100	.06*
EBT	3	4800	470	.10	440	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	300	.09*	440	.14*
WBR	f		320		10	

TOTAL CAPACITY UTILIZATION **.49** **.42**

55. I-5 NB Ramps & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		140	.09*	80	.05*
NBT	0	4800	0		0	
NBR	1.5		310	.10	510	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1580	.49*	1060	.33*
EBR	f		210		160	
WBL	0	0	0		0	
WBT	1.5	4800	510	{.28}	510	.32
WBR	1.5		920		1220	.38
Right Turn Adjustment			NBR	.01*	Multi	.12*

TOTAL CAPACITY UTILIZATION **.59** **.50**

56. I-5 SB Ramps & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1050	.33*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	820	.17*
EBR	1	1600	130	.08	250	.16
WBL	1	1600	510	.32*	440	.28*
WBT	2	3200	170	.05	670	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **.78**

57. I-5 NB Ramps & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	200	.13*
NBT	0	0	0		0	
NBR	2	3200	190	.06	160	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	300	.19	350	.22
EBT	2	3200	2120	.66*	1500	.47*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	610	.13	940	.20
WBR	f		1150		1130	
Right Turn Adjustment			NBR	.02*		
TOTAL CAPACITY UTILIZATION				**.72**		**.60**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	840	.25*	620	.18*
NBT	3	5100	1120	.22	1060	.21
NBR	1	1700	790	.46	520	.31
SBL	2	3400	130	.04	90	.03
SBT	3	5100	1300	.25*	1370	.27*
SBR	f		1050		550	
EBL	2	3400	860	.25*	880	.26
EBT	3	5100	610	.12	1040	.20*
EBR	1	1700	450	.26	670	.39
WBL	2	3400	760	.22	830	.24*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	240	.14	50	.03
Right Turn Adjustment			EBR	.08*	EBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.13**

12. Antonio & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	830	.24*	830	.24*
NBT	3	5100	2110	.41	1330	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1250	.25*	1940	.38*
SBR	f		990		740	
EBL	2	3400	550	.16*	1030	.30*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	400	.24	820	.48
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.08*	EBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.15**

29. La Pata & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	550	.22	540	.24*
NBR	0	0	200		260	
SBL	1	1700	30	.02	100	.06*
SBT	2	3400	790	.23*	500	.15
SBR	1	1700	1350	.79	640	.38
EBL	2	3400	470	.14*	1110	.33
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	150	.09
WBL	1	1700	240	.14	250	.15*
WBT	1	1700	510	.30*	170	.10
WBR	1	1700	160	.09	30	.02
Right Turn Adjustment			SBR	.56*	SBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.42** **1.06**

43. Antonio & New Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	780	.15*	1000	.20*
NBR	f		290		810	
SBL	2	3400	580	.17*	1280	.38*
SBT	3	5100	1100	.22	980	.19
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	40	.02	20	.01
WBL	2	3400	770	.23*	350	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		1390		960	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.74**

78. A St & New Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	40	.02*	100	.06*
SBT	0	0	0		0	
SBR	1	1700	100	.06	220	.13
EBL	1	1700	180	.11*	180	.11
EBT	3	5100	700	.14	1910	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2070	.41*	1100	.22
WBR	d	1700	90	.05	80	.05
Right Turn Adjustment			SBR	.04*	SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.55**

79. C St & New Ortega

2010 Short-Range Project (Committed w/La Pata)

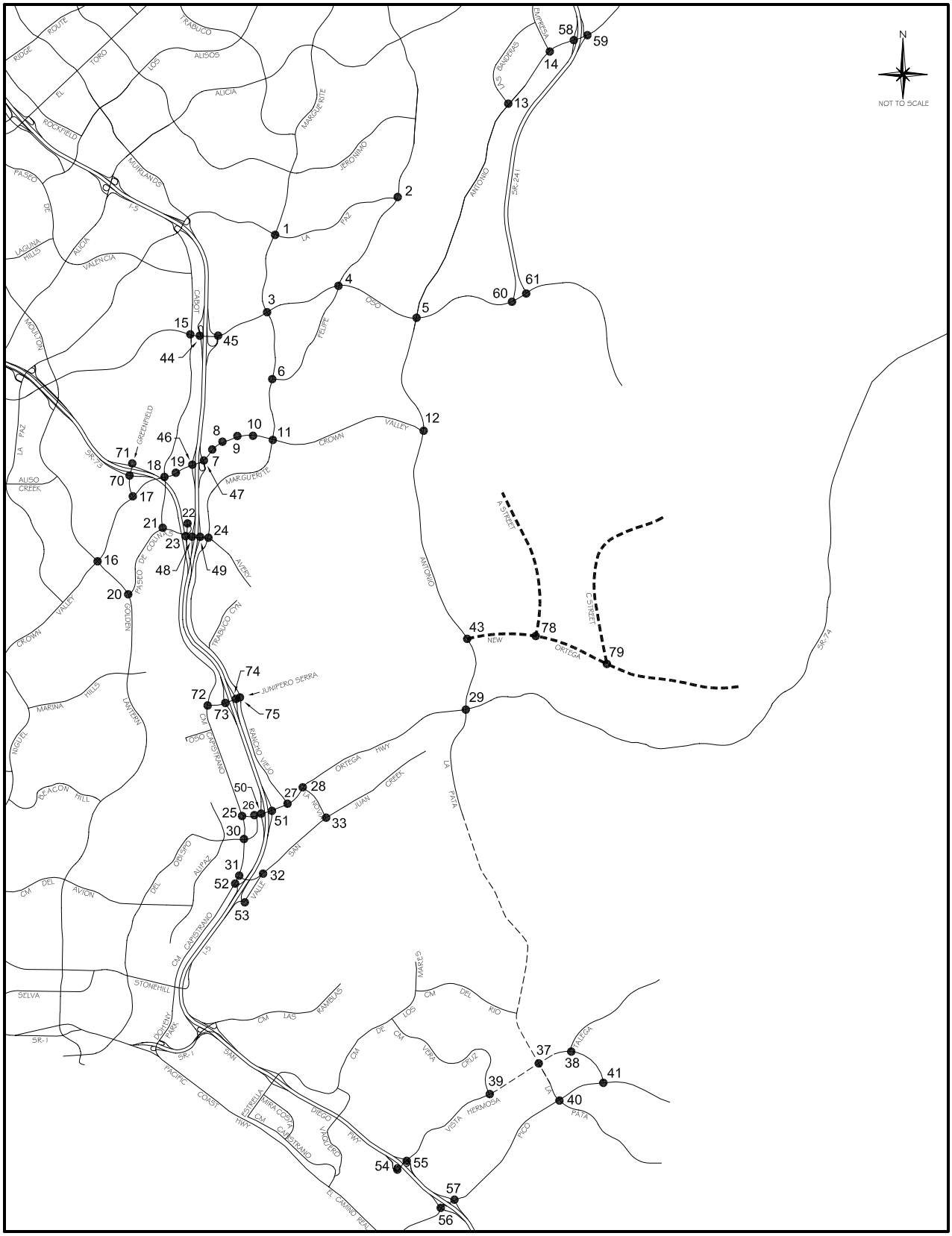
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	440	.13*	280	.08*
NBT	2	3400	10	.00	10	.00
NBR	1	1700	10	.01	20	.01
SBL	2	3400	20	.01	20	.01
SBT	2	3400	10	.00*	10	.00*
SBR	1	1700	710	.42	300	.18
EBL	2	3400	130	.04*	630	.19*
EBT	2	3400	260	.08	580	.17
EBR	1	1700	180	.11	450	.26
WBL	2	3400	10	.00	20	.01
WBT	2	3400	620	.18*	400	.12*
WBR	1	1700	10	.01	20	.01
Right Turn Adjustment			SBR	.38*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.78** **.44**

ICU Data Set 7

2010 with Short-Range Project and Mitigation
(Committed Circulation System Plus La Pata)



Legend

- Future Roadway
- Project Roadway

2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	100	.06
NBT	2	3400	330	.10*	380	.11*
NBR	1	1700	70	.04	90	.05
SBL	2	3400	280	.08*	500	.15*
SBT	2	3400	410	.12	360	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1340	.26	1990	.39*
EBR	d	1700	80	.05	210	.12
WBL	1	1700	170	.10	190	.11*
WBT	3	5100	1930	.38*	1440	.28
WBR	d	1700	480	.28	270	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.81**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	120	.04
NBT	2	3400	510	.15	800	.24*
NBR	1	1700	400	.24	520	.31
SBL	2	3400	160	.05	600	.18*
SBT	1.5	5100	830	{.30}*	680	.20
SBR	1.5		940		270	
EBL	2	3400	600	.18*	790	.23
EBT	4	6800	1030	.15	2320	.34*
EBR	1	1700	60	.04	270	.16
WBL	2	3400	560	.16	500	.15*
WBT	4	6800	2510	.37*	1750	.26
WBR	d	1700	560	.33	220	.13
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.95** **.96**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	190	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1260	.37*	1060	.21
WBR	1.5		1560	.46	190	.11
Right Turn Adjustment			WBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.49**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	850	.18*	890	.19
NBR	1	1600	190	.12	300	.19
SBL	1	1600	80	.05*	90	.06
SBT	3	4800	420	.09	610	.13*
SBR	1	1600	560	.35	640	.40
EBL	2	3200	1100	.34*	810	.25*
EBT	2	3200	190	.06	500	.16
EBR	1	1600	240	.15	240	.15
WBL	1	1600	270	.17	230	.14
WBT	2	3200	620	.25*	210	.08*
WBR	0	0	190		60	
Right Turn Adjustment					SBR	.08*

TOTAL CAPACITY UTILIZATION **.82** **.74**

56. I-5 SB Ramps & Pico

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1050	.33*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	820	.17*
EBR	1	1600	130	.08	250	.16
WBL	1.5		510	.16*	440	{.23}*
WBT	1.5	4800	170	.11	670	.23
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.84** **.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	840	.16*	620	.12*
NBT	3	5100	1120	.22	1060	.21
NBR	1	1700	790	.46	520	.31
SBL	2	3400	130	.04	90	.03
SBT	4	6800	1300	.19*	1370	.20*
SBR	f		1050		550	
EBL	2	3400	860	.25*	880	.26
EBT	3	5100	610	.12	1040	.20*
EBR	1	1700	450	.26	670	.39
WBL	2	3400	760	.22	830	.24*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	240	.14	50	.03
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR EBR

TOTAL CAPACITY UTILIZATION **.80** **.88**

29. La Pata & Ortega

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	550	.22	540	.24*
NBR	0	0	200		260	
SBL	1	1700	30	.02	100	.06*
SBT	2	3400	790	.23*	500	.15
SBR	f		1350		640	
EBL	2	3400	470	.14*	1110	.33
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	150	.09
WBL	1	1700	240	.14	250	.15*
WBT	1	1700	510	.30*	170	.10
WBR	1	1700	160	.09	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.88**

12. Antonio & Crown Valley

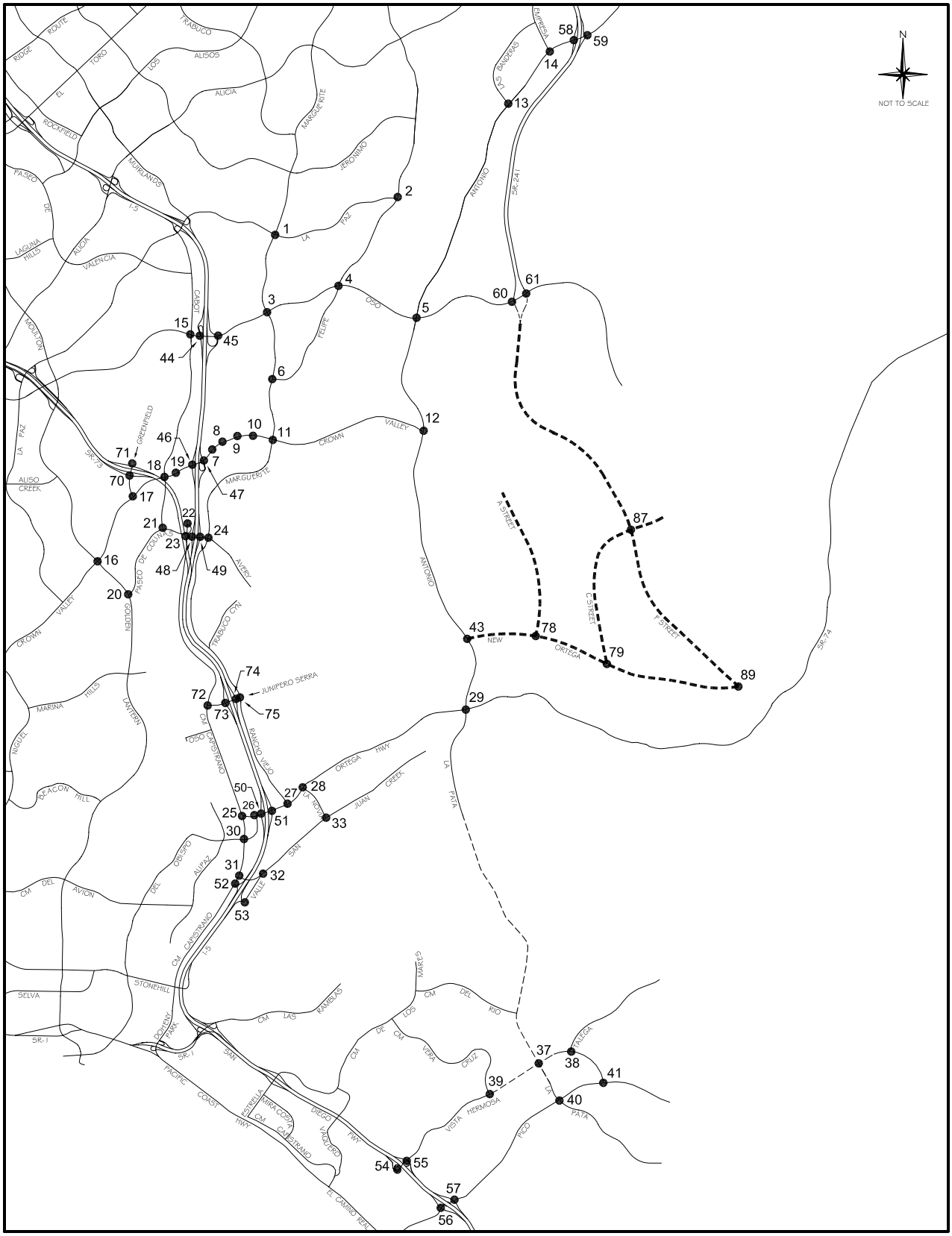
2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	830	.16	830	.16*
NBT	3	5100	2110	.41*	1330	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	1250	.25	1940	.38*
SBR	f		990		740	
EBL	3	5100	550	.11*	1030	.20*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	400	.12	820	.24
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.01*	EBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.83**

ICU Data Set 8

2010 with Short-Range Project
(Committed Circulation System Plus La Pata and Arterial South of Oso)



2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA
AND ARTERIAL SOUTH OF OSO AT SR-241)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	310	.09*
NBT	2	3400	860	.25	1100	.32
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	960	.28*	1090	.32*
SBR	1	1700	240	.14	130	.08
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	880	.26*
EBR	1	1700	100	.06	200	.12
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	460	.14*	320	.09
WBR	d	1700	340	.20	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.78**

2. Olympiad & La Paz

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	140	.08*
NBT	2	3400	650	.19	520	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	520	.21*	570	.21*
SBR	0	0	200		150	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	110	.06	340	.20
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.49**

3. Marguerite & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	220	.06
NBT	2	3400	830	.24	830	.24*
NBR	1	1700	50	.03	120	.07
SBL	2	3400	170	.05	440	.13*
SBT	2	3400	660	.19*	940	.28
SBR	1	1700	330	.19	200	.12
EBL	2	3400	190	.06*	240	.07
EBT	4	6800	1220	.18	1820	.27*
EBR	d	1700	80	.05	370	.22
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2400	.35*	1340	.20
WBR	d	1700	130	.08	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.73**

4. Felipe & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	100	.06
NBT	2	3400	320	.09*	380	.11*
NBR	1	1700	50	.03	70	.04
SBL	1	1700	270	.16*	480	.28*
SBT	2	3400	410	.12	350	.10
SBR	d	1700	120	.07	230	.14
EBL	1	1700	110	.06*	200	.12
EBT	3	5100	1310	.26	2120	.42*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	150	.09	170	.10*
WBT	3	5100	1990	.39*	1460	.29
WBR	d	1700	500	.29	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.96**

6. Marguerite & Felipe

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	840	.25*	960	.28*
NBR	1	1700	250	.15	660	.39
SBL	1	1700	100	.06*	370	.22*
SBT	2	3400	850	.25	900	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	60	.06*	40	.05*
EBR	0	0	40		40	
WBL	1.5		680		420	
WBT	0.5	3400	20	.21*	10	.13*
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.74**

7. Puerta Real & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	120	.07*	140	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	510	.15*	470	.14*
EBT	4	6800	1970	.29	3010	.44
EBR	1	1700	180	.11	480	.28
WBL	2	3400	40	.01	220	.06
WBT	4	6800	2710	.41*	2380	.38*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

8. Guevara/Medical Ctr & CVP

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	.08*	410	
NBT	1.5	5100	30	.06	20	.12*
NBR	0		80		190	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	150	.09
EBL	1	1700	160	.09*	140	.08
EBT	4	6800	1850	.29	2970	.47*
EBR	0	0	140		220	
WBL	2	3400	330	.10	210	.06*
WBT	4	6800	2470	.38*	2240	.34
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.77**

9. Los Altos & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.08
NBR	0	0	40		120	
SBL	0	0	40		200	
SBT	1	1700	10	.03*	10	.12*
SBR	1	1700	50	.03	130	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1670	.26	3100	.46*
EBR	0	0	130		30	
WBL	1	1700	400	.24	70	.04*
WBT	4	6800	2890	.47*	2100	.31
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.76**

10. Bellogente & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1620	.24	3360	.50*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3540	.54*	2070	.31
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.64**

11. Marguerite & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	780	.23*
NBR	1	1700	400	.24	560	.33
SBL	2	3400	150	.04	510	.15*
SBT	2	3400	820	.24*	670	.20
SBR	1	1700	930	.55	300	.18
EBL	2	3400	590	.17*	800	.24*
EBT	4	6800	1020	.15	2350	.35
EBR	1	1700	60	.04	270	.16
WBL	2	3400	580	.17	490	.14
WBT	4	6800	2540	.45*	1680	.28*
WBR	0	0	490		220	
Right Turn Adjustment			SBR	.18*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.14** **.95**

13. Banderas & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	620	.36
EBL	2	3400	460	.14	400	.12*
EBT	3	5100	2450	.49*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1070	.22	1670	.34*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.76**

14. Empresa & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		480	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		160		370	
EBL	2	3400	880	.26*	160	.05*
EBT	3	5100	1010	.20	1110	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	840	.16*	1120	.22*
WBR	f		320		250	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	170	.05
NBT	2	3400	700	.21*	270	.08*
NBR	1	1700	210	.12	540	.32
SBL	2	3400	250	.07*	710	.21*
SBT	2	3400	230	.07	610	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	110	.03	130	.04
EBT	3	5100	920	.18*	1060	.21*
EBR	1	1700	100	.06	80	.05
WBL	2	3400	330	.10*	280	.08*
WBT	3	5100	1300	.25	1020	.20
WBR	1	1700	580	.34	390	.23
Right Turn Adjustment			WBR	.04*	NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.81**

16. Moulton & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	210	.06*
NBT	2.5	6800	1190	{.24}*	860	.17
NBR	1.5		640		280	.16
SBL	2	3400	120	.04*	240	.07
SBT	3	5100	550	.11	1440	.28*
SBR	1	1700	80	.05	100	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1330	.26*	1080	.21*
EBR	1	1700	340	.20	200	.12
WBL	2	3400	570	.17*	710	.21*
WBT	3	5100	800	.16	1510	.30
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

17. Greenfield & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	650	.19*	840	.25*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	300	.18	250	.15
EBL	2	3400	520	.15*	280	.08*
EBT	3	5100	1640	.33	1090	.22
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1320	.26*	1570	.31*
WBR	1	1700	680	.40	670	.39
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.69** **.72**

18. Cabot & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	300	.09*	140	.04
NBR	1	1700	380	.22	330	.19
SBL	2	3400	210	.06*	260	.08
SBT	2	3400	90	.05	370	.19*
SBR	0	0	140	.08	270	
EBL	2	3400	320	.09*	290	.09*
EBT	3	5100	1840	.36	1510	.30
EBR	1	1700	120	.07	130	.08
WBL	2	3400	180	.05	330	.10
WBT	3	5100	1930	.38*	1910	.37*
WBR	1	1700	170	.10	200	.12
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.75**

19. Forbes & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06	230	.14*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	150	.09	200	.12
EBL	1	1700	150	.09*	130	.08*
EBT	4	6800	2170	.34	1890	.28
EBR	0	0	110		40	
WBL	1	1700	120	.07	60	.04
WBT	3	5100	2120	.42*	2110	.41*
WBR	1	1700	170	.10	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.70**

20. Golden Lantern & P. Colinas

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2250	.44*	730	.14
NBR	1	1700	1110	.65	750	.44
SBL	1	1700	370	.22*	220	.13
SBT	3	5100	1100	.22	2130	.42*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		800		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	480	.28	190	.11
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.85**

21. Cabot & Paseo de Colinas

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	70	.02*
SBT	0	0	0		0	
SBR	2	3400	300	.09	390	.11
EBL	1	1700	480	.28*	430	.25*
EBT	2	3400	820	.24	590	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	390	.12*	960	.29*
WBR	0	0	30		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.61**

22. Cm Capistrano & P. Colinas

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	90	{.21}*
NBR	1.5		570	{.10}	900	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	60	.04	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1050		750	
WBT	0	3400	0	.32*	0	.23*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.54**

23. Cm Capistrano & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	70	.04*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	910	.27*	970	.29*
SBT	1	1700	30	.02	30	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	180	.11*
WBT	0	0	0		0	
WBR	2	3400	580	.17	910	.27
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.54**

24. Marguerite & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	270	.16*
NBT	2	3400	510	.15	310	.09
NBR	d	1700	130	.08	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	540	.16*	470	.14*
SBR	d	1700	380	.22	680	.40
EBL	2	3400	640	.19	630	.19
EBT	2	3400	570	.29*	840	.32*
EBR	0	0	400		240	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	230	.09	300	.11
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.79**

25. Cm Capistrano & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	530	.31*	460	.27*
NBR	1	1700	40	.02	90	.05
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	520	.31	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	140	.08*	120	.07*
WBT	0	0	0		0	
WBR	1	1700	210	.12	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.48**

26. Del Obispo & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1110	.33	1190	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	520	.18*	550	.19*
EBR	0	0	90		110	
WBL	2	3400	1160	.34*	1250	.37*
WBT	1	1700	690	.41	640	.38
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.68**

27. Rancho Viejo & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	170	.12*	100	.09
NBR	0		60		50	
SBL	1.5		140		180	
SBT	0.5	3400	100	.07*	140	.09*
SBR	1	1700	110	.06	170	.10
EBL	1	1700	160	.09*	190	.11
EBT	2	3400	1090	.32	1730	.51*
EBR	1	1700	700	.41	500	.29
WBL	1	1700	90	.05	40	.02*
WBT	3	5100	1560	.31*	960	.19
WBR	1	1700	430	.25	120	.07
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.84**

28. La Novia & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	200	.12	380	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23*	1660	.49*
EBR	1	1700	410	.24	280	.16
WBL	1	1700	480	.28*	320	.19*
WBT	2	3400	1720	.51	800	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.81**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	410	.12*
NBT	1	1700	700	.41*	360	.21
NBR	1	1700	270	.16	260	.15
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	380	.22	570	.34*
SBR	1	1700	690	.41	220	.13
EBL	1	1700	250	.15	320	.19*
EBT	2	3400	980	.29*	760	.22
EBR	1	1700	440	.26	410	.24
WBL	1	1700	240	.14*	290	.17
WBT	2	3400	640	.19	830	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.94**

31. Cm Capistrano & San Juan Crk

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	680	.20*	730	.21*
NBR	1	1700	430	.25	610	.36
SBL	2	3400	230	.07*	480	.14*
SBT	2	3400	700	.21	1040	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		850		750	.22*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		580		490	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.62**

32. Valle & San Juan Creek

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	240	.14	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	590	.35
EBR	1	1700	300	.18	500	.29
WBL	1	1700	250	.15	130	.08
WBT	1	1700	910	.54*	790	.46*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.77**

33. La Novia & San Juan Creek

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	140	.08
NBT	1	1700	220	.13*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	450	.26*	380	.22*
SBT	1	1700	160	.09	230	.14
SBR	1	1700	500	.29	330	.19
EBL	1	1700	240	.14*	340	.20*
EBT	1	1700	270	.16	310	.18
EBR	1	1700	60	.04	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	450	.26*	310	.18*
WBR	1	1700	390	.23	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.74**

44. I-5 SB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	710	.21*	1400	.41*
SBT	0	0	0		0	
SBR	1	1700	350	.21	420	.25
EBL	0	0	0		0	
EBT	3	5100	910	.18	1660	.33*
EBR	f		470		640	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	1280	.25
WBR	f		670		390	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.79**

45. I-5 NB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	300	.18	480	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1440	.28	2500	.49*
EBR	f		290		560	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1190	.23
WBR	f		1210		770	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.82**

46. I-5 SB Ramps & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		730	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1650	.24*	2490	.37*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	450	.13*	500	.15*
WBT	3	5100	1810	.35	1720	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.95**

47. I-5 NB Ramps & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.25}*	230	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		690		490	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1920	{.38}*	3480	.68*
EBR	1.5		960		930	.55
WBL	0	0	0		0	
WBT	3	5100	1670	.33	2000	.39
WBR	f		1490		1460	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.87**

48. I-5 SB Ramps & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		140		440	
EBL	0	0	0		0	
EBT	2	3400	660	.19	960	.28*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	220	.13	380	.22*
WBT	1	1700	700	.41*	650	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.82**

49. I-5 NB Ramps & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	300	.18*
NBT	0	0	0		0	
NBR	1	1700	430	.25	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	70	.04	280	.16*
EBT	2	3400	1190	.35*	1160	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	680	.20	730	.21*
WBR	1	1700	440	.26	510	.30
Right Turn Adjustment			NBR	.10*	NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

50. I-5 SB Ramps & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		960		1260	
SBT	0	5100	0	{.33}*	0	{.40}*
SBR	1.5		890		1010	
EBL	0	0	0		0	
EBT	3	5100	1340	.26*	1480	.29*
EBR	1	1700	190	.11	260	.15
WBL	1	1700	280	.16*	240	.14*
WBT	2	3400	970	.29	880	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.88**

51. I-5 NB Ramps & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.10}*	280	{.15}*
NBT	0	5100	0	{.10}	0	.15
NBR	1.5		540		480	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	850	.25*	780	.23
EBT	2	3400	1440	.42	1960	.58*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	970	{.36}*	830	{.31}
WBR	1.5		1080		930	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.78**

52. Cm Capistrano & I-5 SB Ramps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	940	.28*	850	.26*
NBR	0	0	20		30	
SBL	2	3400	590	.17*	490	.14*
SBT	2	3400	960	.28	1290	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		170		480	.28
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.74**

53. Valle & La Novia/I-5 NB Rmps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10*	70	.04*
NBT	1	1700	70	.04	80	.05
NBR	1	1700	20	.01	30	.02
SBL	0	0	70		190	
SBT	1	1700	120	.11*	150	.20*
SBR	1	1700	360	.21	290	.17
EBL	1	1700	420	.25*	520	.31*
EBT	1	1700	30	.04	180	.14
EBR	0	0	30		50	
WBL	0	0	30		30	
WBT	1	1700	310	.20*	90	.07*
WBR	1	1700	220	.13	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.67**

58. SR-241 SB Ramps & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160	.05*	790	.23*
SBT	0	5100	0		0	
SBR	1.5		120	{.04}	520	{.20}
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1650	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	30	.02*
WBT	3	5100	1270	.25	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.62**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	670	.39*	180	.11
EBT	3	5100	930	.18	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1260	.25*	1060	.21
WBR	1	1700	1530	.90	190	.11
Right Turn Adjustment			WBR	.64*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.34** **.49**

60. SR-241 SB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	60	.02*	170	.05
SBT	2	3400	50	.01	400	.12*
SBR	1	1700	20	.01	190	.11
EBL	0	0	0		0	
EBT	2	3400	950	.28	100	.03
EBR	f		200		1580	
WBL	1	1700	40	.02	60	.04
WBT	3	5100	1880	.37*	930	.18*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.35**

61. SR-241 NB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	320	.09*
NBT	2	3400	500	.15	110	.03
NBR	1	1700	20	.01	920	.54
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	370	.11*	20	.01*
EBT	2	3400	650	.19	240	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1290	.25*	600	.12*
WBR	1	1700	350	.21	60	.04
Right Turn Adjustment					NBR	.40*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.67**

70. Greenfield & SR-73 SB Ramps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.45*	420	.24*
NBR	0	0	360		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.21}*
EBR	1.5		340	{.00}	820	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.51**

71. Greenfield & SR-73 NB Ramps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1150	.34*	330	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.45**

72. Cm Capistrano & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	90	.05
NBR	1	1700	870	.51	640	.38
SBL	1	1700	100	.06*	110	.06
SBT	1	1700	80	.05	210	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	920	.54*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.71**

73. I-5 SB Ramps & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	240	.14*
SBT	0	0	0		0	
SBR	1	1700	490	.29	610	.36
EBL	0	0	0		0	
EBT	2	3400	840	.29*	630	.22*
EBR	0	0	130		130	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	330	.17	500	.23
WBR	0	0	0		0	
Right Turn Adjustment				SBR	.10*	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.68**

74. I-5 NB Ramps & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		540	{.32}*	500	.29*
EBT	1.5	3400	560	.32	360	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	540	.32*	670	.39*
WBR	1	1700	400	.24	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.80**

75. Rancho Viejo & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	320	.19*
NBT	2	3400	230	.07	180	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	190	.11*	270	.16*
SBR	1	1700	560	.33	630	.37
EBL	1.5		580		400	
EBT	0.5	3400	30	.25*	10	.17*
EBR	0		230		160	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.03*	SBR	.08*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.66**		**.66**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	950	.20*	870	.18
NBR	1	1600	190	.12	290	.18
SBL	1	1600	80	.05*	130	.08
SBT	3	4800	420	.09	660	.14*
SBR	1	1600	550	.34	710	.44
EBL	1	1600	1140	.71*	810	.51*
EBT	2	3200	190	.06	470	.15
EBR	1	1600	240	.15	240	.15
WBL	1	1600	260	.16	230	.14
WBT	2	3200	610	.26*	210	.08*
WBR	0	0	220		60	

TOTAL CAPACITY UTILIZATION **1.22** **.93**

38. Talega & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	80	.05	10	.01
SBT	1	1600	30	.49*	30	.26*
SBR	0	0	750		390	
EBL	1	1600	260	.16*	600	.38*
EBT	2	3200	50	.03	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	290	.11*	10	.01*
WBR	0	0	70		10	

TOTAL CAPACITY UTILIZATION **.77** **.66**

39. Vera Cruz & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	150	.09
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	480	.30*	310	.19*
SBT	2	3200	330	.17	10	.01
SBR	0	0	200		230	.14
EBL	1	1600	330	.21*	230	.14*
EBT	2	3200	1310	.45	1130	.36
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1060	.38*	1160	.49*
WBR	0	0	150		410	

TOTAL CAPACITY UTILIZATION **.90** **.83**

40. La Pata & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	880	.55*
NBT	2	3200	70	.02	270	.08
NBR	1	1600	10	.01	10	.01
SBL	2	3200	30	.01	40	.01
SBT	2	3200	300	.09*	90	.03*
SBR	f		210		80	
EBL	1	1600	40	.03	130	.08*
EBT	3	4800	580	.12*	370	.08
EBR	1	1600	740	.46	290	.18
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	200	.04	290	.06*
WBR	1.5		60		50	
Right Turn Adjustment			EBR	.23*		

TOTAL CAPACITY UTILIZATION **.59** **.72**

41. Vista Hermosa & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	200	.06*	60	.02*
SBT	1	1600	10	.01	10	.01
SBR	1	1600	90	.06	10	.01
EBL	2	3200	70	.02	120	.04
EBT	3	4800	460	.10*	190	.04*
EBR	1	1600	10	.01	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	110	.03	10	.00
WBR	0	0	140	.09	30	.02

TOTAL CAPACITY UTILIZATION **.18** **.08**

54. I-5 SB Ramps & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1160	.36*	600	
SBT	0	4800	0		0	{.21}*
SBR	1.5		180	.11	480	
EBL	1	1600	40	.03*	100	.06*
EBT	3	4800	470	.10	440	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	440	.14*
WBR	f		320		40	

TOTAL CAPACITY UTILIZATION **.48** **.41**

55. I-5 NB Ramps & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		130	.08*	80	.05*
NBT	0	4800	0		0	
NBR	1.5		330	.10	530	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1570	.49*	1020	.32
EBR	f		210		160	
WBL	0	0	0		0	
WBT	1.5	4800	520	{.28}	560	.35*
WBR	1.5		910		1210	.38
Right Turn Adjustment			NBR	.02*	NBR	.10*

TOTAL CAPACITY UTILIZATION **.59** **.50**

56. I-5 SB Ramps & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1030	.32*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	810	.17*
EBR	1	1600	130	.08	250	.16
WBL	1	1600	510	.32*	460	.29*
WBT	2	3200	160	.05	690	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **.78**

57. I-5 NB Ramps & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	70	.04*	200	.13*
NBT	0	0	0		0	
NBR	2	3200	200	.06	150	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	300	.19	350	.22
EBT	2	3200	2120	.66*	1470	.46*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	600	.13	970	.20
WBR	f		1160		1130	
Right Turn Adjustment			NBR	.02*		
TOTAL CAPACITY UTILIZATION				**.72**		**.59**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	490	.14*
NBT	3	5100	1180	.23	1050	.21
NBR	1	1700	510	.30	590	.35
SBL	2	3400	160	.05	150	.04
SBT	3	5100	1270	.25*	1390	.27*
SBR	f		1040		520	
EBL	2	3400	790	.23*	810	.24
EBT	3	5100	720	.14	1360	.27*
EBR	1	1700	360	.21	500	.29
WBL	2	3400	850	.25	630	.19*
WBT	3	5100	1070	.21*	570	.11
WBR	1	1700	320	.19	70	.04
Right Turn Adjustment			EBR	.02*	EBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.95**		**.94**

12. Antonio & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	730	.21*	760	.22*
NBT	3	5100	1700	.33	1080	.21
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1080	.21*	1620	.32*
SBR	f		1120		740	
EBL	2	3400	550	.16*	1190	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	350	.21	730	.43
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.05*	EBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**1.02**

29. La Pata & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	700	.26	540	.23*
NBR	0	0	190		250	
SBL	1	1700	30	.02	110	.06*
SBT	2	3400	780	.23*	610	.18
SBR	1	1700	1120	.66	670	.39
EBL	2	3400	530	.16*	900	.26
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	210	.12
WBL	1	1700	230	.14	240	.14*
WBT	1	1700	520	.31*	170	.10
WBR	1	1700	160	.09	30	.02
Right Turn Adjustment			SBR	.43*	SBR	.20*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.32**		**1.06**

43. Antonio & New Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	950	.19*	1070	.21*
NBR	f		330		510	
SBL	2	3400	310	.09*	540	.16*
SBT	3	5100	1150	.23	1150	.23
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	40	.02	20	.01
WBL	2	3400	490	.14*	340	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		600		550	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.53**

78. A St & New Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	40	.02*	120	.07*
SBT	0	0	0		0	
SBR	1	1700	90	.05	200	.12
EBL	1	1700	160	.09*	170	.10*
EBT	3	5100	490	.10	900	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1000	.20*	690	.14*
WBR	d	1700	110	.06	100	.06
Right Turn Adjustment			SBR	.03*	SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.41**

79. C St & New Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	280	.08*	200	.06*
NBT	2	3400	160	.05	100	.03
NBR	1	1700	10	.01	20	.01
SBL	2	3400	10	.00	10	.00
SBT	2	3400	90	.03*	180	.05*
SBR	1	1700	260	.15	240	.14
EBL	2	3400	220	.06*	240	.07*
EBT	2	3400	160	.05	260	.08
EBR	1	1700	110	.06	270	.16
WBL	2	3400	10	.00	20	.01
WBT	2	3400	280	.08*	240	.07*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			SBR	.06*	SBR	.02*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION **.36** **.32**

87. F St & C St

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	340	.07*	150	.03*
NBR	1	1700	10	.01	10	.01
SBL	2	3400	50	.01*	320	.09*
SBT	3	5100	100	.02	320	.06
SBR	1	1700	130	.08	420	.25
EBL	2	3400	440	.13*	180	.05*
EBT	2	3400	40	.01	120	.04
EBR	d	1700	10	.01	10	.01
WBL	1	1700	10	.01	10	.01
WBT	1.5	5100	140	.08*	90	.04*
WBR	1.5		360	.11	120	
Right Turn Adjustment			WBR	.03*	SBR	.09*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION **.37** **.35**

89. F St & New Ortega

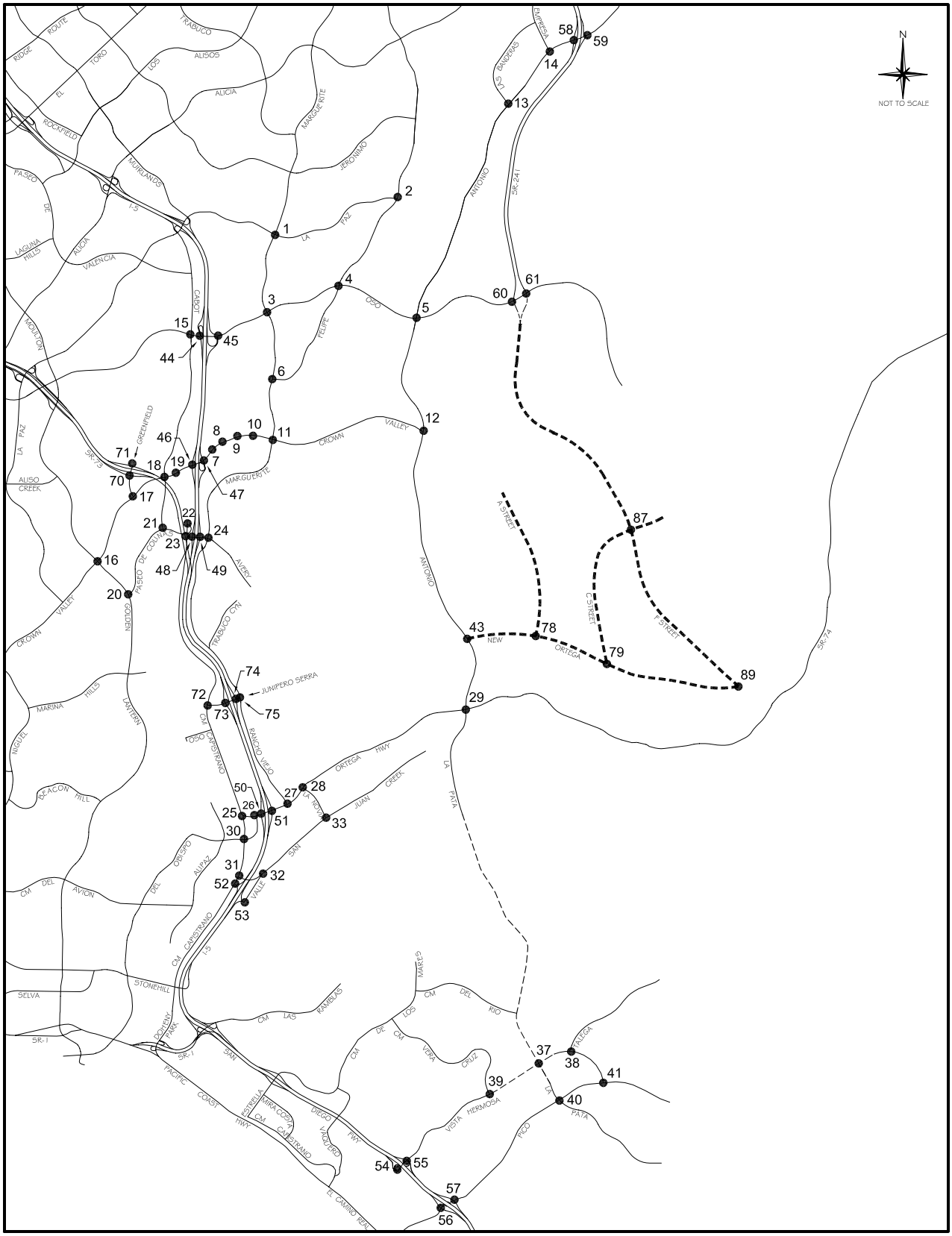
2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		40		260	.08*
SBT	0	5100	0	.02*	0	
SBR	1.5		70		70	.04
EBL	2	3400	60	.02*	70	.02*
EBT	2	3400	60	.02	170	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	210	.06*	120	.04*
WBR	1	1700	280	.16	100	.06
Right Turn Adjustment			WBR	.10*	WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.25** **.21**

ICU Data Set 9

2010 with Short-Range Project and Mitigation
(Committed Circulation System Plus La Pata and Arterial South of Oso)


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NOT TO SCALE
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ANTONIO
SR-241
LA PATA
ORTEGA HWY
CROWN VALLEY
JUNIPERO SERRA
RANCHO JULIO
CAMINO CAPISTRANO
PASEO DE COLINAS
GOLDEN LANTERN
MARGUERITE
ALICIA
ALISOS
TRABUCO
FELIPE
OSO
PASEO DE LA PAZ
VALENCIA
LAGUNA HILLS
MOULTON
GREENFIELD
AUSO CREEK
AVERY
NEW
A STREET
C STREET
F STREET
SR-74
I-5
SR-1
STONEHILL
SELVA
PACIFIC COAST HWY
VISTA HERMOSA
VISTA CRUZ
VIEJO
DIEGO
VIEJO RD
EL CAMINO REAL
SAN JUAN CREEK
MARINA HILLS
NIGUEL
BEACON HILL
AVION
OBISPO
ALIPAZ
VALLE
ESTRELLA
MIRA COSTA
RAMBLAS
LAS BAMBAS
LA PRESA
ROUTE
RIDGE
TORO
EL
ROCKFIELD
MURRIETA
MARGUERITE
JERONIMO
PASEO DE
LAGUNA HILLS
ALICIA
VALENCIA
MOULTON
LA PAZ
SR-73
AUSO CREEK
GREENFIELD
PASEO DE COLINAS
GOLDEN LANTERN
CROWN VALLEY
TRABUCO CYN
JUNIPERO SERRA
MARINA HILLS
NIGUEL
BEACON HILL
AVION
OBISPO
ALIPAZ
VALLE
CAMINO CAPISTRANO
RANCHO JULIO
ORTEGA HWY
SAN JUAN CREEK
LA PATA
STONEHILL
SELVA
PACIFIC COAST HWY
ESTRELLA
MIRA COSTA
DIEGO
VIEJO RD
EL CAMINO REAL
VISTA HERMOSA
VISTA CRUZ
LOS RAMBLAS
LAS BAMBAS
LA PRESA
SR-241
ANTONIO
JERONIMO
MARGUERITE
ALISOS
TRABUCO
ALICIA
ROUTE
RIDGE
TORO
EL
ROCKFIELD
MURRIETA

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	100	.06
NBT	2	3400	320	.09	380	.11*
NBR	1	1700	50	.03	70	.04
SBL	2	3400	270	.08	480	.14*
SBT	2	3400	410	.12*	350	.10
SBR	d	1700	120	.07	230	.14
EBL	1	1700	110	.06*	200	.12
EBT	3	5100	1310	.26	2120	.42*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	150	.09	170	.10*
WBT	3	5100	1990	.39*	1460	.29
WBR	d	1700	500	.29	260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.82**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	670	.39*	180	.11
EBT	3	5100	930	.18	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1260	.37*	1060	.21
WBR	1.5		1530	.45	190	.11
Right Turn Adjustment			WBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.49**

11. Marguerite & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	780	.23*
NBR	1	1700	400	.24	560	.33
SBL	2	3400	150	.04	510	.15*
SBT	1.5	5100	820	{.30}*	670	.20
SBR	1.5		930		300	
EBL	2	3400	590	.17*	800	.24*
EBT	4	6800	1020	.15	2350	.35
EBR	1	1700	60	.04	270	.16
WBL	2	3400	580	.17	490	.14
WBT	4	6800	2540	.37*	1680	.25*
WBR	d	1700	490	.29	220	.13
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.94** **.92**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	950	.20*	870	.18
NBR	1	1600	190	.12	290	.18
SBL	1	1600	80	.05*	130	.08
SBT	3	4800	420	.09	660	.14*
SBR	1	1600	550	.34	710	.44
EBL	2	3200	1140	.36*	810	.25*
EBT	2	3200	190	.06	470	.15
EBR	1	1600	240	.15	240	.15
WBL	1	1600	260	.16	230	.14
WBT	2	3200	610	.26*	210	.08*
WBR	0	0	220		60	
Right Turn Adjustment					SBR	.11*

TOTAL CAPACITY UTILIZATION **.87** **.78**

56. I-5 SB Ramps & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1030	.32*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	810	.17*
EBR	1	1600	130	.08	250	.16
WBL	1.5		510	.16*	460	{.24}*
WBT	1.5	4800	160	.10	690	.24
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.84** **.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	490	.14*
NBT	3	5100	1180	.23	1050	.21
NBR	1	1700	510	.30	590	.35
SBL	2	3400	160	.05	150	.04
SBT	4	6800	1270	.19*	1390	.20*
SBR	f		1040		520	
EBL	2	3400	790	.23*	810	.24
EBT	3	5100	720	.14	1360	.27*
EBR	1	1700	360	.21	500	.29
WBL	2	3400	850	.25	630	.19*
WBT	3	5100	1070	.21*	570	.11
WBR	1	1700	320	.19	70	.04
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR EBR

TOTAL CAPACITY UTILIZATION **.87** **.85**

29. La Pata & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	700	.26	540	.23*
NBR	0	0	190		250	
SBL	1	1700	30	.02	110	.06*
SBT	2	3400	780	.23*	610	.18
SBR	f		1120		670	
EBL	2	3400	530	.16*	900	.26
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	210	.12
WBL	1	1700	230	.14	240	.14*
WBT	1	1700	520	.31*	170	.10
WBR	1	1700	160	.09	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.86**

12. Antonio & Crown Valley

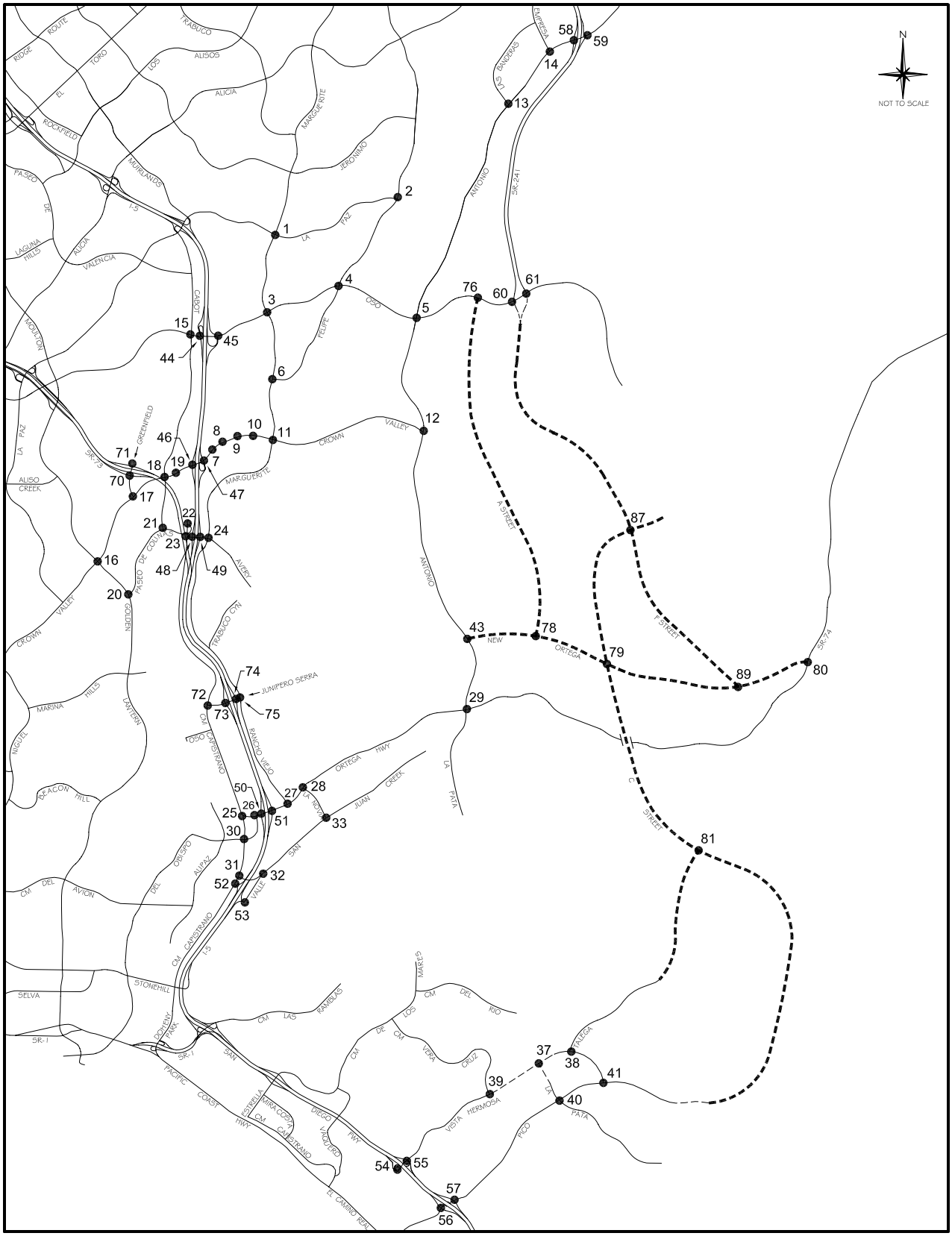
2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	730	.21*	760	.22*
NBT	3	5100	1700	.33	1080	.21
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1080	.21*	1620	.32*
SBR	f		1120		740	
EBL	3	5100	550	.11*	1190	.23*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	350	.10	730	.21
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.83**

ICU Data Set 10

2025 Cumulative with Proposed Project
(Committed Circulation System)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	800	.24	1170	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1040	.31*	1140	.34*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	200	.06*	360	.11
EBT	2	3400	320	.09	1100	.32*
EBR	1	1700	120	.07	220	.13
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	440	.13*	380	.11
WBR	d	1700	440	.26	110	.06
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.86**

2. Olympiad & La Paz

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	230	.14*
NBT	2	3400	670	.20	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	540	.21*
SBR	0	0	180		160	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	130	.08	570	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.63**

3. Marguerite & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	210	.06
NBT	2	3400	870	.26	950	.28*
NBR	1	1700	40	.02	70	.04
SBL	2	3400	200	.06	560	.16*
SBT	2	3400	720	.21*	940	.28
SBR	1	1700	330	.19	200	.12
EBL	2	3400	180	.05*	200	.06
EBT	4	6800	1510	.22	1900	.28*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	100	.03	150	.04*
WBT	4	6800	2470	.36*	1530	.23
WBR	d	1700	90	.05	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.81**

4. Felipe & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	140	.08
NBT	2	3400	360	.11*	430	.13*
NBR	1	1700	70	.04	220	.13
SBL	1	1700	310	.18*	520	.31*
SBT	2	3400	430	.13	370	.11
SBR	d	1700	120	.07	200	.12
EBL	1	1700	120	.07*	210	.12
EBT	3	5100	1670	.33	2290	.45*
EBR	d	1700	100	.06	180	.11
WBL	1	1700	220	.13	220	.13*
WBT	3	5100	2040	.40*	1670	.33
WBR	d	1700	640	.38	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**1.07**

6. Marguerite & Felipe

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	860	.25*	1040	.31*
NBR	1	1700	280	.16	830	.49
SBL	1	1700	110	.06*	410	.24*
SBT	2	3400	910	.27	890	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		700		460	
WBT	0.5	3400	40	.22*	20	.14*
WBR	1	1700	270	.16	110	.06
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.87**

7. Puerta Real & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	260	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	450	.13*
EBT	4	6800	2170	.32	3080	.45
EBR	1	1700	160	.09	400	.24
WBL	2	3400	50	.01	300	.09
WBT	4	6800	2810	.43*	2690	.43*
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.82**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08	360	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2130	.33	3140	.50*
EBR	0	0	120		260	
WBL	2	3400	350	.10	230	.07*
WBT	4	6800	2580	.40*	2700	.41
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.80**

9. Los Altos & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	50		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1770	.31	3240	.49*
EBR	0	0	310		90	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	3010	.48*	2370	.35
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.97**

10. Bellogente & Crown Valley

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1790	.26	3670	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3700	.56*	2480	.37
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.67**

11. Marguerite & Crown Valley

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	200	.06*	120	.04
NBT	2	3400	510	.15	880	.26*
NBR	1	1700	460	.27	600	.35
SBL	2	3400	190	.06	510	.15*
SBT	2	3400	780	.23*	640	.19
SBR	1	1700	1030	.61	360	.21
EBL	2	3400	610	.18*	900	.26*
EBT	4	6800	1160	.17	2540	.37
EBR	1	1700	70	.04	300	.18
WBL	2	3400	750	.22	640	.19
WBT	4	6800	2590	.46*	2030	.33*
WBR	0	0	510		230	
Right Turn Adjustment			SBR	.24*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	600	.35
EBL	2	3400	490	.14	400	.12*
EBT	3	5100	2480	.49*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1670	.34*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.75**

14. Empresa & Antonio

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		360	
EBL	2	3400	850	.25*	160	.05*
EBT	3	5100	1060	.21	1100	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	850	.17*	1160	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.50**

15. Cabot & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	220	.06
NBT	2	3400	720	.21*	340	.10*
NBR	1	1700	170	.10	590	.35
SBL	2	3400	300	.09*	680	.20*
SBT	2	3400	280	.08	610	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1100	.22	1180	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	320	.09	330	.10*
WBT	3	5100	1360	.27*	1220	.24
WBR	1	1700	510	.30	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.85**

16. Moulton & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	240	.07*
NBT	2.5	6800	1400	{.27}*	1150	.23
NBR	1.5		600	{.22}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	820	.16	1600	.31*
SBR	1	1700	130	.08	190	.11
EBL	2	3400	160	.05	150	.04
EBT	3	5100	1360	.27*	1090	.21*
EBR	1	1700	390	.23	230	.14
WBL	2	3400	610	.18*	790	.23*
WBT	3	5100	840	.16	1450	.28
WBR	1	1700	180	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.87**

17. Greenfield & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	970	.29*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	230	.14
EBL	2	3400	560	.16*	270	.08*
EBT	3	5100	1580	.32	1160	.23
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1420	.28*	1610	.32*
WBR	1	1700	870	.51	790	.46
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.77**

18. Cabot & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	320	.09*	180	.05
NBR	1	1700	380	.22	310	.18
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	120	.07	400	.20*
SBR	0	0	170	.10	280	
EBL	2	3400	310	.09*	310	.09*
EBT	3	5100	1980	.39	1640	.32
EBR	1	1700	130	.08	170	.10
WBL	2	3400	160	.05	350	.10
WBT	3	5100	2110	.41*	2050	.40*
WBR	1	1700	160	.09	270	.16
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	80	.05	210	.12*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	130	.08*
EBT	4	6800	2290	.36	2010	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2240	.44*	2290	.45*
WBR	1	1700	120	.07	200	.12
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.75**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2410	.47*	930	.18
NBR	1	1700	1130	.66	850	.50
SBL	1	1700	400	.24*	270	.16
SBT	3	5100	1260	.25	2310	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1240	
WBT	0.5	3400	10	.25*	10	.37*
WBR	1	1700	520	.31	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.89**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	110	.03*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	420	.12
EBL	1	1700	490	.29*	460	.27*
EBT	2	3400	870	.26	690	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.15*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.64**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	80	{.19}*
NBR	1.5		660	{.13}	910	
SBL	1	1700	20	.01*	110	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1150		860	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.56**

23. Cm Capistrano & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	30	.02*	130	.08*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	970	.29*	1020	.30*
SBT	1	1700	50	.03	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	660	.19	870	.26
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.56**

24. Marguerite & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	640	.38*	330	.19*
NBT	2	3400	580	.17	400	.12
NBR	d	1700	200	.12	30	.02
SBL	1	1700	160	.09	110	.06
SBT	2	3400	580	.17*	610	.18*
SBR	d	1700	370	.22	650	.38
EBL	2	3400	560	.16	770	.23
EBT	2	3400	560	.29*	840	.34*
EBR	0	0	410		330	
WBL	1	1700	50	.03*	220	.13*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.89**

25. Cm Capistrano & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	760	.45*	770	.45*
NBR	1	1700	40	.02	120	.07
SBL	1	1700	160	.09*	160	.09*
SBT	1	1700	610	.36	700	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	160	.09*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	220	.13	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.70**

26. Del Obispo & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1250	.37	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	430	.15*	570	.20*
EBR	0	0	90		120	
WBL	2	3400	1280	.38*	1320	.39*
WBT	1	1700	700	.41	690	.41
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.73**

27. Rancho Viejo & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	140	.11
NBR	0		60		50	
SBL	1.5		150		340	
SBT	0.5	3400	100	.07*	180	.15*
SBR	1	1700	170	.10	200	.12
EBL	1	1700	220	.13	270	.16
EBT	2	3400	1460	.43*	1630	.48*
EBR	1	1700	720	.42	480	.28
WBL	1	1700	80	.05*	50	.03*
WBT	3	5100	1700	.33	1280	.25
WBR	1	1700	470	.28	150	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .72 .87

28. La Novia & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	470	.28	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1210	.36*	1730	.51*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	610	.36*	580	.34*
WBT	2	3400	1780	.52	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .99

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	440	.13*
NBT	1	1700	850	.50*	580	.34
NBR	1	1700	270	.16	370	.22
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	470	.28	900	.53*
SBR	1	1700	710	.42	300	.18
EBL	1	1700	310	.18	420	.25*
EBT	2	3400	1010	.30*	730	.21
EBR	1	1700	450	.26	400	.24
WBL	1	1700	350	.21*	370	.22
WBT	2	3400	670	.20	840	.25*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.21

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	930	.27*	1000	.29*
NBR	1	1700	470	.28	470	.28
SBL	2	3400	250	.07*	700	.21*
SBT	2	3400	770	.23	1140	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		900		810	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		540	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .79

32. Valle & San Juan Creek

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	470	.28	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	520	.31
EBR	1	1700	360	.21	650	.38
WBL	1	1700	250	.15	290	.17
WBT	1	1700	960	.56*	860	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.92**		**.85**

33. La Novia & San Juan Creek

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	290	.17*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	450	.26*	380	.22*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	610	.36	570	.34
EBL	1	1700	490	.29*	470	.28*
EBT	1	1700	270	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	410	.24*	300	.18*
WBR	1	1700	450	.26	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.01**		**.83**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	760	.22*	1240	.36*
SBT	0	0	0		0	
SBR	1	1700	350	.21	470	.28
EBL	0	0	0		0	
EBT	3	5100	1110	.22	1750	.34*
EBR	f		460		690	
WBL	0	0	0		0	
WBT	3	5100	1870	.37*	1470	.29
WBR	f		770		400	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.75**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	330	.19	620	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1740	.34	2430	.48*
EBR	f		260		560	
WBL	0	0	0		0	
WBT	3	5100	2190	.43*	1440	.28
WBR	f		1220		730	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.89**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1230	.24*	1850	.36*
SBT	0	8500	0		0	
SBR	2.5		680	.20	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1760	.26*	2530	.37*
EBR	1	1700	140	.08	290	.17
WBL	2	3400	630	.19*	580	.17*
WBT	3	5100	1810	.35	1870	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.95**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	230	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		720		500	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2090	{.41}*	3430	.67*
EBR	1.5		950	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1900	.37	2220	.44
WBR	f		1360		1540	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.87**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520		530	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	720	.21	1020	.30*
EBR	1	1700	330	.19	300	.18
WBL	1	1700	220	.13	320	.19*
WBT	1	1700	750	.44*	670	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.81**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	340	.20	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	40	.02	300	.18*
EBT	2	3400	1210	.36*	1260	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	710	.21	740	.22*
WBR	1	1700	530	.31	520	.31
Right Turn Adjustment			NBR	.04*	NBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.82**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1140		990	
SBT	0	5100	0	{.35}*	0	{.33}*
SBR	1.5		970		930	
EBL	0	0	0		0	
EBT	3	5100	1510	.30*	1630	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	420	.25*	320	.19*
WBT	2	3400	1030	.30	1070	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.95**		**.89**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.15}*	250	{.13}*
NBT	0	5100	0	{.15}	0	{.13}
NBR	1.5		650		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	770	.23*	740	.22*
EBT	2	3400	1860	.55	1870	.55
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1180	{.40}*	1130	{.38}*
WBR	1.5		1040		1000	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.78**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1210	.36*	1110	.33*
NBR	0	0	10		10	
SBL	2	3400	690	.20*	570	.17*
SBT	2	3400	980	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		190		360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.85**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	170	.10*
NBT	1	1700	210	.12	240	.14
NBR	1	1700	20	.01	50	.03
SBL	0	0	70		220	
SBT	1	1700	200	.16*	500	.42*
SBR	1	1700	300	.18	230	.14
EBL	1	1700	590	.35*	590	.35*
EBT	1	1700	40	.04	150	.11
EBR	0	0	30		40	
WBL	0	0	50		60	
WBT	1	1700	270	.19*	60	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.94**		**.99**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.01}	570	{.22}
EBL	0	0	0		0	
EBT	3	5100	1500	.29*	1640	.32*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	90	.05*	80	.05*
WBT	3	5100	1240	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.67**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	110	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	680	.40*	210	.12
EBT	3	5100	1010	.20	2270	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1300	.25*	1140	.22
WBR	1	1700	1580	.93	210	.12
Right Turn Adjustment			WBR	.67*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.53**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02	240	.07
SBT	2	3400	320	.09*	950	.28*
SBR	1	1700	70	.04	250	.15
EBL	0	0	0		0	
EBT	2	3400	1090	.32*	370	.11
EBR	f		790		1740	
WBL	1	1700	180	.11*	140	.08
WBT	3	5100	2130	.42	1550	.30*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.63**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1110	.33	960	.28*
NBT	2	3400	1150	.34*	520	.15
NBR	1	1700	70	.04	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	560	.16*	50	.01
EBT	2	3400	620	.18	540	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1210	.24*	610	.12
WBR	1	1700	440	.26	100	.06
Right Turn Adjustment			WBR	.02*	NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.60**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	520	.26*
NBR	0	0	350		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	450	.13
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		530		970	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1320	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.45**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1130	.66	980	.58
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	90	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	870	.51*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.90**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	310	.18*
SBT	0	0	0		0	
SBR	1	1700	580	.34	730	.43
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	970	.33*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	350	{.21}*
WBT	1.5	3400	360	.18	690	.31
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.85**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		610	{.36}*	750	.44*
EBT	1.5	3400	720	.39	530	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	900	.53*
WBR	1	1700	510	.30	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.10**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	480	.28*	360	.21*
NBT	2	3400	260	.08	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	390	.23*
SBR	1	1700	590	.35	850	.50
EBL	1.5		760		490	
EBT	0.5	3400	30	.30*	10	.22*
EBR	0		230		250	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.78** **.82**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	680	.21*	890	.28*
NBT	3	4800	650	.14	520	.11
NBR	1	1600	240	.15	460	.29
SBL	1	1600	30	.02	70	.04
SBT	3	4800	210	.04*	290	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	490	.15	800	.25
EBR	1	1600	710	.44	520	.33
WBL	1	1600	380	.24	230	.14
WBT	2	3200	920	.33*	640	.23*
WBR	0	0	120		110	

TOTAL CAPACITY UTILIZATION **1.11** **1.00**

38. Talega & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	160	.10	50	.03
SBT	1	1600	30	.64*	30	.37*
SBR	0	0	1000		560	
EBL	1	1600	460	.29*	890	.56*
EBT	2	3200	90	.04	220	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.12*	150	.08*
WBR	0	0	100		110	

TOTAL CAPACITY UTILIZATION **1.06** **1.02**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	70	.03*	360	.12*
NBR	0	0	10		10	
SBL	1	1600	710	.44*	700	.44*
SBT	2	3200	470	.21	200	.13
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1560	.52	1250	.40
EBR	0	0	120		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1200	.49*	1400	.64*
WBR	0	0	370		660	

TOTAL CAPACITY UTILIZATION **1.16** **1.31**

40. La Pata & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	770	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	100	.06	10	.01
SBL	2	3200	20	.01	0	.00
SBT	2	3200	30	.01*	10	.00*
SBR	f		190		60	
EBL	1	1600	200	.13	150	.09*
EBT	3	4800	1100	.23*	840	.18
EBR	1	1600	610	.38	230	.14
WBL	2	3200	150	.05*	10	.00
WBT	2.5	6400	550	.11	830	.17*
WBR	1.5		20		20	
Right Turn Adjustment			EBR	.07*		

TOTAL CAPACITY UTILIZATION **.46** **.74**

41. Vista Hermosa & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	190	.12*
NBT	2	3200	10	.00*	30	.01
NBR	0	0	0		0	
SBL	2	3200	280	.09*	90	.03
SBT	1	1600	80	.05	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03*	180	.06*
EBT	3	4800	1070	.22	890	.19
EBR	1	1600	370	.23	50	.03
WBL	1	1600	0	.00	0	.00
WBT	3	4800	760	.20*	540	.15*
WBR	0	0	180		200	
TOTAL CAPACITY UTILIZATION				**.32**		**.34**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1550	.48*	880	
SBT	0	4800	0		0	{.29}*
SBR	1.5		180	.11	550	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	460	.10	460	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	370	.12*
WBR	f		250		180	
TOTAL CAPACITY UTILIZATION				**.60**		**.45**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.05*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		350	.11	410	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1930	.60*	1320	.41*
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	490	.31	610	.38
WBR	1.5		1140	.36	1490	.47
Right Turn Adjustment			NBR	.06*	Multi	.17*
TOTAL CAPACITY UTILIZATION				**.71**		**.59**

56. I-5 SB Ramps & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1790	.56*	1160	.36*
SBT	0	0	10		10	
SBR	1	1600	220	.14	330	.21
EBL	0	0	0		0	
EBT	3	4800	840	.18*	860	.18*
EBR	1	1600	150	.09	360	.23
WBL	1	1600	420	.26*	820	.51*
WBT	2	3200	510	.16	980	.31
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				**1.00**		**1.05**

57. I-5 NB Ramps & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	350	.22	210	.13
NBR(f)	f		690		420	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	210	.13	280	.18
EBT	2	3200	2450	.77*	1740	.54*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	810	.17	1490	.31
WBR	f		1270		1320	
Right Turn Adjustment			NBR	.14*		
TOTAL CAPACITY UTILIZATION				**.99**		**.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	670	.20*	530	.16*
NBT	3	5100	1020	.20	900	.18
NBR	1	1700	560	.33	640	.38
SBL	2	3400	300	.09	240	.07
SBT	3	5100	1230	.24*	1290	.25*
SBR	f		1010		520	
EBL	2	3400	840	.25*	910	.27
EBT	3	5100	1010	.20	1570	.31*
EBR	1	1700	440	.26	550	.32
WBL	2	3400	910	.27	790	.23*
WBT	3	5100	1330	.26*	880	.17
WBR	1	1700	460	.27	160	.09
Right Turn Adjustment			Multi	.03*	Multi	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.03**		**1.05**

12. Antonio & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	1000	.29*
NBT	3	5100	1490	.29	930	.18
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1020	.20*	1360	.27*
SBR	f		1240		1060	
EBL	2	3400	660	.19*	1260	.37*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	970	.57
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.10*	EBR	.19*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**1.18**

29. La Pata & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	230	.14*
NBT	1	1700	110	.07	140	.09
NBR	0	0	10		20	
SBL	1	1700	80	.05	60	.04
SBT	2	3400	290	.17*	90	.05*
SBR	0	0	1870	1.10	1310	.77
EBL	2	3400	1210	.36*	1580	.46*
EBT	1	1700	50	.03	440	.26
EBR	1	1700	570	.34	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	220	.13*	160	.09*
WBR	1	1700	60	.04	70	.04
Right Turn Adjustment			SBR	.93*	SBR	.72*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.79**		**1.51**

43. Antonio & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	3	5100	560	.11*	770	.15*
NBR	f		690		1130	
SBL	2	3400	840	.25*	1130	.33*
SBT	3	5100	840	.16	670	.13
SBR	d	1700	40	.02	70	.04
EBL	1	1700	60	.04	60	.04
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	70	.04	60	.04
WBL	2	3400	1040	.31*	850	.25*
WBT	1	1700	50	.03	70	.04
WBR	f		1060		1090	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.82**

76. A St & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1850	.36	1930	.38*
EBR	d	1700	20	.01	80	.05
WBL	1	1700	10	.01	50	.03*
WBT	3	5100	2170	.43*	1740	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.48**

78. A St & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	10	.01
EBT	3	5100	1580	.31	2320	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2120	.42*	2000	.39
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.51**

79. C St & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	800	.24*
NBT	2	3400	790	.23	700	.21
NBR	1	1700	180	.11	280	.16
SBL	2	3400	50	.01	50	.01
SBT	2	3400	590	.17*	720	.21*
SBR	1	1700	290	.17	260	.15
EBL	2	3400	240	.07	280	.08
EBT	2	3400	690	.20*	1010	.30*
EBR	2	3400	600	.18	1020	.30
WBL	2	3400	190	.06*	160	.05*
WBT	3	5100	940	.18	920	.18
WBR	1	1700	60	.04	100	.06
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.74** **.85**

80. Ortega & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	290	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	100	.06*	10	.01
SBR	2	3400	1040	.31	650	.19
EBL	2	3400	370	.11*	970	.29*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	100	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.25*	SBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.63**

81. C St & Talega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	850	.25	1000	.30
NBR	0	0	10		10	
SBL	1	1700	30	.02	60	.04
SBT	2	3400	910	.41*	950	.42*
SBR	0	0	480		470	
EBL	1	1700	460	.27*	480	.28*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.80**

87. F St & C St

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	960	.19*	720	.14*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	160	.05*	410	.12*
SBT	3	5100	530	.10	1050	.21
SBR	1	1700	610	.36	830	.49
EBL	2	3400	890	.26*	750	.22*
EBT	2	3400	110	.03	210	.06
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	210	.12*	160	.07*
WBR	1.5		450	.13	210	
Right Turn Adjustment			WBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.62**

89. F St & New Ortega

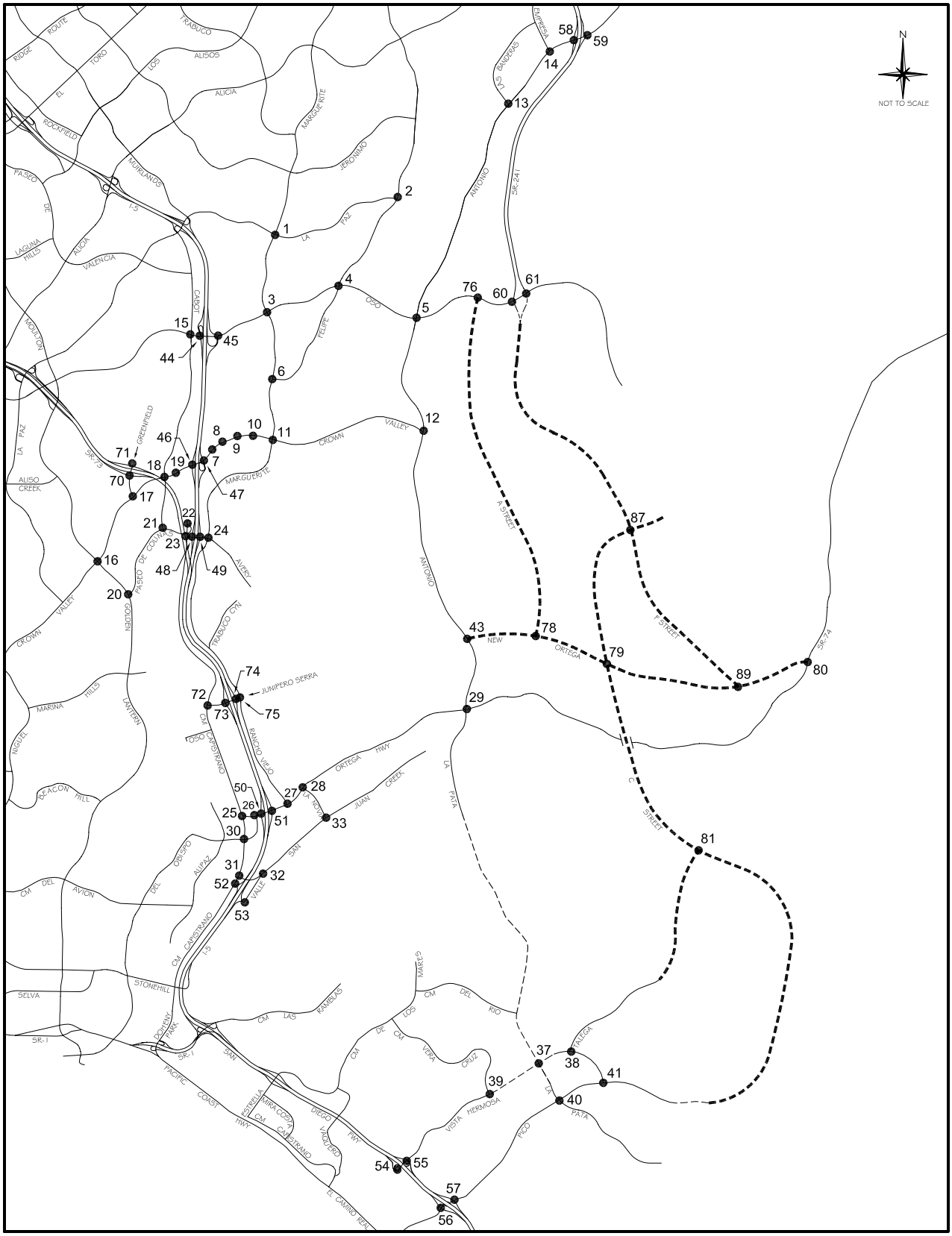
2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		300		810	.24*
SBT	0	5100	0	.12*	0	
SBR	1.5		320		350	.21
EBL	2	3400	330	.10*	330	.10*
EBT	2	3400	830	.24	1280	.38
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1300	.38*	1010	.30*
WBR	1	1700	710	.42	500	.29
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.69**

ICU Data Set 11

2025 Cumulative with Proposed Project
(Committed Circulation System Plus La Pata)



2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	320	.09*
NBT	2	3400	800	.24	1170	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	120	.04	230	.07
SBT	2	3400	1050	.31*	1120	.33*
SBR	1	1700	220	.13	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1070	.31*
EBR	1	1700	120	.07	240	.14
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	370	.11
WBR	d	1700	440	.26	120	.07
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.84**

2. Olympiad & La Paz

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	230	.14*
NBT	2	3400	670	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	550	.21*	560	.21*
SBR	0	0	170		150	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	130	.08	570	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.63**

3. Marguerite & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	220	.06
NBT	2	3400	880	.26	930	.27*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	230	.07	550	.16*
SBT	2	3400	710	.21*	950	.28
SBR	1	1700	320	.19	200	.12
EBL	2	3400	160	.05*	190	.06
EBT	4	6800	1450	.21	1860	.27*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2460	.36*	1490	.22
WBR	d	1700	90	.05	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.79**

4. Felipe & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	350	.10*	410	.12*
NBR	1	1700	80	.05	260	.15
SBL	1	1700	340	.20*	540	.32*
SBT	2	3400	420	.12	370	.11
SBR	d	1700	120	.07	200	.12
EBL	1	1700	120	.07*	210	.12
EBT	3	5100	1630	.32	2210	.43*
EBR	d	1700	80	.05	200	.12
WBL	1	1700	250	.15	220	.13*
WBT	3	5100	2020	.40*	1660	.33
WBR	d	1700	660	.39	410	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**1.05**

6. Marguerite & Felipe

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	880	.26*	1040	.31*
NBR	1	1700	270	.16	830	.49
SBL	1	1700	110	.06*	390	.23*
SBT	2	3400	910	.27	910	.27
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		710		450	
WBT	0.5	3400	40	.22*	20	.14*
WBR	1	1700	270	.16	110	.06
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.86**

7. Puerta Real & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	260	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	530	.16*	450	.13*
EBT	4	6800	2130	.31	3110	.46
EBR	1	1700	170	.10	400	.24
WBL	2	3400	60	.02	270	.08
WBT	4	6800	2770	.42*	2670	.43*
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08	370	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	160	.09
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2100	.33	3180	.50*
EBR	0	0	120		250	
WBL	2	3400	350	.10	240	.07*
WBT	4	6800	2560	.40*	2650	.40
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.80**

9. Los Altos & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1740	.30	3270	.50*
EBR	0	0	310		100	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	2990	.48*	2320	.34
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

10. Bellogente & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1760	.26	3700	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2420	.36
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.68**

11. Marguerite & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	860	.25*
NBR	1	1700	470	.28	560	.33
SBL	2	3400	200	.06	560	.16*
SBT	2	3400	750	.22*	610	.18
SBR	1	1700	1070	.63	350	.21
EBL	2	3400	560	.16*	930	.27*
EBT	4	6800	1170	.17	2540	.37
EBR	1	1700	80	.05	290	.17
WBL	2	3400	720	.21	640	.19
WBT	4	6800	2540	.46*	1990	.33*
WBR	0	0	570		250	
Right Turn Adjustment			SBR	.29*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.24** **1.06**

13. Banderas & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	90	.05*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	520	.31	620	.36
EBL	2	3400	560	.16	450	.13*
EBT	3	5100	2520	.50*	1400	.28
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1190	.24	1690	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.77**

14. Empresa & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		240		470	
SBT	0.5	3400	50	.09*	20	.14*
SBR	f		180		350	
EBL	2	3400	780	.23*	170	.05*
EBT	3	5100	1170	.23	1230	.24
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	920	.18*	1180	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	220	.06
NBT	2	3400	710	.21*	340	.10*
NBR	1	1700	150	.09	580	.34
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	280	.08	600	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1100	.22*	1160	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	340	.10*	330	.10*
WBT	3	5100	1380	.27	1200	.24
WBR	1	1700	510	.30	410	.24
Right Turn Adjustment					NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.84**

16. Moulton & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	240	.07*
NBT	2.5	6800	1350	{.26}*	1120	.22
NBR	1.5		600	{.21}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1540	.30*
SBR	1	1700	130	.08	180	.11
EBL	2	3400	170	.05	150	.04
EBT	3	5100	1330	.26*	1090	.21*
EBR	1	1700	390	.23	230	.14
WBL	2	3400	630	.19*	790	.23*
WBT	3	5100	850	.17	1430	.28
WBR	1	1700	180	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.86**

17. Greenfield & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	960	.28*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	240	.14
EBL	2	3400	570	.17*	280	.08*
EBT	3	5100	1540	.31	1160	.23
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1440	.28*	1590	.31*
WBR	1	1700	810	.48	790	.46
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	120	.07	390	.20*
SBR	0	0	190	.11	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1630	.32
EBR	1	1700	120	.07	170	.10
WBL	2	3400	170	.05	340	.10
WBT	3	5100	2050	.40*	2030	.40*
WBR	1	1700	170	.10	270	.16
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.79**

19. Forbes & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	130	.08*
EBT	4	6800	2280	.36	2010	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2190	.43*	2270	.45*
WBR	1	1700	130	.08	200	.12
Right Turn Adjustment			SBR	.01*	SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.75**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2350	.46*	890	.17
NBR	1	1700	1120	.66	820	.48
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1260	.25	2240	.44*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		830		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	520	.31	220	.13
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.87**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	300	.09	410	.12
EBL	1	1700	480	.28*	460	.27*
EBT	2	3400	860	.25	670	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	440	.14*	970	.29*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.64**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.20}*
NBR	1.5		640	{.12}	920	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		840	
WBT	0	3400	0	.34*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

23. Cm Capistrano & Avery

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	120	.07*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	1020	.30*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	640	.19	880	.26
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.56**

24. Marguerite & Avery

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	600	.35*	320	.19*
NBT	2	3400	570	.17	380	.11
NBR	d	1700	180	.11	30	.02
SBL	1	1700	160	.09	110	.06
SBT	2	3400	570	.17*	590	.17*
SBR	d	1700	330	.19	630	.37
EBL	2	3400	580	.17	710	.21
EBT	2	3400	530	.28*	830	.33*
EBR	0	0	420		290	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.84**

25. Cm Capistrano & Ortega

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1700	740	.44*	710	.42*
NBR	1	1700	20	.01	90	.05
SBL	1	1700	140	.08*	150	.09*
SBT	1	1700	610	.36	630	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	250	.15	220	.13
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.68**

26. Del Obispo & Ortega

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1200	.35	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	360	.13*	530	.19*
EBR	0	0	90		120	
WBL	2	3400	1260	.37*	1290	.38*
WBT	1	1700	690	.41	740	.44
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.71**

27. Rancho Viejo & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		570	.17*
NBT	1.5	5100	180	.12*	130	.11
NBR	0		70		50	
SBL	1.5		150		340	
SBT	0.5	3400	100	.07*	170	.15*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	220	.13	270	.16
EBT	2	3400	1390	.41*	1630	.48*
EBR	1	1700	710	.42	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1650	.32	1270	.25
WBR	1	1700	410	.24	150	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.89**

28. La Novia & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	380	.11*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	470	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1150	.34*	1730	.51*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	600	.35*	460	.27*
WBT	2	3400	1690	.50	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.91**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	430	.13*
NBT	1	1700	810	.48*	510	.30
NBR	1	1700	230	.14	330	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	430	.25	790	.46*
SBR	1	1700	700	.41	350	.21
EBL	1	1700	290	.17	390	.23*
EBT	2	3400	990	.29*	740	.22
EBR	1	1700	450	.26	420	.25
WBL	1	1700	320	.19*	360	.21
WBT	2	3400	680	.20	800	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.11**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	850	.25*	910	.27*
NBR	1	1700	500	.29	520	.31
SBL	2	3400	250	.07*	650	.19*
SBT	2	3400	700	.21	1120	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		780	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		540	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.74**

32. Valle & San Juan Creek

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	550	.32*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	230	.14	350	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	540	.32
EBR	1	1700	360	.21	630	.37
WBL	1	1700	220	.13	170	.10
WBT	1	1700	920	.54*	820	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.82**

33. La Novia & San Juan Creek

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	290	.17*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	460	.27*	410	.24*
SBT	1	1700	160	.09	270	.16
SBR	1	1700	580	.34	420	.25
EBL	1	1700	280	.16*	380	.22*
EBT	1	1700	260	.15	290	.17
EBR	1	1700	60	.04	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	380	.22*	280	.16*
WBR	1	1700	470	.28	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.77**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	730	.21*	1260	.37*
SBT	0	0	0		0	
SBR	1	1700	350	.21	460	.27
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1720	.34*
EBR	f		480		710	
WBL	0	0	0		0	
WBT	3	5100	1900	.37*	1470	.29
WBR	f		710		390	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.76**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	470	.28*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	300	.18	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	2440	.48*
EBR	f		240		540	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1420	.28
WBR	f		1230		710	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.86**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1260	.25*	1920	.38*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1730	.25*	2510	.37*
EBR	1	1700	160	.09	310	.18
WBL	2	3400	550	.16*	520	.15*
WBT	3	5100	1760	.35	1840	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.95**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.24}*	230	.14*
NBT	0	5100	0	.24	0	
NBR	1.5		680		470	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2090	{.41}*	3480	.68*
EBR	1.5		950	{.38}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1760	.35	2130	.42
WBR	f		1450		1600	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.87**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		540		510	
SBT	0	3400	0	.22*	0	.27*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	700	.21	1010	.30*
EBR	1	1700	330	.19	310	.18
WBL	1	1700	190	.11	310	.18*
WBT	1	1700	730	.43*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.80**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	280	.16*
NBT	0	0	0		0	
NBR	1	1700	340	.20	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	280	.16*
EBT	2	3400	1210	.36*	1240	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	650	.19	710	.21*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment			NBR	.04*	NBR	.17*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.75**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1170		1100	
SBT	0	5100	0	{.39}*	0	{.38}*
SBR	1.5		990		980	
EBL	0	0	0		0	
EBT	3	5100	1390	.27*	1590	.31*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	230	.14*	210	.12*
WBT	2	3400	970	.29	1040	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.86**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.15}*	260	{.12}*
NBT	0	5100	0	{.15}	0	{.12}
NBR	1.5		610		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	730	.21*	750	.22*
EBT	2	3400	1830	.54	1940	.57
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	930	{.39}*	990	{.38}*
WBR	1.5		1240		1130	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.35*	1030	.31*
NBR	0	0	20		10	
SBL	2	3400	620	.18*	520	.15*
SBT	2	3400	950	.28	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		190		400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	150	.09*
NBT	1	1700	130	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		220	
SBT	1	1700	170	.14*	330	.32*
SBR	1	1700	300	.18	250	.15
EBL	1	1700	440	.26*	540	.32*
EBT	1	1700	40	.04	160	.12
EBR	0	0	30		50	
WBL	0	0	40		50	
WBT	1	1700	290	.19*	70	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.85**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	850	.25*
SBT	0	5100	0		0	
SBR	1.5		210	{.05}	590	{.22}
EBL	0	0	0		0	
EBT	3	5100	1520	.30*	1750	.34*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	90	.05*	70	.04*
WBT	3	5100	1260	.25	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.68**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	90	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	710	.42*	280	.16
EBT	3	5100	1000	.20	2280	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1310	.26*	1140	.22
WBR	1	1700	1590	.94	190	.11
Right Turn Adjustment			WBR	.67*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.41** **.53**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02	240	.07
SBT	2	3400	270	.08*	1170	.34*
SBR	1	1700	80	.05	320	.19
EBL	0	0	0		0	
EBT	2	3400	1180	.35	390	.11
EBR	f		710		1760	
WBL	1	1700	140	.08	130	.08
WBT	3	5100	2180	.43*	1560	.31*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.70**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1130	.33	950	.28*
NBT	2	3400	1280	.38*	500	.15
NBR	1	1700	60	.04	650	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	650	.19*	70	.02
EBT	2	3400	620	.18	540	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1200	.24*	610	.12
WBR	1	1700	430	.25	110	.06
Right Turn Adjustment			WBR	.01*	NBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.59**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1270	.48*	530	.26*
NBR	0	0	360		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	460	.14	470	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.03}*	0	{.24}*
EBR	1.5		530		960	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1260	.37*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.47**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1190	.70*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.24*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.89**		**.89**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	300	.18*
SBT	0	0	0		0	
SBR	1	1700	570	.34	690	.41
EBL	0	0	0		0	
EBT	2	3400	1110	.36*	940	.32*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	350	.18	660	.28
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.79**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		650	{.38}*	740	.44*
EBT	1.5	3400	710	.40	490	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	820	.48*
WBR	1	1700	470	.28	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **1.05**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	320	.19*
NBT	2	3400	230	.07	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	370	.22*
SBR	1	1700	580	.34	770	.45
EBL	1.5		730		460	
EBT	0.5	3400	30	.29*	10	.21*
EBR	0		230		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.75** **.75**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	470	.15*	750	.23*
NBT	3	4800	1380	.29	1440	.30
NBR	1	1600	220	.14	360	.23
SBL	1	1600	100	.06	180	.11
SBT	3	4800	950	.20*	980	.20*
SBR	1	1600	640	.40	1000	.63
EBL	1	1600	1310	.82*	930	.58*
EBT	2	3200	350	.11	560	.18
EBR	1	1600	440	.28	420	.26
WBL	1	1600	280	.18	280	.18
WBT	2	3200	720	.31*	400	.18*
WBR	0	0	270		170	

TOTAL CAPACITY UTILIZATION **1.48** **1.19**

38. Talega & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	140	.09	50	.03
SBT	1	1600	30	.52*	30	.29*
SBR	0	0	800		430	
EBL	1	1600	360	.23*	640	.40*
EBT	2	3200	90	.04	250	.08
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	310	.13*	150	.09*
WBR	0	0	100		140	

TOTAL CAPACITY UTILIZATION **.89** **.79**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	730	.46*	580	.36*
SBT	2	3200	570	.24	170	.11
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1580	.53	1250	.39
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1170	.47*	1420	.67*
WBR	0	0	340		720	

TOTAL CAPACITY UTILIZATION **1.16** **1.25**

40. La Pata & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	230	.14*	880	.55*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	80	.05	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	20	.01*	10	.00*
SBR	f		260		140	
EBL	1	1600	290	.18*	210	.13*
EBT	3	4800	1110	.23	870	.18
EBR	1	1600	750	.47	280	.18
WBL	2	3200	100	.03	10	.00
WBT	2.5	6400	600	.13*	860	.18*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.08*		

TOTAL CAPACITY UTILIZATION **.54** **.86**

41. Vista Hermosa & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	200	.13*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	250	.08*	100	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03	210	.07*
EBT	3	4800	1060	.22*	910	.19
EBR	1	1600	390	.24	50	.03
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	760	.19	550	.16*
WBR	0	0	170		200	

TOTAL CAPACITY UTILIZATION **.32** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1310	.41*	740	
SBT	0	4800	0		0	{.26}*
SBR	1.5		190	.12	540	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	480	.10	510	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	390	.12*
WBR	f		500		330	

TOTAL CAPACITY UTILIZATION **.53** **.42**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		570	.18	570	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1720	.54*	1160	.36
EBR	f		220		220	
WBL	0	0	0		0	
WBT	1.5	4800	710	{.33}	850	.42*
WBR	1.5		950		1170	
Right Turn Adjustment			NBR	.12*	NBR	.12*

TOTAL CAPACITY UTILIZATION **.72** **.55**

56. I-5 SB Ramps & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1660	.52*	950	.30*
SBT	0	0	10		10	
SBR	1	1600	240	.15	340	.21
EBL	0	0	0		0	
EBT	3	4800	910	.19*	880	.18*
EBR	1	1600	150	.09	370	.23
WBL	1	1600	680	.43*	850	.53*
WBT	2	3200	430	.13	970	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.14** **1.01**

57. I-5 NB Ramps & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	360	.23	300	.19
NBR(f)	f		710		590	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	280	.18*
EBT	2	3200	2360	.74*	1520	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	990	.21	1520	.32*
WBR	f		1110		1220	
Right Turn Adjustment			NBR	.15*		
TOTAL CAPACITY UTILIZATION				**.97**		**.69**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	560	.16*
NBT	3	5100	1230	.24	1190	.23
NBR	1	1700	660	.39	670	.39
SBL	2	3400	230	.07	220	.06
SBT	3	5100	1480	.29*	1370	.27*
SBR	f		1010		500	
EBL	2	3400	810	.24*	870	.26
EBT	3	5100	990	.19	1600	.31*
EBR	1	1700	490	.29	560	.33
WBL	2	3400	980	.29	890	.26*
WBT	3	5100	1380	.27*	890	.17
WBR	1	1700	420	.25	130	.08
Right Turn Adjustment			EBR	.07*	Multi	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.11** **1.09**

12. Antonio & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	1020	.30*
NBT	3	5100	1760	.35	1330	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1460	.29*	1560	.31*
SBR	f		1170		1050	
EBL	2	3400	670	.20*	1230	.36*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	980	.58
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.09*	EBR	.21*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **1.24**

29. La Pata & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	350	.21*
NBT	2	3400	1410	.43	1140	.39
NBR	0	0	40		200	
SBL	1	1700	60	.04	80	.05
SBT	2	3400	1470	.43*	1310	.39*
SBR	1	1700	1610	.95	1050	.62
EBL	2	3400	920	.27*	1370	.40*
EBT	1	1700	50	.03	430	.25
EBR	1	1700	470	.28	310	.18
WBL	1	1700	150	.09	30	.02
WBT	1	1700	250	.15*	150	.09*
WBR	1	1700	60	.04	80	.05
Right Turn Adjustment			SBR	.52*	SBR	.23*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.37**

43. Antonio & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	1060	.21*	1450	.28*
NBR	f		1200		1330	
SBL	2	3400	680	.20*	970	.29*
SBT	3	5100	1460	.29	1200	.24
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	2	3400	1280	.38*	1410	.41*
WBT	1	1700	40	.02	60	.04
WBR	f		900		930	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **1.07**

76. A St & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	70	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1850	.36	1960	.38*
EBR	d	1700	20	.01	90	.05
WBL	1	1700	10	.01	60	.04*
WBT	3	5100	2230	.44*	1820	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.49**

78. A St & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01*
EBT	3	5100	1930	.38	2350	.46
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2200	.43*	2400	.47*
WBR	d	1700	10	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.54**

79. C St & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	790	.23*	690	.20*
NBT	2	3400	660	.19	550	.16
NBR	1	1700	110	.06	130	.08
SBL	2	3400	50	.01	50	.01
SBT	2	3400	360	.11*	610	.18*
SBR	1	1700	310	.18	560	.33
EBL	2	3400	480	.14*	340	.10
EBT	2	3400	910	.27	1130	.33*
EBR	2	3400	460	.14	910	.27
WBL	2	3400	80	.02	90	.03*
WBT	3	5100	1070	.21*	1140	.22
WBR	1	1700	60	.04	60	.04
Right Turn Adjustment				SBR		.05*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.74** **.84**

80. Ortega & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	480	.14*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	230	.14*	10	.01
SBR	2	3400	920	.27	650	.19
EBL	2	3400	380	.11*	830	.24*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	120	.07	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	120	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment				SBR		SBR .08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.58**

81. C St & Talega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	680	.20*	700	.21
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04
SBT	2	3400	610	.21	770	.28*
SBR	0	0	100		170	
EBL	1	1700	150	.09*	210	.12*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.50**

87. F St & C St

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	970	.19*	770	.15*
NBR	1	1700	60	.04	120	.07
SBL	2	3400	160	.05*	410	.12*
SBT	3	5100	550	.11	1060	.21
SBR	1	1700	420	.25	1040	.61
EBL	2	3400	1020	.30*	640	.19*
EBT	2	3400	110	.03	210	.06
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	210	.12*	160	.07*
WBR	1.5		450	.13	210	
Right Turn Adjustment			WBR	.01*	SBR	.16*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.72** **.74**

89. F St & New Ortega

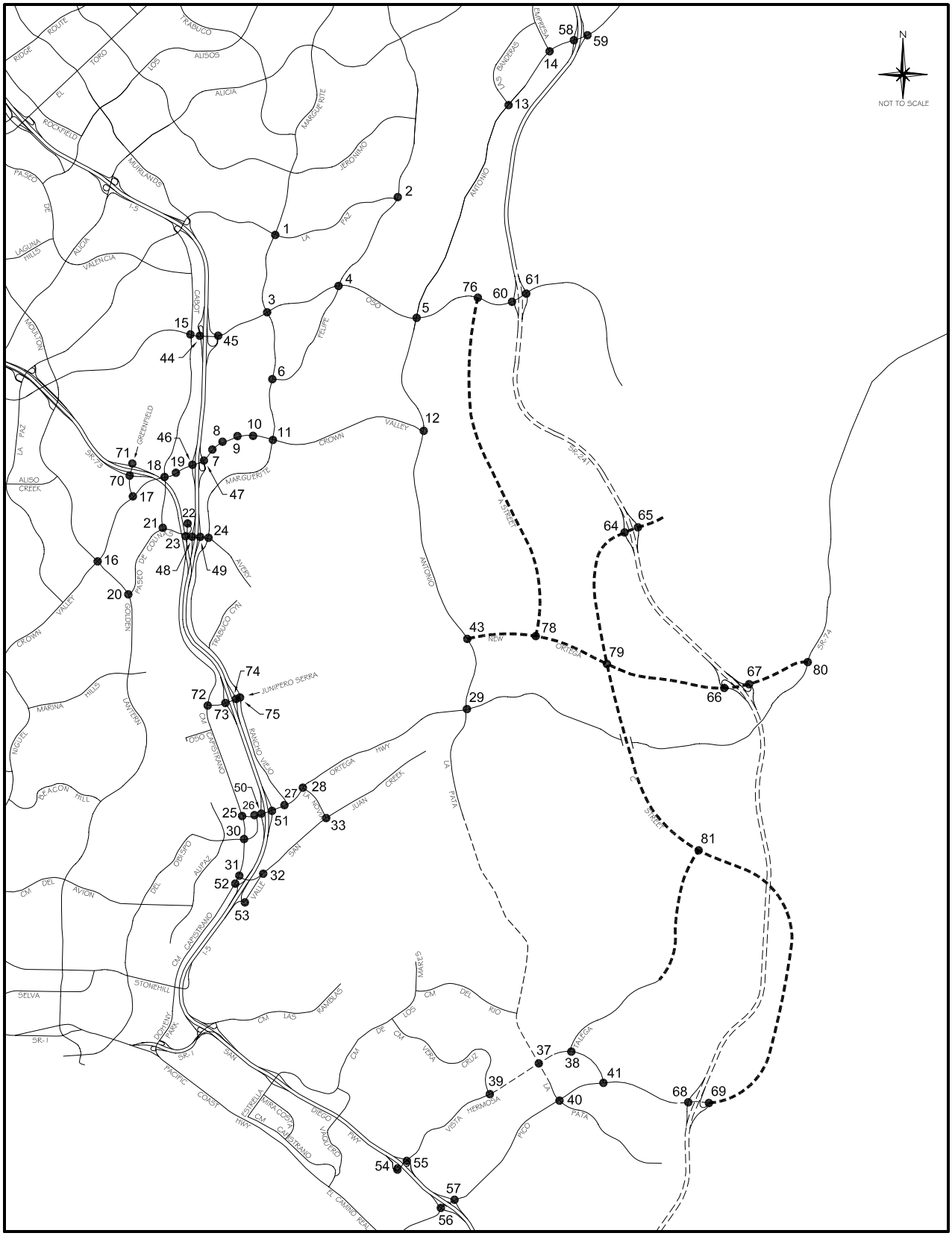
2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		320		800	.24*
SBT	0	5100	0	.13*	0	
SBR	1.5		320		370	.22
EBL	2	3400	330	.10*	370	.11*
EBT	2	3400	830	.24	1140	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1160	.34*	1010	.30*
WBR	1	1700	710	.42	510	.30
Right Turn Adjustment			WBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.70**

ICU Data Set 12

2025 Cumulative with Proposed Project
(Committed Circulation System Plus La Pata and FTC-S)



2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	800	.24	1150	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1030	.30*	1080	.32*
SBR	1	1700	220	.13	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1010	.30*
EBR	1	1700	120	.07	280	.16
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	450	.13*	360	.11
WBR	d	1700	370	.22	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.82**

2. Olympiad & La Paz

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	210	.12*
NBT	2	3400	660	.19	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	550	.20*
SBR	0	0	180		140	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	510	.30
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.58**

3. Marguerite & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	230	.07
NBT	2	3400	860	.25	880	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	230	.07	600	.18*
SBT	2	3400	690	.20*	910	.27
SBR	1	1700	320	.19	180	.11
EBL	2	3400	180	.05*	220	.06
EBT	4	6800	1390	.20	1800	.26*
EBR	d	1700	100	.06	420	.25
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2460	.36*	1460	.21
WBR	d	1700	100	.06	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.79**

4. Felipe & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	340	.10*	400	.12*
NBR	1	1700	70	.04	220	.13
SBL	1	1700	340	.20*	460	.27*
SBT	2	3400	410	.12	380	.11
SBR	d	1700	120	.07	210	.12
EBL	1	1700	120	.07	220	.13
EBT	3	5100	1570	.31*	2230	.44*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	260	.15*	210	.12*
WBT	3	5100	2010	.39	1620	.32
WBR	d	1700	600	.35	390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **1.00**

6. Marguerite & Felipe

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	870	.26*	1020	.30*
NBR	1	1700	250	.15	790	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	890	.26	900	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		440	
WBT	0.5	3400	40	.21*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.82**

7. Puerta Real & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	530	.16*	440	.13*
EBT	4	6800	2180	.32	3080	.45
EBR	1	1700	170	.10	400	.24
WBL	2	3400	60	.02	260	.08
WBT	4	6800	2740	.41*	2630	.42*
WBR	0	0	80		240	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.81**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		190	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2140	.33	3150	.50*
EBR	0	0	120		240	
WBL	2	3400	360	.11	240	.07*
WBT	4	6800	2530	.39*	2580	.39
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.80**

9. Los Altos & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1780	.31	3220	.49*
EBR	0	0	320		100	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	2960	.48*	2260	.34
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.97**

10. Bellogente & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1800	.27	3650	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2360	.35
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.67**

11. Marguerite & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	830	.24*
NBR	1	1700	470	.28	540	.32
SBL	2	3400	200	.06	560	.16*
SBT	2	3400	750	.22*	600	.18
SBR	1	1700	1040	.61	330	.19
EBL	2	3400	550	.16*	890	.26*
EBT	4	6800	1220	.18	2540	.37
EBR	1	1700	80	.05	280	.16
WBL	2	3400	690	.20	620	.18
WBT	4	6800	2540	.46*	1950	.33*
WBR	0	0	560		260	
Right Turn Adjustment			SBR	.27*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.04**

13. Banderas & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	580	.34
EBL	2	3400	400	.12	390	.11*
EBT	3	5100	2360	.47*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1390	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.69**

14. Empresa & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		180		330	
EBL	2	3400	860	.25*	160	.05
EBT	3	5100	960	.19	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02*
WBT	3	5100	860	.17*	960	.19
WBR	f		360		300	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.47**

15. Cabot & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	220	.06
NBT	2	3400	690	.20*	310	.09*
NBR	1	1700	170	.10	580	.34
SBL	2	3400	310	.09*	670	.20*
SBT	2	3400	260	.08	570	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1110	.22*	1210	.24*
EBR	1	1700	140	.08	70	.04
WBL	2	3400	370	.11*	340	.10*
WBT	3	5100	1410	.28	1180	.23
WBR	1	1700	530	.31	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.85**

16. Moulton & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	230	.07*
NBT	2.5	6800	1290	{.25}*	1080	.21
NBR	1.5		600	{.22}	360	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	780	.15	1490	.29*
SBR	1	1700	130	.08	180	.11
EBL	2	3400	180	.05	150	.04
EBT	3	5100	1340	.26*	1100	.22*
EBR	1	1700	390	.23	230	.14
WBL	2	3400	620	.18*	790	.23*
WBT	3	5100	880	.17	1440	.28
WBR	1	1700	180	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.86**

17. Greenfield & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	910	.27*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	290	.17	250	.15
EBL	2	3400	570	.17*	300	.09*
EBT	3	5100	1540	.31	1150	.23
EBR	0	0	30		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1450	.28*	1580	.31*
WBR	1	1700	810	.48	770	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	320	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	110	.06	380	.19*
SBR	0	0	210	.12	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1580	.31
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2040	.40*	2010	.39*
WBR	1	1700	160	.09	250	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.77**

19. Forbes & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	160	.09	230	.14
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2280	.36	1960	.29
EBR	0	0	140		40	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2170	.43*	2240	.44*
WBR	1	1700	130	.08	200	.12
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.74**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2280	.45*	850	.17
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	400	.24*	260	.15
SBT	3	5100	1230	.24	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1220	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	520	.31	220	.13
Right Turn Adjustment				NBR .03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.86**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	290	.09	400	.12
EBL	1	1700	490	.29*	460	.27*
EBT	2	3400	850	.25	620	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.14*	970	.29*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.64**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.21}*
NBR	1.5		640	{.12}	930	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	80	.05	250	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1120		800	
WBT	0	3400	0	.34*	0	.25*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

23. Cm Capistrano & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	310	.18
SBL	2	3400	950	.28*	990	.29*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	640	.19	900	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.55**

24. Marguerite & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	310	.18*
NBT	2	3400	540	.16	360	.11
NBR	d	1700	160	.09	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	560	.16*	570	.17*
SBR	d	1700	320	.19	610	.36
EBL	2	3400	600	.18	660	.19
EBT	2	3400	560	.29*	840	.32*
EBR	0	0	420		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	320	.11
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.80**

25. Cm Capistrano & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	610	.36*	580	.34*
NBR	1	1700	30	.02	100	.06
SBL	1	1700	150	.09*	150	.09*
SBT	1	1700	580	.34	550	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	140	.08*	170	.10*
WBT	0	0	0		0	
WBR	1	1700	230	.14	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.58**

26. Del Obispo & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1210	.36	1270	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	400	.14*	550	.20*
EBR	0	0	90		120	
WBL	2	3400	1250	.37*	1330	.39*
WBT	1	1700	700	.41	710	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.72**

27. Rancho Viejo & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	170	.12*	120	.10
NBR	0		70		50	
SBL	1.5		150		270	
SBT	0.5	3400	100	.07*	160	.13*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	150	.09	260	.15
EBT	2	3400	1420	.42*	1700	.50*
EBR	1	1700	720	.42	490	.29
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1660	.33	1290	.25
WBR	1	1700	380	.22	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.89**

28. La Novia & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	350	.10*	260	.08*
NBT	0	0	0		0	
NBR	1	1700	280	.16	440	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1180	.35*	1750	.51*
EBR	1	1700	380	.22	240	.14
WBL	1	1700	580	.34*	440	.26*
WBT	2	3400	1720	.51	1180	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.90**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	720	.42*	410	.24
NBR	1	1700	190	.11	290	.17
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	420	.25	740	.44*
SBR	1	1700	700	.41	250	.15
EBL	1	1700	260	.15	370	.22*
EBT	2	3400	1040	.31*	740	.22
EBR	1	1700	450	.26	430	.25
WBL	1	1700	310	.18*	380	.22
WBT	2	3400	670	.20	820	.24*
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **1.08**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	750	.22*	800	.24*
NBR	1	1700	540	.32	540	.32
SBL	2	3400	220	.06*	590	.17*
SBT	2	3400	710	.21	1070	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		790	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		530	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.69**

32. Valle & San Juan Creek

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	220	.13	300	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	570	.34
EBR	1	1700	380	.22	570	.34
WBL	1	1700	240	.14	150	.09
WBT	1	1700	910	.54*	820	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.83**

33. La Novia & San Juan Creek

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	280	.16*	160	.09*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	460	.27*	400	.24*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	560	.33	380	.22
EBL	1	1700	260	.15*	360	.21*
EBT	1	1700	260	.15	290	.17
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	410	.24*	300	.18*
WBR	1	1700	450	.26	350	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.77**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	720	.21*	1200	.35*
SBT	0	0	0		0	
SBR	1	1700	380	.22	480	.28
EBL	0	0	0		0	
EBT	3	5100	1090	.21	1770	.35*
EBR	f		490		690	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1440	.28
WBR	f		670		370	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.75**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	490	.29*	440	.26*
NBT	0	0	0		0	
NBR	1	1700	290	.17	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1650	.32	2460	.48*
EBR	f		280		500	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1360	.27
WBR	f		1220		720	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.84**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1320	.26*	1920	.38*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2450	.36*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	510	.15*	520	.15*
WBT	3	5100	1750	.34	1800	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.94**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	210	.12*
NBT	0	5100	0	.25	0	
NBR	1.5		690		500	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2140	{.42}*	3410	.67*
EBR	1.5		950	{.37}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2110	.41
WBR	f		1470		1590	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.87**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		550		480	
SBT	0	3400	0	.22*	0	.26*
SBR	0.5		210		400	
EBL	0	0	0		0	
EBT	2	3400	690	.20	960	.28*
EBR	1	1700	330	.19	340	.20
WBL	1	1700	190	.11	340	.20*
WBT	1	1700	740	.44*	700	.41
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.79**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	310	.18*
NBT	0	0	0		0	
NBR	1	1700	390	.23	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	240	.14*
EBT	2	3400	1200	.35*	1190	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	640	.19	730	.21*
WBR	1	1700	450	.26	510	.30
Right Turn Adjustment			NBR	.06*	NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.71**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1230		1260	
SBT	0	5100	0	{.40}*	0	{.41}*
SBR	1.5		970		990	
EBL	0	0	0		0	
EBT	3	5100	1440	.28*	1570	.31*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	250	.15*	230	.14*
WBT	2	3400	980	.29	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.88**		**.91**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.13}*	270	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		550		470	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	810	.24*
EBT	2	3400	1850	.54	2010	.59
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	950	{.39}*	1000	{.39}*
WBR	1.5		1230		1160	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.81**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1080	.32*	930	.28*
NBR	0	0	20		20	
SBL	2	3400	620	.18*	550	.16*
SBT	2	3400	960	.28	1310	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1080	.32*
WBT	0	5100	0		0	
WBR	1.5		210		410	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.81**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	1	1700	130	.08	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	160	.14*	230	.26*
SBR	1	1700	360	.21	280	.16
EBL	1	1700	430	.25*	520	.31*
EBT	1	1700	40	.05	180	.14
EBR	0	0	40		60	
WBL	0	0	40		50	
WBT	1	1700	310	.21*	80	.08*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.76**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	810	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1390	.27*	1630	.32*
EBR	1	1700	30	.02	90	.05
WBL	1	1700	140	.08*	130	.08*
WBT	3	5100	1290	.25	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.69**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	40	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	200	.12
EBT	3	5100	950	.19	2210	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1360	.27*	1150	.23
WBR	1	1700	1510	.89	200	.12
Right Turn Adjustment			WBR	.60*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.52**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	200	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	330	
EBL	0	0	0		0	
EBT	2	3400	980	.29	920	.27*
EBR	1	1700	310	.18	560	.33
WBL	2	3400	150	.04	100	.03*
WBT	2	3400	1600	.47*	990	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.45**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510	{.17}*	420	{.16}*
NBT	0	3400	0	.17	0	.16
NBR	0.5		60		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	430	.25*	20	.01
EBT	2	3400	620	.18	1080	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1250	.37*	640	.19
WBR	1	1700	380	.22	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.53**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1280	.49*	520	.27*
NBR	0	0	370		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	480	.14	500	.15
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		520		900	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.55**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1270	.37*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.49**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1020	.60	840	.49
SBL	1	1700	100	.06*	130	.08*
SBT	1	1700	90	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1060	.62*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**.80**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	570	.34	660	.39
EBL	0	0	0		0	
EBT	2	3400	970	.32*	820	.29*
EBR	0	0	130		160	
WBL	0.5		250	{.15}*	300	{.18}*
WBT	1.5	3400	350	.18	610	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.76**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		630	.37*	650	.38*
EBT	1.5	3400	590	.35	450	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	770	.45*
WBR	1	1700	410	.24	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.96**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	320	.19*
NBT	2	3400	180	.06	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	220	.13*	320	.19*
SBR	1	1700	580	.34	710	.42
EBL	1.5		640		440	
EBT	0.5	3400	30	.26*	10	.19*
EBR	0		230		210	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.09*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.68**		**.72**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	630	.20*	610	.19*
NBT	3	4800	540	.11	670	.14
NBR	1	1600	180	.11	260	.16
SBL	1	1600	80	.05	70	.04
SBT	3	4800	490	.10*	430	.09*
SBR	1	1600	300	.19	510	.32
EBL	1	1600	500	.31*	320	.20*
EBT	2	3200	300	.09	490	.15
EBR	1	1600	360	.23	380	.24
WBL	1	1600	240	.15	220	.14
WBT	2	3200	630	.24*	410	.15*
WBR	0	0	130		80	
Right Turn Adjustment					SBR	.08*

TOTAL CAPACITY UTILIZATION **.85** **.71**

38. Talega & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	90	.06
SBT	1	1600	30	.43*	30	.25*
SBR	0	0	650		370	
EBL	1	1600	300	.19*	480	.30*
EBT	2	3200	50	.03	140	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	190	.10*	110	.07*
WBR	0	0	140		230	.14

TOTAL CAPACITY UTILIZATION **.73** **.63**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	80	.03*	260	.08*
NBR	0	0	10		10	
SBL	1	1600	860	.54*	610	.38*
SBT	2	3200	470	.21	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	320	.20*	170	.11*
EBT	2	3200	1240	.42	940	.30
EBR	0	0	90		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	810	.36*	1020	.57*
WBR	0	0	350		800	

TOTAL CAPACITY UTILIZATION **1.13** **1.14**

40. La Pata & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	760	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	180	.11	100	.06
SBL	2	3200	20	.01	40	.01
SBT	2	3200	40	.01*	10	.00*
SBR	f		140		60	
EBL	1	1600	210	.13	130	.08*
EBT	3	4800	960	.20*	840	.18
EBR	1	1600	610	.38	280	.18
WBL	2	3200	250	.08*	20	.01
WBT	2.5	6400	510	.11	780	.16*
WBR	1.5		30		10	
Right Turn Adjustment			EBR	.11*		

TOTAL CAPACITY UTILIZATION **.49** **.72**

41. Vista Hermosa & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	170	.11*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	420	.13*	140	.04
SBT	1	1600	80	.05	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	100	.03*	210	.07*
EBT	3	4800	930	.19	960	.20
EBR	1	1600	300	.19	40	.03
WBL	1	1600	10	.01	10	.01
WBT	3	4800	840	.24*	570	.18*
WBR	0	0	300		300	.19

TOTAL CAPACITY UTILIZATION **.41** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1210	.38*	680	
SBT	0	4800	0		0	{.24}*
SBR	1.5		200	.13	520	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	330	.10*
WBR	f		230		140	

TOTAL CAPACITY UTILIZATION **.49** **.38**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		260	.08	360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1580	.49*	1100	.34*
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.26}	530	.33
WBR	1.5		870		1090	.34
Right Turn Adjustment			NBR	.02*	NBR	.10*

TOTAL CAPACITY UTILIZATION **.57** **.45**

56. I-5 SB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	850	.27*
SBT	0	0	10		10	
SBR	1	1600	230	.14	330	.21
EBL	0	0	0		0	
EBT	3	4800	860	.18*	870	.18*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	600	.38*
WBT	2	3200	470	.15	1020	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.90** **.83**

57. I-5 NB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	260	.16	150	.09
NBR(f)	f		610		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16
EBT	2	3200	2360	.74*	1440	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	630	.13	1320	.28
WBR	f		1020		1250	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.90**		**.64**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	770	.23*
NBT	3	5100	980	.19	950	.19
NBR	1	1700	430	.25	530	.31
SBL	2	3400	150	.04	120	.04
SBT	3	5100	1330	.26*	1140	.22*
SBR	f		1030		510	
EBL	2	3400	840	.25*	910	.27
EBT	3	5100	740	.15	1370	.27*
EBR	1	1700	640	.38	640	.38
WBL	2	3400	890	.26	720	.21*
WBT	3	5100	1030	.20*	600	.12
WBR	1	1700	310	.18	80	.05
Right Turn Adjustment			EBR	.19*	EBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.21** **1.09**

12. Antonio & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	950	.28*	1080	.32*
NBT	3	5100	1610	.32	1360	.27
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1490	.29*	1360	.27*
SBR	f		1070		940	
EBL	2	3400	620	.18*	1050	.31*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	610	.36	1140	.67
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.18*	EBR	.35*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.31**

29. La Pata & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	250	.15*	330	.19*
NBT	2	3400	560	.18	650	.19
NBR	0	0	50		10	
SBL	1	1700	50	.03	70	.04
SBT	2	3400	980	.29*	510	.15*
SBR	1	1700	1730	1.02	1110	.65
EBL	2	3400	910	.27*	1430	.42*
EBT	1	1700	40	.02	410	.24
EBR	1	1700	510	.30	260	.15
WBL	1	1700	10	.01	40	.02
WBT	1	1700	200	.12*	130	.08*
WBR	1	1700	50	.03	60	.04
Right Turn Adjustment			SBR	.73*	SBR	.50*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.61** **1.39**

43. Antonio & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	650	.13*	1080	.21*
NBR	f		740		1200	
SBL	2	3400	1050	.31*	1250	.37*
SBT	3	5100	1250	.25	860	.17
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	2	3400	1110	.33*	920	.27*
WBT	1	1700	40	.02	60	.04
WBR	f		1230		1360	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.94**

64. SR-241 SB Ramps & C St

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		130		370	
SBT	0	5100	0	.05*	0	.14*
SBR	1.5		130		360	
EBL	0	0	0		0	
EBT	2	3400	510	.15*	570	.17*
EBR	0	0	10		10	
WBL	1	1700	50	.03*	40	.02*
WBT	2	3400	320	.09	260	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.28** **.38**

65. SR-241 NB Ramps & C St

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	20	.01	50	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	330	.10*	260	.08
EBT	2	3400	310	.09	680	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	360	.11*	300	.09
WBR	1	1700	390	.23	170	.10
Right Turn Adjustment			WBR	.12*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.28**

66. SR-241 SB Ramps & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160		480	
SBT	0	5100	0	.06*	0	.15*
SBR	1.5		160		260	
EBL	0	0	0		0	
EBT	2	3400	800	.25	1110	.34*
EBR	0	0	50		40	
WBL	0	0	0		0	
WBT	2	3400	1020	.30*	830	.24
WBR	1	1700	560	.33	380	.22
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.54**

67. SR-241 NB Ramps & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	360	.21	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23	1550	.46*
EBR	1	1700	170	.10	40	.02
WBL	0	0	0		0	
WBT	2	3400	1560	.61*	1180	.45
WBR	0	0	530		340	
Right Turn Adjustment			NBR	.20*	NBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.85**

68. SR-241 SB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290		260	
SBT	0	5100	0	.14*	0	.11*
SBR	1.5		440		320	
EBL	0	0	0		0	
EBT	2	3400	910	.27*	1390	.41*
EBR	1	1700	90	.05	210	.12
WBL	1	1700	70	.04*	90	.05*
WBT	2	3400	850	.25	960	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.62**

69. SR-241 NB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	0	0	0		0	
NBR	1	1700	70	.04	70	.04
SBL	0	0	70	{.04}*	70	
SBT	0	0	0		0	
SBR	0	0	40		80	
EBL	0	0	0		0	
EBT	2	3400	940	.28*	1190	.35*
EBR	1	1700	270	.16	460	.27
WBL	1	1700	280	.16*	280	.16*
WBT	2	3400	880	.26	970	.29
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.64**

76. A St & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	50	.03*
NBT	0	0	0		0	
NBR	1	1700	70	.04	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1250	.25	1410	.28*
EBR	d	1700	20	.01	110	.06
WBL	1	1700	10	.01	60	.04*
WBT	3	5100	1590	.31*	1250	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.41** **.40**

78. A St & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	40	.02*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1840	.36	2500	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2370	.46*	2340	.46
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.56**

79. C St & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	800	.24*	810	.24*
NBT	2	3400	270	.08	150	.04
NBR	1	1700	100	.06	80	.05
SBL	2	3400	120	.04	140	.04
SBT	2	3400	120	.04*	270	.08*
SBR	1	1700	370	.22	320	.19
EBL	2	3400	290	.09*	340	.10*
EBT	2	3400	880	.26	1190	.35
EBR	1	1700	560	.33	940	.55
WBL	2	3400	40	.01	70	.02
WBT	2	3400	1130	.33*	1150	.34*
WBR	1	1700	110	.06	260	.15
Right Turn Adjustment			SBR	.09*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.84** **.82**

80. Ortega & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	50	.03
NBT	2	3400	10	.01	290	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	80	.05*	10	.01
SBR	2	3400	1120	.33	660	.19
EBL	2	3400	380	.11*	1010	.30*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	100	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	110	.07*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.28*	SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.64**

81. C St & Talega

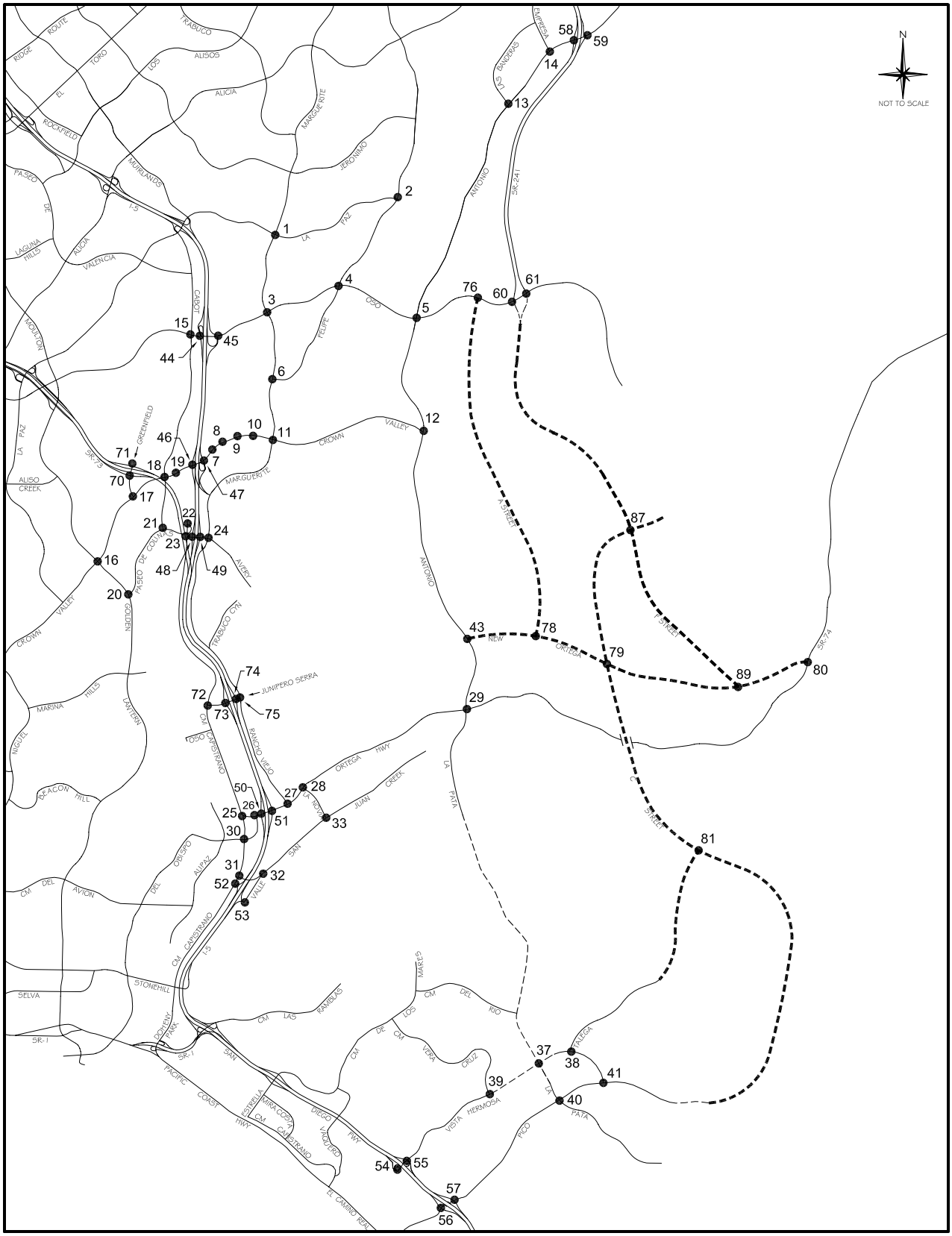
2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	350	.11*	440	.13*
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04*
SBT	2	3400	370	.12	470	.15
SBR	0	0	40		30	
EBL	1	1700	20	.01*	50	.03*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.23** **.29**

ICU Data Set 13

2025 Cumulative with Proposed Project and Mitigation (without FTC-S)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM
WITH MITIGATION AND WITHOUT FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	370	.11*	410	.12*
NBR	1	1700	80	.05	250	.15
SBL	2	3400	340	.10*	540	.16*
SBT	2	3400	430	.13	360	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	110	.06	210	.12
EBT	3	5100	1630	.32*	2210	.43*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	290	.17*	220	.13*
WBT	3	5100	2000	.39	1640	.32
WBR	d	1700	650	.38	400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .89

11. Marguerite & Crown Valley

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	50	.01
NBT	2	3400	490	.14	810	.24*
NBR	1	1700	470	.28	550	.32
SBL	2	3400	210	.06	560	.16*
SBT	1.5	5100	680	{.31}*	600	.18
SBR	1.5		1120		340	
EBL	2	3400	560	.16*	930	.27*
EBT	4	6800	1170	.17	2590	.38
EBR	1	1700	60	.04	210	.12
WBL	2	3400	820	.24	620	.18
WBT	4	6800	2460	.36*	2050	.30*
WBR	d	1700	580	.34	250	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .94 1.02

27. Rancho Viejo & Ortega

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11	570	.17*
NBT	1	1700	180	.11*	130	.08
NBR	1	1700	70	.04	50	.03
SBL	1.5		140		370	
SBT	0.5	3400	100	.07*	160	.16*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	240	.14	260	.15
EBT	2	3400	1390	.41*	1600	.47*
EBR	1	1700	720	.42	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1650	.32	1260	.25
WBR	1	1700	410	.24	160	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .69 .89

28. La Novia & Ortega

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1150	.34*	1740	.51*
EBR	1	1700	380	.22	260	.15
WBL	2	3400	590	.17*	460	.14*
WBT	2	3400	1700	.50	1150	.34
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .86

30. Cm Capistrano & Del Obispo

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	430	.13*
NBT	1	1700	780	.46*	510	.30
NBR	1	1700	250	.15	330	.19
SBL	1	1700	40	.02*	70	.04
SBT	2	3400	420	.25	790	.33*
SBR	0	0	700	.41	330	
EBL	2	3400	270	.08	380	.11*
EBT	2	3400	1010	.30*	740	.22
EBR	1	1700	450	.26	420	.25
WBL	2	3400	330	.10*	370	.11
WBT	2	3400	670	.20	810	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.86**

32. Valle & San Juan Creek

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	550	.32*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	230	.14	340	.20
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	390	.23*	540	.32*
EBR	1	1700	360	.21	630	.37
WBL	1	1700	220	.13*	170	.10*
WBT	2	3400	920	.27	820	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.76**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	90	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	700	.21*	280	.08
EBT	3	5100	1000	.20	2280	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1300	.38*	1140	.22
WBR	1.5		1600	.47	190	.11
Right Turn Adjustment			WBR	.08*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.53**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	210	.12	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	620	.18*	720	.21*
EBT	1	1700	720	.42	470	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	820	.48*
WBR	1	1700	410	.24	250	.15
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.82**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	470	.15*	750	.23*
NBT	3	4800	1380	.29	1440	.30
NBR	1	1600	220	.14	360	.23
SBL	1	1600	100	.06	180	.11
SBT	3	4800	950	.20*	970	.20*
SBR	f		630		1000	
EBL	3	4800	1310	.27*	930	.19
EBT	2	3200	350	.11	560	.18*
EBR	1	1600	430	.27	430	.27
WBL	1	1600	280	.18	280	.18*
WBT	2	3200	720	.23*	400	.13
WBR	1	1600	270	.17	170	.11

TOTAL CAPACITY UTILIZATION **.85** **.79**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	80	.03*	360	.12*
NBR	0	0	10		10	
SBL	2	3200	730	.23*	580	.18*
SBT	2	3200	570	.24	170	.11
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1590	.54	1260	.40
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1160	.36*	1430	.45*
WBR	1	1600	330	.21	720	.45

TOTAL CAPACITY UTILIZATION **.82** **.86**

56. I-5 SB Ramps & Pico

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1640	.51*	950	.30*
SBT	0	0	10		10	
SBR	1	1600	240	.15	340	.21
EBL	0	0	0		0	
EBT	3	4800	910	.19*	880	.18*
EBR	1	1600	150	.09	370	.23
WBL	1.5		650	{.22}*	840	{.38}*
WBT	1.5	4800	430	.23	970	.38
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.92** **.86**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	610	.12*	550	.11*
NBT	3	5100	1230	.24	1160	.23
NBR	1	1700	650	.38	710	.42
SBL	2	3400	220	.06	220	.06
SBT	4	6800	1470	.22*	1360	.20*
SBR	f		1030		510	
EBL	2	3400	800	.24*	900	.26
EBT	4	6800	990	.15	1570	.23*
EBR	1	1700	480	.28	570	.34
WBL	2	3400	980	.29	900	.26*
WBT	3	5100	1390	.27*	870	.17
WBR	1	1700	420	.25	130	.08
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR EBR						

TOTAL CAPACITY UTILIZATION **.90** **.85**

12. Antonio & Crown Valley

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	900	.18*	1060	.21*
NBT	3	5100	1740	.34	1320	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1450	.28*	1570	.31*
SBR	f		1150		1050	
EBL	3	5100	660	.13*	1230	.24*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	500	.15	990	.29
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.02*	EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

29. La Pata & Ortega

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	350	.10*
NBT	3	5100	1410	.28	1140	.26
NBR	0	0	40		200	
SBL	1	1700	60	.04	80	.05
SBT	3	5100	1470	.29*	1320	.26*
SBR	f		1610		1050	
EBL	2	3400	930	.27*	1370	.40*
EBT	1	1700	50	.03	430	.25
EBR	1	1700	470	.28	310	.18
WBL	1	1700	140	.08	30	.02
WBT	1	1700	250	.15*	150	.09*
WBR	1	1700	60	.04	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.90**

43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (without FTC-S)
(At-Grade Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	1060	.21*	1460	.29*
NBR	f		1200		1330	
SBL	2	3400	680	.20*	970	.29*
SBT	3	5100	1460	.29	1220	.24
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	3	5100	1280	.25*	1400	.27*
WBT	1	1700	40	.02	60	.04
WBR	f		900		940	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.94**

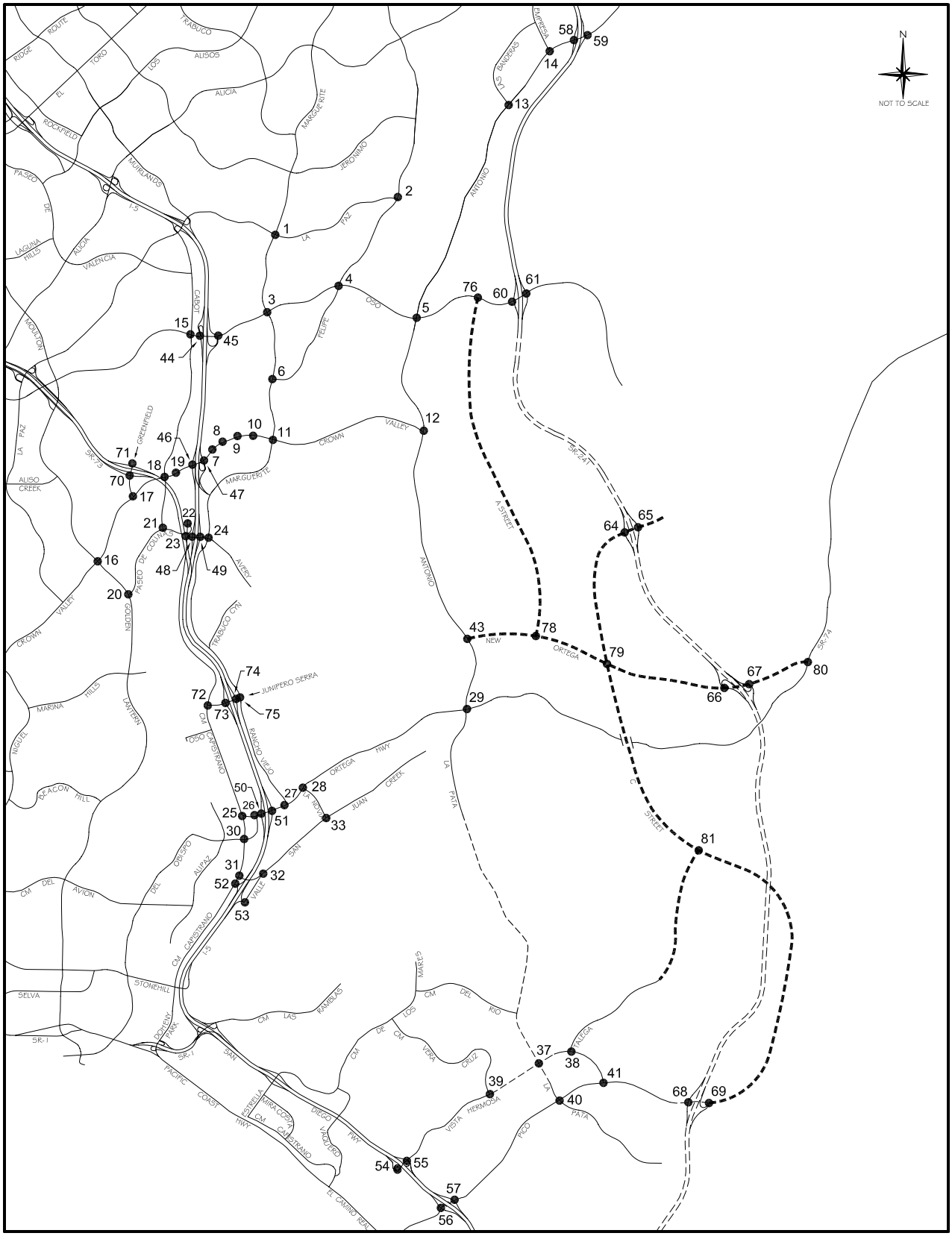
43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (without FTC-S)
(Grade Separated Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	2	3400	1060	.31*	1460	.43*
NBR	f		1200		1330	
SBL	2	3400	680	.20*	970	.29*
SBT	3	5100	1460	.29	1220	.24
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.08*	70	.08*
EBR	0	0	80		70	
WBL	0	0	0		0	
WBT	1	1700	40	.02	60	.04
WBR	f		900		940	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.85**

ICU Data Set 14

2025 Cumulative with Proposed Project and Mitigation (with FTC-S)



2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM
WITH MITIGATION AND WITH FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	110	.06
NBT	2	3400	340	.10*	390	.11*
NBR	1	1700	70	.04	200	.12
SBL	2	3400	340	.10*	480	.14*
SBT	2	3400	400	.12	370	.11
SBR	d	1700	130	.08	220	.13
EBL	1	1700	110	.06	210	.12
EBT	3	5100	1570	.31*	2280	.45*
EBR	d	1700	80	.05	140	.08
WBL	1	1700	320	.19*	210	.12*
WBT	3	5100	1950	.38	1590	.31
WBR	d	1700	590	.35	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.87**

11. Marguerite & Crown Valley

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	50	.01
NBT	2	3400	480	.14	760	.22*
NBR	1	1700	460	.27	640	.38
SBL	2	3400	210	.06	390	.11*
SBT	1.5	5100	720	{.31}*	610	{.18}
SBR	1.5		1060		350	
EBL	2	3400	550	.16*	870	.26
EBT	4	6800	1230	.18	2630	.39*
EBR	1	1700	60	.04	210	.12
WBL	2	3400	740	.22	600	.18*
WBT	4	6800	2520	.37*	2030	.30
WBR	d	1700	570	.34	260	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.95** **.95**

27. Rancho Viejo & Ortega

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11	590	.17*
NBT	1	1700	180	.11*	110	.06
NBR	1	1700	70	.04	50	.03
SBL	1.5		140		270	
SBT	0.5	3400	100	.07*	170	.13*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	150	.09	260	.15
EBT	2	3400	1430	.42*	1700	.50*
EBR	1	1700	720	.42	490	.29
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1640	.32	1290	.25
WBR	1	1700	390	.23	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.89**

30. Cm Capistrano & Del Obispo

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	710	.42*	410	.24
NBR	1	1700	190	.11	300	.18
SBL	1	1700	40	.02*	80	.05
SBT	2	3400	420	.25	740	.30*
SBR	0	0	700	.41	280	
EBL	2	3400	270	.08	360	.11*
EBT	2	3400	1020	.30*	750	.22
EBR	1	1700	450	.26	430	.25
WBL	2	3400	310	.09*	350	.10
WBT	2	3400	670	.20	830	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.83**

32. Valle & San Juan Creek

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	220	.13	300	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22*	560	.33*
EBR	1	1700	380	.22	580	.34
WBL	1	1700	240	.14*	150	.09*
WBT	2	3400	910	.27	820	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.77**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	40	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	590	.17*	200	.06
EBT	3	5100	950	.19	2220	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1360	.40*	1160	.23
WBR	1.5		1510	.44	200	.12
Right Turn Adjustment			WBR	.02*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.53**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	210	.12	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	560	.16*	640	.19*
EBT	1	1700	680	.40	400	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	790	.46*
WBR	1	1700	380	.22	250	.15
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.78**

San Clemente Intersections

39. Vera Cruz & Vista Hermosa

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	80	.03*	260	.08*
NBR	0	0	10		10	
SBL	2	3200	860	.27*	610	.19*
SBT	2	3200	470	.21	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	170	.11*
EBT	2	3200	1240	.42	940	.30
EBR	0	0	100		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	820	.26*	1020	.32*
WBR	1	1600	340	.21	790	.49
Right Turn Adjustment					WBR	.03*
TOTAL CAPACITY UTILIZATION				**.75**		**.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	810	.16*	700	.14*
NBT	3	5100	970	.19	990	.19
NBR	1	1700	450	.26	590	.35
SBL	2	3400	150	.04	120	.04
SBT	4	6800	1310	.19*	1110	.16*
SBR	f		1060		540	
EBL	2	3400	830	.24*	870	.26
EBT	3	5100	740	.15	1320	.26*
EBR	1	1700	640	.38	760	.45
WBL	2	3400	870	.26	710	.21*
WBT	3	5100	1070	.21*	610	.12
WBR	1	1700	300	.18	80	.05
Right Turn Adjustment			EBR	.03*	EBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR EBR

TOTAL CAPACITY UTILIZATION **.88** **.87**

12. Antonio & Crown Valley

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	1010	.20*	1160	.23*
NBT	3	5100	1560	.31	1290	.25
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1490	.29*	1520	.30*
SBR	f		1040		880	
EBL	3	5100	610	.12*	1140	.22*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	600	.18	1010	.30
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.06*	EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.88**

29. La Pata & Ortega

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	250	.15*	330	.19*
NBT	2	3400	570	.18	650	.20
NBR	0	0	50		20	
SBL	1	1700	50	.03	70	.04
SBT	2	3400	990	.29*	500	.15*
SBR	f		1710		1110	
EBL	2	3400	920	.27*	1410	.41*
EBT	1	1700	40	.02	410	.24
EBR	1	1700	510	.30	260	.15
WBL	1	1700	10	.01	40	.02
WBT	1	1700	220	.13*	120	.07*
WBR	1	1700	60	.04	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.87**

43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (with FTC-S)
(At-Grade Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	660	.13*	1100	.22*
NBR	f		740		1160	
SBL	2	3400	1050	.31*	1280	.38*
SBT	3	5100	1240	.24	860	.17
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	3	5100	1100	.22*	920	.18*
WBT	1	1700	40	.02	60	.04
WBR	f		1230		1370	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.87**

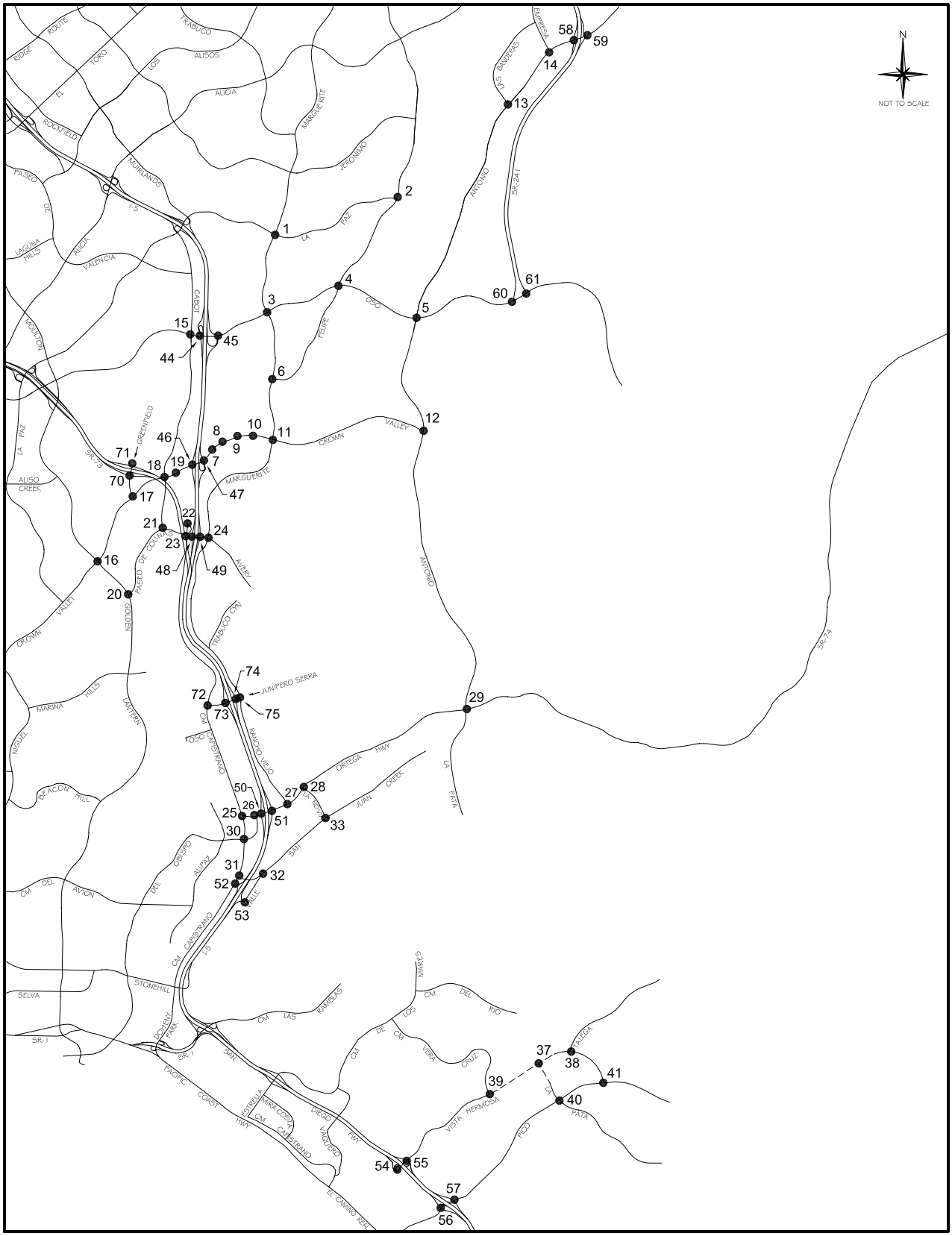
43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (with FTC-S)
(Grade Separated Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	2	3400	660	.19*	1100	.32*
NBR	f		740		1160	
SBL	2	3400	1050	.31*	1280	.38*
SBT	3	5100	1240	.24	860	.17
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.08*	70	.08*
EBR	0	0	80		70	
WBL	0	0	0		0	
WBT	1	1700	40	.02	60	.04
WBR	f		1230		1370	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.83**

ICU Data Set 15

2025 No Project Alternative
(Committed Circulation System)


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ALICIA
VALENCIA
ALISOS
TRABUCO
ANTONIO
SR-241
CROWN VALLEY
OSO
FELIPE
JERONIMO
MARGUERITE
GREENFIELD
GOLDEN
RANCHO JULIO
ORTEGA HWY
SAN JUAN CREEK
PACIFIC COAST HWY
STONEHILL
SELVA
SR-1
I-5
JUNIPERO SERRA
LA PATA
VISTA HERMOSA
PICO
AVERY
MARINA HILLS
LANTERN
NIGUEL
BEACON HILL
AUSO CREEK
LAGUNA HILLS
MOULTON
ROCKFIELD
RIDGE ROUTE
EL TORO
LOS
MARGUERITE
PASEO DE COLINAS
CM CAPISTRANO
CM DEL AVION
CM LAS RAMBLAS
CM DE LOS RIOS
CM DE LA VISTA
CM DEL REAL
CM CAPISTRANO
VIEJO CRO
EL CAMINO REAL
VISTA ALEGRE
VISTA CRUZ
VISTA PACIFICA
VISTA DIEGO
VISTA ESTRELLA
VISTA MIRA COSTA
VISTA PASEO
VISTA ALEGRE
VISTA PATA
VISTA PICO
VISTA HERMOSA
VISTA CRUZ

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	150	.04*	310	.09*
NBT	2	3400	820	.24	1160	.34
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	220	.06
SBT	2	3400	1030	.30*	1130	.33*
SBR	1	1700	200	.12	160	.09
EBL	2	3400	230	.07*	350	.10
EBT	2	3400	300	.09	1030	.30*
EBR	1	1700	100	.06	260	.15
WBL	2	3400	330	.10	190	.06*
WBT	2	3400	490	.14*	330	.10
WBR	d	1700	350	.21	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.83**

2. Olympiad & La Paz

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	150	.09*
NBT	2	3400	660	.19	550	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	510	.21*	550	.20*
SBR	0	0	200		140	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	100	.06	520	.31
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.58**

3. Marguerite & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	460	.14*	230	.07
NBT	2	3400	790	.23	900	.26*
NBR	1	1700	50	.03	100	.06
SBL	2	3400	120	.04	540	.16*
SBT	2	3400	750	.22*	850	.25
SBR	1	1700	360	.21	220	.13
EBL	2	3400	220	.06*	180	.05
EBT	4	6800	1250	.18	1620	.24*
EBR	d	1700	120	.07	460	.27
WBL	2	3400	110	.03	160	.05*
WBT	4	6800	2300	.34*	1300	.19
WBR	d	1700	160	.09	160	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.76**

4. Felipe & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	110	.06
NBT	2	3400	300	.09*	370	.11*
NBR	1	1700	50	.03	60	.04
SBL	1	1700	250	.15*	430	.25*
SBT	2	3400	410	.12	390	.11
SBR	d	1700	150	.09	230	.14
EBL	1	1700	120	.07*	270	.16
EBT	3	5100	1290	.25	1950	.38*
EBR	d	1700	80	.05	170	.10
WBL	1	1700	110	.06	180	.11*
WBT	3	5100	1860	.36*	1310	.26
WBR	d	1700	490	.29	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.90**

6. Marguerite & Felipe

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	800	.24*	1070	.31*
NBR	1	1700	280	.16	650	.38
SBL	1	1700	100	.06*	370	.22*
SBT	2	3400	990	.29	870	.26
SBR	d	1700	30	.02	40	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	50	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		590		440	
WBT	0.5	3400	20	.18*	10	.13*
WBR	1	1700	320	.19	100	.06
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.76**

7. Puerta Real & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	60	.04	170	.10
SBL	1	1700	140	.08*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	550	.16*	450	.13*
EBT	4	6800	2090	.31	3020	.44
EBR	1	1700	180	.11	440	.26
WBL	2	3400	30	.01	240	.07
WBT	4	6800	2770	.42*	2520	.40*
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.80**

8. Guevara/Medical Ctr & CVP

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		260	.15
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2010	.31	2990	.48*
EBR	0	0	130		250	
WBL	2	3400	350	.10	210	.06*
WBT	4	6800	2520	.39*	2470	.37
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.77**

9. Los Altos & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	540	.16
NBT	1	1700	20	.06*	20	.16*
NBR	0	0	80		260	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	130	.08
EBL	1	1700	160	.09*	110	.06
EBT	4	6800	1630	.29	3080	.47*
EBR	0	0	320		110	
WBL	1	1700	430	.25	160	.09*
WBT	4	6800	2930	.47*	2080	.31
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.91**

10. Bellogente & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1620	.24	3480	.51*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3610	.54*	2160	.32
WBR	0	0	80		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.65**

11. Marguerite & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07*	140	.04
NBT	2	3400	530	.16	880	.26*
NBR	1	1700	410	.24	540	.32
SBL	2	3400	190	.06	380	.11*
SBT	2	3400	850	.25*	690	.20
SBR	1	1700	900	.53	380	.22
EBL	2	3400	640	.19*	790	.23
EBT	4	6800	950	.14	2450	.36*
EBR	1	1700	70	.04	320	.19
WBL	2	3400	610	.18	510	.15*
WBT	4	6800	2580	.44*	1660	.27
WBR	0	0	400		200	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.14** **.93**

13. Banderas & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	600	.35
EBL	2	3400	380	.11	410	.12*
EBT	3	5100	2460	.49*	1280	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1080	.22	1550	.32*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.73**

14. Empresa & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		210		450	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		150		340	
EBL	2	3400	830	.24*	170	.05*
EBT	3	5100	1040	.20	1150	.23
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	860	.17*	1070	.21*
WBR	f		290		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.47**

15. Cabot & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	720	.21*	330	.10*
NBR	1	1700	170	.10	580	.34
SBL	2	3400	290	.09*	670	.20*
SBT	2	3400	290	.09	630	.19
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	120	.04
EBT	3	5100	1050	.21	1130	.22*
EBR	1	1700	130	.08	70	.04
WBL	2	3400	350	.10	320	.09*
WBT	3	5100	1380	.27*	1150	.23
WBR	1	1700	540	.32	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.83**

16. Moulton & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06	220	.06*
NBT	2.5	6800	1380	{.27}*	1130	.22
NBR	1.5		610	{.22}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1610	.32*
SBR	1	1700	130	.08	190	.11
EBL	2	3400	180	.05	160	.05
EBT	3	5100	1360	.27*	1120	.22*
EBR	1	1700	400	.24	210	.12
WBL	2	3400	640	.19*	780	.23*
WBT	3	5100	860	.17	1480	.29
WBR	1	1700	170	.10	150	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.88**

17. Greenfield & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	70	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	910	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	250	.15
EBL	2	3400	560	.16*	290	.09*
EBT	3	5100	1580	.32	1180	.24
EBR	0	0	30		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1460	.29*	1600	.31*
WBR	1	1700	800	.47	780	.46
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.79** **.75**

18. Cabot & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	90	.05*
NBT	2	3400	300	.09*	170	.05
NBR	1	1700	390	.23	320	.19
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	110	.06	400	.20*
SBR	0	0	190	.11	280	
EBL	2	3400	310	.09*	320	.09*
EBT	3	5100	1980	.39	1600	.31
EBR	1	1700	130	.08	170	.10
WBL	2	3400	150	.04	330	.10
WBT	3	5100	2060	.40*	2030	.40*
WBR	1	1700	160	.09	240	.14
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	80	.05	210	.12*
SBT	1	1700	20	.01*	30	.02
SBR	1	1700	180	.11	240	.14
EBL	1	1700	200	.12*	130	.08*
EBT	4	6800	2260	.36	1970	.30
EBR	0	0	160		40	
WBL	1	1700	70	.04	50	.03
WBT	3	5100	2150	.42*	2230	.44*
WBR	1	1700	110	.06	200	.12
Right Turn Adjustment			SBR	.01*	SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.74**

20. Golden Lantern & P. Colinas

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2390	.47*	930	.18
NBR	1	1700	1130	.66	840	.49
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1280	.25	2290	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		860		1240	
WBT	0.5	3400	10	.26*	10	.37*
WBR	1	1700	520	.31	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.89**

21. Cabot & Paseo de Colinas

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	130	.04*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	420	.12
EBL	1	1700	470	.28*	470	.28*
EBT	2	3400	880	.26	660	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.65**

22. Cm Capistrano & P. Colinas

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	90	{.20}*
NBR	1.5		650		900	
SBL	1	1700	20	.01*	110	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1160		820	
WBT	0	3400	0	.35*	0	.25*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

23. Cm Capistrano & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	100	.06	310	.18
SBL	2	3400	980	.29*	990	.29*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	190	.11*
WBT	0	0	0		0	
WBR	2	3400	630	.19	870	.26
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.55**

24. Marguerite & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	620	.36*	300	.18*
NBT	2	3400	580	.17	380	.11
NBR	d	1700	170	.10	30	.02
SBL	1	1700	170	.10	130	.08
SBT	2	3400	590	.17*	540	.16*
SBR	d	1700	400	.24	700	.41
EBL	2	3400	610	.18	740	.22
EBT	2	3400	560	.29*	810	.34*
EBR	0	0	420		350	
WBL	1	1700	50	.03*	220	.13*
WBT	2	3400	220	.09	260	.09
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.86**

25. Cm Capistrano & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	750	.44*	720	.42*
NBR	1	1700	60	.04	90	.05
SBL	1	1700	170	.10*	150	.09*
SBT	1	1700	580	.34	700	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	160	.09*
WBT	0	0	0		0	
WBR	1	1700	210	.12	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.65**

26. Del Obispo & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1190	.35	1330	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	460	.16*	530	.19*
EBR	0	0	90		120	
WBL	2	3400	1310	.39*	1320	.39*
WBT	1	1700	700	.41	650	.38
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.73**

27. Rancho Viejo & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	130	.10
NBR	0		60		40	
SBL	1.5		120		280	
SBT	0.5	3400	110	.07*	150	.13*
SBR	1	1700	160	.09	180	.11
EBL	1	1700	200	.12*	250	.15
EBT	2	3400	1200	.35	1540	.45*
EBR	1	1700	750	.44	480	.28
WBL	1	1700	70	.04	50	.03*
WBT	3	5100	1570	.31*	1210	.24
WBR	1	1700	430	.25	120	.07
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .67 .83

28. La Novia & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	310	.09*
NBT	0	0	0		0	
NBR	1	1700	380	.22	510	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	960	.28*	1540	.45*
EBR	1	1700	350	.21	270	.16
WBL	1	1700	570	.34*	500	.29*
WBT	2	3400	1520	.45	1010	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .88

30. Cm Capistrano & Del Obispo

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	430	.13*
NBT	1	1700	860	.51*	550	.32
NBR	1	1700	220	.13	380	.22
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	440	.26	880	.52*
SBR	1	1700	700	.41	310	.18
EBL	1	1700	320	.19	390	.23*
EBT	2	3400	990	.29*	740	.22
EBR	1	1700	440	.26	380	.22
WBL	1	1700	340	.20*	370	.22
WBT	2	3400	690	.20	830	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.07 1.17

31. Cm Capistrano & San Juan Crk

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	960	.28*	1000	.29*
NBR	1	1700	470	.28	510	.30
SBL	2	3400	260	.08*	670	.20*
SBT	2	3400	790	.23	1180	.35
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		820	.24*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		570		530	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .78

32. Valle & San Juan Creek

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	500	.29	510	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	510	.30
EBR	1	1700	370	.22	670	.39
WBL	1	1700	250	.15	290	.17
WBT	1	1700	940	.55*	850	.50*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.84**

33. La Novia & San Juan Creek

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	150	.09
NBT	1	1700	280	.16*	170	.10*
NBR	1	1700	100	.06	50	.03
SBL	1	1700	400	.24*	370	.22*
SBT	1	1700	170	.10	270	.16
SBR	1	1700	640	.38	520	.31
EBL	1	1700	490	.29*	520	.31*
EBT	1	1700	310	.18	300	.18
EBR	1	1700	60	.04	120	.07
WBL	1	1700	60	.04	70	.04
WBT	1	1700	400	.24*	320	.19*
WBR	1	1700	410	.24	300	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.87**

44. I-5 SB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	630	.19*	1090	.32*
SBT	0	0	0		0	
SBR	1	1700	380	.22	430	.25
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1780	.35*
EBR	f		440		600	
WBL	0	0	0		0	
WBT	3	5100	1900	.37*	1430	.28
WBR	f		790		410	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.72**

45. I-5 NB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	350	.21*	440	.26*
NBT	0	0	0		0	
NBR	1	1700	320	.19	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1540	.30	2310	.45*
EBR	f		290		560	
WBL	0	0	0		0	
WBT	3	5100	2340	.46*	1390	.27
WBR	f		980		600	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.84**

46. I-5 SB Ramps & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1210	.24*	1820	.36*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2470	.36*
EBR	1	1700	150	.09	310	.18
WBL	2	3400	680	.20*	550	.16*
WBT	3	5100	1700	.33	1800	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.93**

47. I-5 NB Ramps & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.25}*	240	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		740		630	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2030	{.40}*	3300	.65*
EBR	1.5		940	{.37}	970	.57
WBL	0	0	0		0	
WBT	3	5100	1840	.36	2120	.42
WBR	f		1390		1470	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.89**

48. I-5 SB Ramps & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520		520	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		180		400	
EBL	0	0	0		0	
EBT	2	3400	750	.22	1010	.30*
EBR	1	1700	320	.19	300	.18
WBL	1	1700	280	.16	320	.19*
WBT	1	1700	730	.43*	670	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.81**

49. I-5 NB Ramps & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	370	.22	630	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	290	.17*
EBT	2	3400	1230	.36*	1240	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	740	.22	740	.22*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment			NBR	.06*	NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.79**

50. I-5 SB Ramps & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1020		910	
SBT	0	5100	0	{.34}*	0	{.30}*
SBR	1.5		970		870	
EBL	0	0	0		0	
EBT	3	5100	1460	.29*	1600	.31*
EBR	1	1700	210	.12	270	.16
WBL	1	1700	400	.24*	330	.19*
WBT	2	3400	1050	.31	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.85**

51. I-5 NB Ramps & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.13}*	260	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		610		510	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	830	.24*	700	.21*
EBT	2	3400	1640	.48	1790	.53
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1170	{.37}*	1160	{.37}*
WBR	1.5		920		900	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.76**

52. Cm Capistrano & I-5 SB Ramps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1200	.36*	1100	.33*
NBR	0	0	10		10	
SBL	2	3400	690	.20*	610	.18*
SBT	2	3400	970	.29	1390	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1010	.30*
WBT	0	5100	0		0	
WBR	1.5		190		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.86**

53. Valle & La Novia/I-5 NB Rmps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	170	.10*
NBT	1	1700	210	.12	240	.14
NBR	1	1700	30	.02	70	.04
SBL	0	0	70		220	
SBT	1	1700	220	.17*	500	.42*
SBR	1	1700	290	.17	240	.14
EBL	1	1700	600	.35*	590	.35*
EBT	1	1700	40	.05	150	.11
EBR	0	0	40		40	
WBL	0	0	50		60	
WBT	1	1700	270	.19*	60	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.95** **.99**

58. SR-241 SB Ramps & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.02}	470	{.16}
EBL	0	0	0		0	
EBT	3	5100	1460	.29*	1660	.33*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	70	.04*	50	.03*
WBT	3	5100	1230	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.66**

59. SR-241 NB Ramps & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		30	{.00}	70	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	650	.38*	190	.11
EBT	3	5100	990	.19	2300	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	1120	.22
WBR	1	1700	1620	.95	210	.12
Right Turn Adjustment			WBR	.69*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.52**

60. SR-241 SB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70		180	
SBT	0	5100	0	{.03}*	0	{.08}*
SBR	1.5		120		480	
EBL	0	0	0		0	
EBT	2	3400	1270	.37*	1210	.36*
EBR	1	1700	0	.00	0	.00
WBL	2	3400	0	.00	0	.00
WBT	2	3400	1230	.36	600	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.49**

61. SR-241 NB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		0		0	
NBT	0	3400	0		0	
NBR	0.5		0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	700	.41*	180	.11
EBT	2	3400	640	.19	1220	.36*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1230	.36*	590	.17
WBR	1	1700	400	.24	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.41**

70. Greenfield & SR-73 SB Ramps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1260	.47*	510	.25*
NBR	0	0	350		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.03}*	0	{.23}*
EBR	1.5		550		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1250	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.46**

72. Cm Capistrano & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	110	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	840	.49*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.24*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.89**		**.90**

73. I-5 SB Ramps & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	270	.16*
SBT	0	0	0		0	
SBR	1	1700	560	.33	790	.46
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	950	.32*
EBR	0	0	140		140	
WBL	0.5		240	{.14}*	360	{.21}*
WBT	1.5	3400	340	.17	630	.29
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.86**

74. I-5 NB Ramps & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	310	.18	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		610	{.36}*	740	.44*
EBT	1.5	3400	730	.39	480	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	550	.32*	870	.51*
WBR	1	1700	480	.28	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **1.07**

75. Rancho Viejo & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	360	.21*
NBT	2	3400	280	.09	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	360	.21*
SBR	1	1700	590	.35	820	.48
EBL	1.5		800		500	
EBT	0.5	3400	30	.31*	10	.21*
EBR	0		210		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.80**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	870	.27*
NBT	3	4800	630	.13	520	.11
NBR	1	1600	230	.14	420	.26
SBL	1	1600	10	.01	50	.03
SBT	3	4800	200	.04*	280	.06*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	850	.53*	670	.42*
EBT	2	3200	290	.09	750	.23
EBR	1	1600	730	.46	490	.31
WBL	1	1600	360	.23	200	.13
WBT	2	3200	870	.30*	450	.17*
WBR	0	0	100		80	

TOTAL CAPACITY UTILIZATION **1.05** **.92**

38. Talega & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	70	.03	200	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	270	.09*	90	.03*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.74** **.69**

39. Vera Cruz & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	70	.03*	410	.13*
NBR	0	0	10		10	
SBL	1	1600	680	.43*	660	.41*
SBT	2	3200	560	.24	200	.13
SBR	0	0	220		230	.14
EBL	1	1600	320	.20*	230	.14*
EBT	2	3200	1400	.50	1200	.38
EBR	0	0	200		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1130	.45*	1270	.58*
WBR	0	0	310		580	

TOTAL CAPACITY UTILIZATION **1.11** **1.26**

40. La Pata & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	770	.48*
NBT	2	3200	10	.00	20	.01
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	70	.02*	30	.01*
SBR	f		210		70	
EBL	1	1600	200	.13	160	.10*
EBT	3	4800	800	.17*	410	.09
EBR	1	1600	610	.38	230	.14
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	190	.04	500	.10*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.13*		

TOTAL CAPACITY UTILIZATION **.43** **.69**

41. Vista Hermosa & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	370	.23*
NBT	2	3200	10	.01	10	.01
NBR	0	0	10		10	
SBL	2	3200	230	.07	50	.02
SBT	1	1600	80	.05*	10	.01*
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	490	.10*	110	.02*
EBR	1	1600	600	.38	120	.08
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	70	.02	10	.00
WBR	0	0	140	.09	100	.06
Right Turn Adjustment			EBR	.23*		

TOTAL CAPACITY UTILIZATION **.45** **.27**

54. I-5 SB Ramps & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1670	.52*	880	
SBT	0	4800	0		0	{.29}*
SBR	1.5		200	.13	570	
EBL	1	1600	40	.03*	50	.03*
EBT	3	4800	460	.10	470	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	370	.12*
WBR	f		140		10	

TOTAL CAPACITY UTILIZATION **.64** **.44**

55. I-5 NB Ramps & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	{.05}*	30	.02*
NBT	0	4800	0	.05	0	
NBR	1.5		150		360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	2040	.64*	1320	.41*
EBR	f		210		220	
WBL	0	0	0		0	
WBT	1.5	4800	370	.23	440	.28
WBR	1.5		1200	.38	1640	.51
Right Turn Adjustment					Multi	.17*

TOTAL CAPACITY UTILIZATION **.69** **.60**

56. I-5 SB Ramps & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1850	.58*	1140	.36*
SBT	0	0	10		10	
SBR	1	1600	330	.21	520	.33
EBL	0	0	0		0	
EBT	3	4800	820	.17*	790	.16*
EBR	1	1600	190	.12	470	.29
WBL	1	1600	310	.19*	400	.25*
WBT	2	3200	390	.12	860	.27
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.94** **.77**

57. I-5 NB Ramps & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	200	.13*
NBT	0	0	0		0	
NBR	1	1600	300	.19	160	.10
NBR(f)	f		610		330	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2490	.78*	1640	.51*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	600	.13	1070	.22
WBR	f		1280		1650	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.97**		**.64**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	540	.16*
NBT	3	5100	1110	.22	1070	.21
NBR	1	1700	710	.42	660	.39
SBL	2	3400	120	.04	80	.02
SBT	3	5100	1310	.26*	1330	.26*
SBR	f		1050		560	
EBL	2	3400	870	.26*	860	.25
EBT	3	5100	560	.11	990	.19*
EBR	1	1700	400	.24	620	.36
WBL	2	3400	890	.26	800	.24*
WBT	3	5100	820	.16*	380	.07
WBR	1	1700	240	.14	30	.02
Right Turn Adjustment			EBR	.08*	EBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.01** **1.07**

12. Antonio & Crown Valley

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	490	.14	590	.17*
NBT	3	5100	1840	.36*	1000	.20
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	960	.19	1630	.32*
SBR	f		1310		890	
EBL	2	3400	550	.16*	1370	.40*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	260	.15	490	.29
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.95**

29. La Pata & Ortega

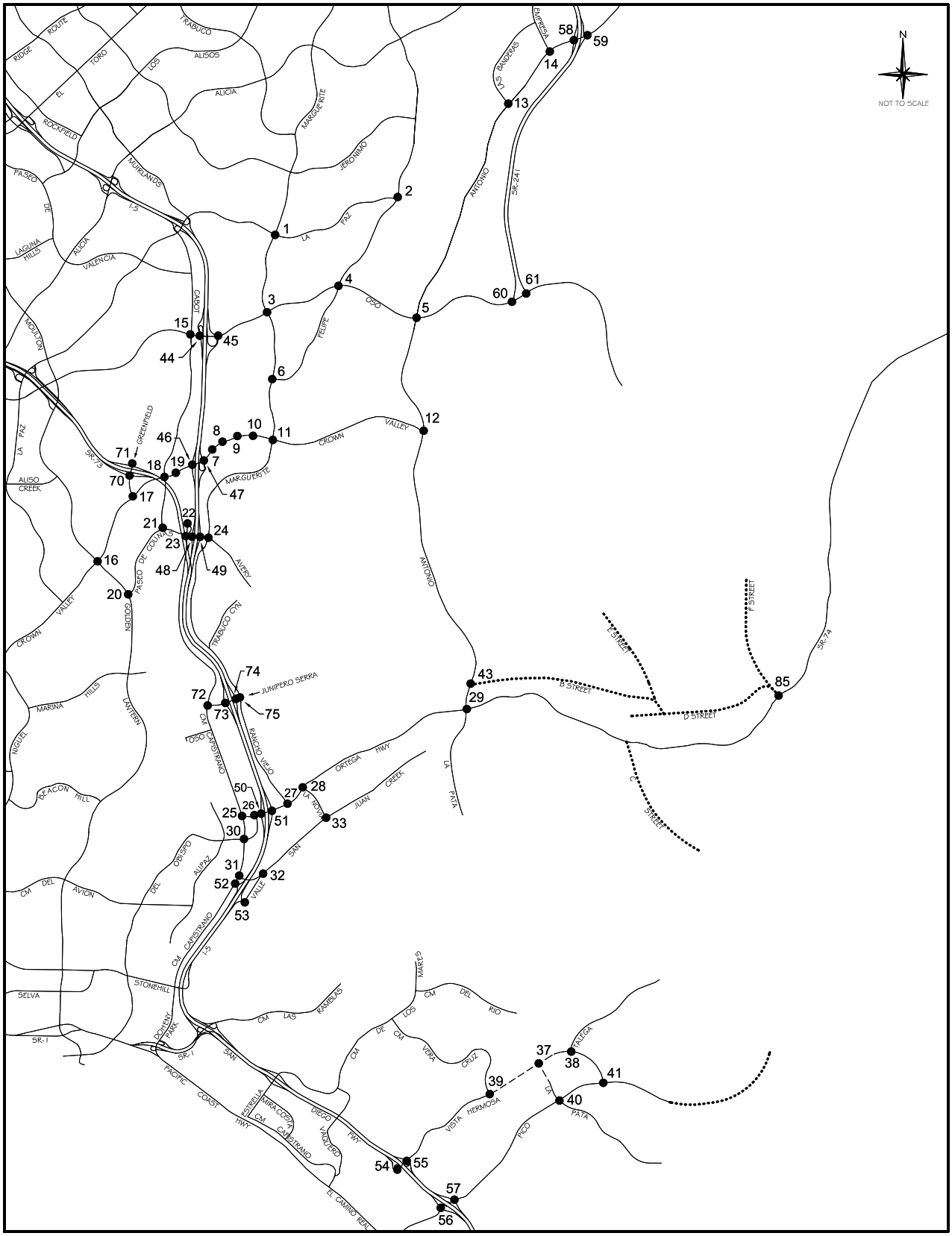
2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	40	.02	140	.08
SBT	2	3400	190	.11*	50	.03*
SBR	0	0	1050	.62	960	.56
EBL	2	3400	980	.29*	880	.26
EBT	1	1700	300	.18	1070	.63*
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01*
WBT	1	1700	840	.49*	530	.31
WBR	1	1700	250	.15	50	.03
Right Turn Adjustment			SBR	.51*	SBR	.53*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.37**

ICU Data Set 16

2025 Existing Zoning Alternative
(Committed Circulation System)



Legend

- - - - - - - - Future Roadway (MPAH)

..... Local Roadway

2025 INTERSECTION LOCATION MAP
- EXISTING ZONING
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	320	.09
NBT	2	3400	830	.24	1150	.34*
NBR	d	1700	150	.09	180	.11
SBL	2	3400	130	.04	230	.07*
SBT	2	3400	1010	.30*	1080	.32
SBR	1	1700	220	.13	160	.09
EBL	2	3400	220	.06*	340	.10
EBT	2	3400	310	.09	1070	.31*
EBR	1	1700	90	.05	300	.18
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	310	.09
WBR	d	1700	420	.25	110	.06
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.83**

2. Olympiad & La Paz

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	150	.09*
NBT	2	3400	680	.20	560	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	560	.21*
SBR	0	0	180		140	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	580	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.62**

3. Marguerite & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	230	.07
NBT	2	3400	850	.25	910	.27*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	140	.04	460	.14*
SBT	2	3400	720	.21*	940	.28
SBR	1	1700	350	.21	230	.14
EBL	2	3400	220	.06*	160	.05
EBT	4	6800	1270	.19	1770	.26*
EBR	d	1700	110	.06	380	.22
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2430	.36*	1350	.20
WBR	d	1700	100	.06	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.76**

4. Felipe & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	120	.07
NBT	2	3400	360	.11*	400	.12*
NBR	1	1700	100	.06	170	.10
SBL	1	1700	280	.16*	490	.29*
SBT	2	3400	430	.13	380	.11
SBR	d	1700	130	.08	230	.14
EBL	1	1700	120	.07*	250	.15
EBT	3	5100	1350	.26	2010	.39*
EBR	d	1700	80	.05	200	.12
WBL	1	1700	180	.11	200	.12*
WBT	3	5100	1920	.38*	1390	.27
WBR	d	1700	600	.35	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.97**

6. Marguerite & Felipe

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	850	.25*	1050	.31*
NBR	1	1700	350	.21	780	.46
SBL	1	1700	110	.06*	360	.21*
SBT	2	3400	950	.28	930	.27
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.05*
EBR	0	0	30		40	
WBL	1.5		660		450	
WBT	0.5	3400	30	.20*	10	.14*
WBR	1	1700	290	.17	100	.06
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.80**

7. Puerta Real & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	530	.16*	450	.13
EBT	4	6800	2080	.31	3150	.46*
EBR	1	1700	180	.11	470	.28
WBL	2	3400	40	.01	280	.08*
WBT	4	6800	2860	.43*	2560	.41
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.81**

8. Guevara/Medical Ctr & CVP

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	.09*	370	
NBT	1.5	5100	30	.06	20	.11*
NBR	0		80		250	.15
SBL	0.5		30		70	
SBT	1.5	3400	10	.02*	50	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	150	.09*	120	.07
EBT	4	6800	2020	.32	3120	.50*
EBR	0	0	130		270	
WBL	2	3400	340	.10	200	.06*
WBT	4	6800	2600	.40*	2540	.39
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.79**

9. Los Altos & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	540	.16
NBT	1	1700	10	.05*	20	.16*
NBR	0	0	80		260	
SBL	0	0	30		190	
SBT	1	1700	20	.03*	30	.13*
SBR	1	1700	60	.04	140	.08
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1630	.29	3230	.49*
EBR	0	0	330		100	
WBL	1	1700	410	.24	160	.09*
WBT	4	6800	3000	.48*	2140	.32
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.92**

10. Bellogente & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1600	.24	3620	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2210	.33
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.68**

11. Marguerite & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	140	.04
NBT	2	3400	550	.16	910	.27*
NBR	1	1700	390	.23	580	.34
SBL	2	3400	170	.05	550	.16*
SBT	2	3400	880	.26*	670	.20
SBR	1	1700	930	.55	360	.21
EBL	2	3400	660	.19*	900	.26*
EBT	4	6800	920	.14	2470	.36
EBR	1	1700	60	.04	320	.19
WBL	2	3400	620	.18	540	.16
WBT	4	6800	2630	.46*	1740	.29*
WBR	0	0	500		200	
Right Turn Adjustment			SBR	.15*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.17** **1.03**

13. Banderas & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	400	.24	600	.35
EBL	2	3400	480	.14	390	.11*
EBT	3	5100	2480	.49*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1020	.21	1580	.33*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.74**

14. Empresa & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		460	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		140		360	
EBL	2	3400	820	.24*	160	.05*
EBT	3	5100	1090	.21	1090	.21
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	850	.17*	1070	.21*
WBR	f		300		270	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.47**

15. Cabot & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	730	.21*	360	.11*
NBR	1	1700	210	.12	590	.35
SBL	2	3400	290	.09*	710	.21*
SBT	2	3400	280	.08	600	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04	130	.04
EBT	3	5100	1020	.20*	1200	.24*
EBR	1	1700	120	.07	80	.05
WBL	2	3400	390	.11*	370	.11*
WBT	3	5100	1350	.26	1160	.23
WBR	1	1700	540	.32	400	.24
Right Turn Adjustment					NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.88**

16. Moulton & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	220	.06*
NBT	2.5	6800	1450	{.28}*	1150	.23
NBR	1.5		620	{.23}	370	.22
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	780	.15	1600	.31*
SBR	1	1700	120	.07	200	.12
EBL	2	3400	170	.05	160	.05
EBT	3	5100	1360	.27*	1110	.22*
EBR	1	1700	420	.25	230	.14
WBL	2	3400	620	.18*	820	.24*
WBT	3	5100	840	.16	1450	.28
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.88**

17. Greenfield & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		30	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	920	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	240	.14
EBL	2	3400	560	.16*	290	.09*
EBT	3	5100	1580	.32	1200	.24
EBR	0	0	30		20	
WBL	1	1700	30	.02	30	.02
WBT	3	5100	1430	.28*	1630	.32*
WBR	1	1700	870	.51	760	.45
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.76**

18. Cabot & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	90	.05*
NBT	2	3400	320	.09*	170	.05
NBR	1	1700	390	.23	320	.19
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	120	.07	420	.21*
SBR	0	0	220	.13	310	
EBL	2	3400	330	.10*	320	.09*
EBT	3	5100	1950	.38	1570	.31
EBR	1	1700	140	.08	170	.10
WBL	2	3400	150	.04	330	.10
WBT	3	5100	2070	.41*	2010	.39*
WBR	1	1700	150	.09	240	.14
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	230	.14*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	190	.11*	130	.08*
EBT	4	6800	2240	.35	1940	.29
EBR	0	0	150		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2170	.43*	2220	.44*
WBR	1	1700	130	.08	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.74**

20. Golden Lantern & P. Colinas

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2430	.48*	950	.19
NBR	1	1700	1140	.67	860	.51
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1280	.25	2310	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		850		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	530	.31	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.88**

21. Cabot & Paseo de Colinas

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	120	.04*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	320	.09	440	.13
EBL	1	1700	500	.29*	490	.29*
EBT	2	3400	860	.25	690	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.66**

22. Cm Capistrano & P. Colinas

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	80	{.19}*
NBR	1.5		660		910	
SBL	1	1700	20	.01*	110	.06*
SBT	1	1700	80	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		850	
WBT	0	3400	0	.34*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

23. Cm Capistrano & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	30	.02*	130	.08*
NBR	1	1700	100	.06	300	.18
SBL	2	3400	960	.28*	1000	.29*
SBT	1	1700	50	.03	70	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	650	.19	870	.26
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.55**

24. Marguerite & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	650	.38*	330	.19*
NBT	2	3400	600	.18	400	.12
NBR	d	1700	200	.12	30	.02
SBL	1	1700	170	.10	120	.07
SBT	2	3400	620	.18*	660	.19*
SBR	d	1700	400	.24	590	.35
EBL	2	3400	590	.17	760	.22
EBT	2	3400	520	.27*	860	.36*
EBR	0	0	400		350	
WBL	1	1700	50	.03*	190	.11*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.90**

25. Cm Capistrano & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	770	.45*	810	.48*
NBR	1	1700	30	.02	70	.04
SBL	1	1700	140	.08*	150	.09*
SBT	1	1700	620	.36	720	.42
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	240	.14*	150	.09*
WBT	0	0	0		0	
WBR	1	1700	220	.13	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.71**

26. Del Obispo & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1250	.37	1330	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	380	.14*	510	.19*
EBR	0	0	80		130	
WBL	2	3400	1260	.37*	1280	.38*
WBT	1	1700	780	.46	660	.39
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

27. Rancho Viejo & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	150	.11
NBR	0		60		40	
SBL	1.5		120		310	
SBT	0.5	3400	110	.07*	170	.14*
SBR	1	1700	160	.09	210	.12
EBL	1	1700	270	.16*	260	.15
EBT	2	3400	1140	.34	1600	.47*
EBR	1	1700	750	.44	480	.28
WBL	1	1700	70	.04	50	.03*
WBT	3	5100	1690	.33*	1270	.25
WBR	1	1700	550	.32	130	.08
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .73 .85

28. La Novia & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	470	.14*	320	.09*
NBT	0	0	0		0	
NBR	1	1700	430	.25	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	910	.27*	1640	.48*
EBR	1	1700	330	.19	260	.15
WBL	1	1700	560	.33*	520	.31*
WBT	2	3400	1830	.54	1080	.32
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .79 .95

30. Cm Capistrano & Del Obispo

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	450	.13*
NBT	1	1700	870	.51*	580	.34
NBR	1	1700	300	.18	360	.21
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	480	.28	880	.52*
SBR	1	1700	700	.41	340	.20
EBL	1	1700	330	.19	410	.24*
EBT	2	3400	980	.29*	760	.22
EBR	1	1700	420	.25	370	.22
WBL	1	1700	350	.21*	370	.22
WBT	2	3400	640	.19	780	.23*
WBR	1	1700	70	.04	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.17

31. Cm Capistrano & San Juan Crk

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	970	.29*	1040	.31*
NBR	1	1700	450	.26	490	.29
SBL	2	3400	270	.08*	650	.19*
SBT	2	3400	790	.23	1140	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		850	.25*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		490	{.15}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .80

32. Valle & San Juan Creek

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	500	.29	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	480	.28
EBR	1	1700	360	.21	650	.38
WBL	1	1700	280	.16	260	.15
WBT	1	1700	930	.55*	880	.52*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.85**

33. La Novia & San Juan Creek

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	140	.08
NBT	1	1700	310	.18*	170	.10*
NBR	1	1700	90	.05	60	.04
SBL	1	1700	380	.22*	370	.22*
SBT	1	1700	170	.10	290	.17
SBR	1	1700	650	.38	550	.32
EBL	1	1700	490	.29*	510	.30*
EBT	1	1700	240	.14	290	.17
EBR	1	1700	60	.04	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	300	.18*
WBR	1	1700	400	.24	280	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **.85**

44. I-5 SB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	640	.19*	1150	.34*
SBT	0	0	0		0	
SBR	1	1700	400	.24	490	.29
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1840	.36*
EBR	f		440		670	
WBL	0	0	0		0	
WBT	3	5100	1910	.37*	1430	.28
WBR	f		800		410	
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.75**

45. I-5 NB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	330	.19	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1550	.30	2410	.47*
EBR	f		280		590	
WBL	0	0	0		0	
WBT	3	5100	2340	.46*	1400	.27
WBR	f		1070		640	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.86**

46. I-5 SB Ramps & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1910	.37*
SBT	0	8500	0		0	
SBR	2.5		670	.20	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2450	.36*
EBR	1	1700	140	.08	310	.18
WBL	2	3400	770	.23*	570	.17*
WBT	3	5100	1780	.35	1780	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.95**

47. I-5 NB Ramps & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		570	{.26}*	240	.14*
NBT	0	5100	0	.26	0	
NBR	1.5		750		650	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2000	{.39}	3390	.66*
EBR	1.5		950	{.36}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1990	.39*	2120	.42
WBR	f		1330		1520	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.90**

48. I-5 SB Ramps & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		480		560	
SBT	0	3400	0	.20*	0	.28*
SBR	0.5		190		390	
EBL	0	0	0		0	
EBT	2	3400	720	.21	980	.29*
EBR	1	1700	320	.19	320	.19
WBL	1	1700	260	.15	290	.17*
WBT	1	1700	750	.44*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.79**

49. I-5 NB Ramps & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	350	.21	680	.40
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	40	.02	280	.16
EBT	2	3400	1170	.34*	1260	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	770	.23	720	.21
WBR	1	1700	560	.33	510	.30
Right Turn Adjustment			NBR	.06*	NBR	.25*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.82**

50. I-5 SB Ramps & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1020		1030	
SBT	0	5100	0	{.34}*	0	{.33}*
SBR	1.5		1020		890	
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1590	.31*
EBR	1	1700	190	.11	270	.16
WBL	1	1700	400	.24*	340	.20*
WBT	2	3400	1020	.30	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.89**

51. I-5 NB Ramps & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.13}*	260	.15*
NBT	0	5100	0	{.13}	0	
NBR	1.5		630		780	.23
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	720	.21*
EBT	2	3400	1640	.48	1880	.55
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1140	{.39}*	1170	{.38}*
WBR	1.5		1050		950	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.84**

52. Cm Capistrano & I-5 SB Ramps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1190	.35*	1100	.33*
NBR	0	0	10		10	
SBL	2	3400	690	.20*	620	.18*
SBT	2	3400	970	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1010	.30*
WBT	0	5100	0		0	
WBR	1.5		170		370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.86**

53. Valle & La Novia/I-5 NB Rmps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	170	.10*
NBT	1	1700	210	.12	200	.12
NBR	1	1700	30	.02	60	.04
SBL	0	0	70		220	
SBT	1	1700	240	.18*	460	.40*
SBR	1	1700	270	.16	230	.14
EBL	1	1700	620	.36*	610	.36*
EBT	1	1700	40	.05	140	.11
EBR	0	0	40		40	
WBL	0	0	50		50	
WBT	1	1700	260	.18*	60	.06*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.97**

58. SR-241 SB Ramps & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	900	.26*
SBT	0	5100	0		0	
SBR	1.5		130	{.00}	470	{.17}
EBL	0	0	0		0	
EBT	3	5100	1520	.30*	1620	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	60	.04*	50	.03*
WBT	3	5100	1220	.24	1050	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.66**

59. SR-241 NB Ramps & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		30	{.00}	50	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	640	.38*	180	.11
EBT	3	5100	1020	.20	2310	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1250	.25*	1110	.22
WBR	1	1700	1600	.94	220	.13
Right Turn Adjustment			WBR	.68*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.37** **.51**

60. SR-241 SB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		80		210	
SBT	0	5100	0	{.02}*	0	{.12}*
SBR	1.5		120		610	
EBL	0	0	0		0	
EBT	2	3400	1410	.41*	1150	.34*
EBR	1	1700	0	.00	0	.00
WBL	2	3400	0	.00	0	.00
WBT	2	3400	1180	.35	610	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.51**

61. SR-241 NB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		0		0	
NBT	0	3400	0		0	
NBR	0.5		0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	840	.49*	160	.09
EBT	2	3400	650	.19	1200	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1180	.35*	600	.18
WBR	1	1700	430	.25	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.40**

70. Greenfield & SR-73 SB Ramps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	510	.25*
NBR	0	0	330		340	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		530		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1320	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.46**

72. Cm Capistrano & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1140	.67	1010	.59
SBL	1	1700	110	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.24*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.90**

73. I-5 SB Ramps & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	550	.32	820	.48
EBL	0	0	0		0	
EBT	2	3400	1130	.37*	1020	.34*
EBR	0	0	140		130	
WBL	0.5		240	{.14}*	380	{.22}*
WBT	1.5	3400	370	.18	650	.30
WBR	0	0	0		0	
Right Turn Adjustment				SBR	.12*	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.89**

74. I-5 NB Ramps & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	240	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		610	{.36}*	750	.44*
EBT	1.5	3400	780	.41	520	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	580	.34*	910	.54*
WBR	1	1700	500	.29	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.11**

75. Rancho Viejo & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	380	.22*
NBT	2	3400	370	.11	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	380	.22*
SBR	1	1700	610	.36	870	.51
EBL	1.5		810		530	
EBT	0.5	3400	30	.31*	10	.22*
EBR	0		230		220	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.80** **.84**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	650	.20*	870	.27*
NBT	3	4800	650	.14	520	.11
NBR	1	1600	220	.14	420	.26
SBL	1	1600	10	.01	50	.03
SBT	3	4800	200	.04*	290	.06*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	290	.09	750	.23
EBR	1	1600	710	.44	550	.34
WBL	1	1600	350	.22	200	.13
WBT	2	3200	880	.31*	460	.17*
WBR	0	0	100		80	

TOTAL CAPACITY UTILIZATION **1.08** **.93**

38. Talega & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	70	.03	220	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.09*	90	.03*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.74** **.69**

39. Vera Cruz & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	100	.06
NBT	2	3200	70	.03*	410	.13*
NBR	0	0	10		10	
SBL	1	1600	690	.43*	680	.43*
SBT	2	3200	560	.24	210	.13
SBR	0	0	220		230	.14
EBL	1	1600	330	.21*	210	.13*
EBT	2	3200	1390	.49	1250	.41
EBR	0	0	170		50	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1130	.47*	1260	.58*
WBR	0	0	380		590	

TOTAL CAPACITY UTILIZATION **1.14** **1.27**

40. La Pata & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	780	.49*
NBT	2	3200	10	.00	20	.01
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	50	.02*	20	.01*
SBR	f		200		70	
EBL	1	1600	200	.13*	170	.11*
EBT	3	4800	820	.17	620	.13
EBR	1	1600	620	.39	230	.14
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	460	.10*	560	.12*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.08*		

TOTAL CAPACITY UTILIZATION **.44** **.73**

41. Vista Hermosa & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	340	.21*
NBT	2	3200	10	.01	10	.01
NBR	0	0	10		10	
SBL	2	3200	230	.07	50	.02
SBT	1	1600	80	.05*	10	.01*
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	550	.11	490	.10*
EBR	1	1600	540	.34	120	.08
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	470	.13*	10	.00
WBR	0	0	150		110	.07
Right Turn Adjustment			EBR	.17*		

TOTAL CAPACITY UTILIZATION **.41** **.33**

54. I-5 SB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1640	.51*	890	
SBT	0	4800	0		0	{.30}*
SBR	1.5		190	.12	580	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	460	.10	460	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	360	.11*
WBR	f		190		50	

TOTAL CAPACITY UTILIZATION **.63** **.45**

55. I-5 NB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.05}*	30	.02*
NBT	0	4800	0	.05	0	
NBR	1.5		160		350	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	2010	.63*	1310	.41*
EBR	f		210		220	
WBL	0	0	0		0	
WBT	1.5	4800	420	.26	470	.29
WBR	1.5		1240	.39	1580	.49
Right Turn Adjustment					Multi	.15*

TOTAL CAPACITY UTILIZATION **.68** **.58**

56. I-5 SB Ramps & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1870	.58*	1230	.38*
SBT	0	0	10		10	
SBR	1	1600	210	.13	350	.22
EBL	0	0	0		0	
EBT	3	4800	810	.17*	830	.17*
EBR	1	1600	180	.11	430	.27
WBL	1	1600	390	.24*	690	.43*
WBT	2	3200	510	.16	1010	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.99** **.98**

57. I-5 NB Ramps & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	280	.18*
NBT	0	0	0		0	
NBR	1	1600	310	.19	180	.11
NBR(f)	f		610		370	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2490	.78*	1780	.56*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	790	.16	1410	.29
WBR	f		1270		1520	
Right Turn Adjustment			NBR	.11*		
TOTAL CAPACITY UTILIZATION				**.97**		**.74**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	860	.25*	590	.17*
NBT	3	5100	1150	.23	920	.18
NBR	1	1700	760	.45	650	.38
SBL	2	3400	130	.04	90	.03
SBT	3	5100	1150	.23*	1320	.26*
SBR	f		1110		550	
EBL	2	3400	920	.27*	910	.27
EBT	3	5100	600	.12	1090	.21*
EBR	1	1700	450	.26	670	.39
WBL	2	3400	920	.27	930	.27*
WBT	3	5100	840	.16*	430	.08
WBR	1	1700	240	.14	40	.02
Right Turn Adjustment			Multi	.11*	EBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.07** **1.14**

12. Antonio & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20	660	.19*
NBT	3	5100	2050	.40*	970	.19
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	930	.18	1770	.35*
SBR	f		1250		920	
EBL	2	3400	580	.17*	1270	.37*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	250	.15	760	.45
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **1.04**

29. La Pata & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	210	.12
NBT	1	1700	100	.06	60	.05*
NBR	0	0	10		20	
SBL	1	1700	60	.04	230	.14*
SBT	2	3400	190	.11*	60	.04
SBR	0	0	900	.53	830	.49
EBL	2	3400	800	.24*	740	.22
EBT	1	1700	370	.22	1320	.78*
EBR	1	1700	550	.32	140	.08
WBL	1	1700	10	.01	10	.01*
WBT	1	1700	1150	.68*	680	.40
WBR	1	1700	340	.20	130	.08
Right Turn Adjustment			SBR	.42*	SBR	.42*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.65** **1.45**

43. Antonio & B St

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	1130	.22*	950	.19*
NBR	f		10		50	
SBL	2	3400	20	.01*	450	.13*
SBT	3	5100	870	.17	1150	.23
SBR	d	1700	10	.01	30	.02
EBL	1	1700	40	.02*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	20	.01	10	.01
WBL	2	3400	60	.02	20	.01
WBT	1	1700	10	.01*	10	.01*
WBR	f		440		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.31** **.39**

85. D St & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

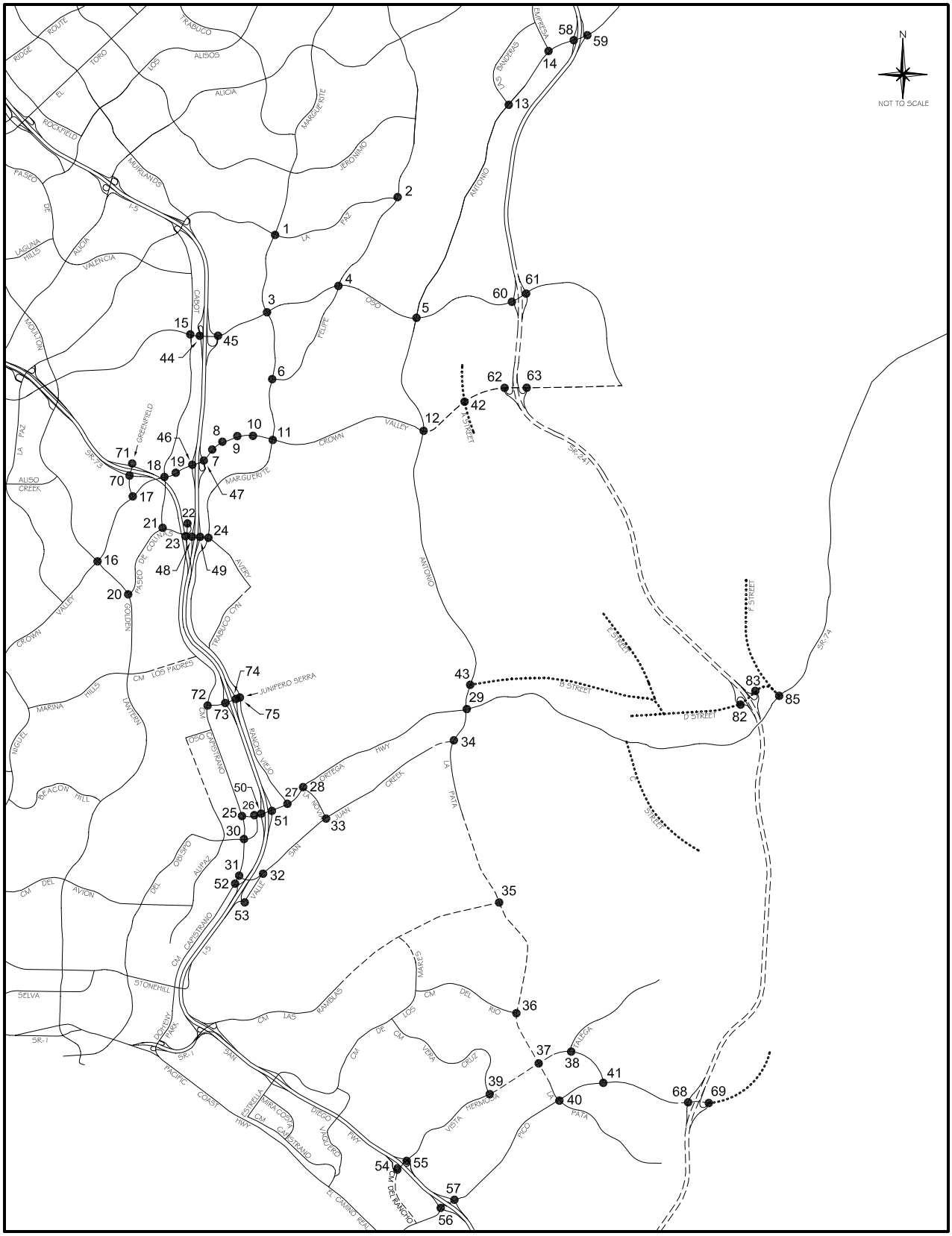
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	30	.01*	260	.08*
SBT	0	0	0		0	
SBR	2	3400	70	.02	50	.01
EBL	2	3400	20	.01*	70	.02
EBT	2	3400	400	.12	1390	.41*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1330	.39*	730	.21
WBR	1	1700	220	.13	40	.02
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION **.47** **.54**

ICU Data Set 17

2025 Existing Zoning Alternative
(MPAH Buildout)



Legend

- – – – – – – Future Roadway (MPAH)
- ..... Local Roadway

2025 INTERSECTION LOCATION MAP
- EXISTING ZONING
(MPAH BUILDOUT)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	320	.09*
NBT	2	3400	850	.25	1080	.32
NBR	d	1700	140	.08	180	.11
SBL	2	3400	130	.04	200	.06
SBT	2	3400	990	.29*	1040	.31*
SBR	1	1700	180	.11	150	.09
EBL	2	3400	220	.06*	320	.09
EBT	2	3400	310	.09	960	.28*
EBR	1	1700	100	.06	300	.18
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	510	.15*	330	.10
WBR	d	1700	310	.18	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.79**

2. Olympiad & La Paz

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	340	.20*	140	.08*
NBT	2	3400	860	.25	710	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	610	.25*	770	.28*
SBR	0	0	250		190	
EBL	1	1700	130	.08*	310	.18*
EBT	0	0	0		0	
EBR	1	1700	110	.06	410	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.59**

3. Marguerite & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	220	.06
NBT	2	3400	830	.24	810	.24*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	180	.05	690	.20*
SBT	2	3400	690	.20*	790	.23
SBR	1	1700	330	.19	190	.11
EBL	2	3400	220	.06*	300	.09
EBT	4	6800	1170	.17	1540	.23*
EBR	d	1700	90	.05	450	.26
WBL	2	3400	120	.04	170	.05*
WBT	4	6800	2320	.34*	1310	.19
WBR	d	1700	110	.06	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.77**

4. Felipe & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	120	.07
NBT	2	3400	370	.11*	410	.12*
NBR	1	1700	40	.02	150	.09
SBL	1	1700	330	.19*	570	.34*
SBT	2	3400	430	.13	480	.14
SBR	d	1700	140	.08	240	.14
EBL	1	1700	130	.08*	260	.15
EBT	3	5100	1270	.25	1690	.33*
EBR	d	1700	80	.05	140	.08
WBL	1	1700	110	.06	180	.11*
WBT	3	5100	1840	.36*	1410	.28
WBR	d	1700	660	.39	410	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.95**

6. Marguerite & Felipe

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	820	.24*	940	.28*
NBR	1	1700	290	.17	760	.45
SBL	1	1700	110	.06*	380	.22*
SBT	2	3400	900	.26	830	.24
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	50	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		600		490	
WBT	0.5	3400	30	.19*	10	.15*
WBR	1	1700	290	.17	100	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.81**

7. Puerta Real & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	460	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	180	.11
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	560	.16
EBL	2	3400	530	.16*	430	.13*
EBT	4	6800	1980	.29	3030	.45
EBR	1	1700	170	.10	440	.26
WBL	2	3400	40	.01	280	.08
WBT	4	6800	2650	.40*	2470	.40*
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.78**

8. Guevara/Medical Ctr & CVP

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	350	
NBT	1.5	5100	30	.06	20	.11*
NBR	0		80		270	.16
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	50	.08*
SBR	0		60	.04	170	.10
EBL	1	1700	150	.09*	120	.07
EBT	4	6800	1930	.30	3020	.48*
EBR	0	0	130		260	
WBL	2	3400	340	.10	200	.06*
WBT	4	6800	2390	.37*	2480	.38
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.78**

9. Los Altos & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	540	.16
NBT	1	1700	10	.05*	20	.17*
NBR	0	0	80		270	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	130	.08
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1550	.28	3160	.48*
EBR	0	0	320		90	
WBL	1	1700	420	.25	170	.10*
WBT	4	6800	2780	.45*	2100	.31
WBR	0	0	290		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.94**

10. Bellogente & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1530	.23	3570	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3450	.52*	2180	.32
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.66**

11. Marguerite & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	130	.04
NBT	2	3400	540	.16	890	.26*
NBR	1	1700	410	.24	470	.28
SBL	2	3400	180	.05	340	.10*
SBT	2	3400	760	.22*	690	.20
SBR	1	1700	940	.55	420	.25
EBL	2	3400	560	.16*	760	.22
EBT	4	6800	950	.14	2570	.38*
EBR	1	1700	60	.04	300	.18
WBL	2	3400	640	.19	510	.15*
WBT	4	6800	2400	.35*	1660	.24
WBR	d	1700	540	.32	210	.12
Right Turn Adjustment			SBR	.21*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.05** **.94**

13. Banderas & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	570	.34
EBL	2	3400	370	.11	380	.11*
EBT	3	5100	2350	.47*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1020	.21	1370	.28*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.68**

14. Empresa & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		300	
EBL	2	3400	820	.24*	150	.04
EBT	3	5100	960	.19	1120	.22*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	790	.15*	960	.19
WBR	f		300		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.46**

15. Cabot & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	180	.05
NBT	2	3400	680	.20*	300	.09*
NBR	1	1700	230	.14	590	.35
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	260	.08	580	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	110	.03*	130	.04
EBT	3	5100	950	.19	1250	.25*
EBR	1	1700	110	.06	70	.04
WBL	2	3400	350	.10	280	.08*
WBT	3	5100	1410	.28*	1080	.21
WBR	1	1700	600	.35	390	.23
Right Turn Adjustment					NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.87**

16. Moulton & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1270	{.25}*	1100	.22
NBR	1.5		500	{.16}	320	.19
SBL	2	3400	100	.03*	220	.06
SBT	3	5100	800	.16	1360	.27*
SBR	1	1700	130	.08	140	.08
EBL	2	3400	120	.04	160	.05
EBT	3	5100	1260	.25*	1030	.20*
EBR	1	1700	420	.25	210	.12
WBL	2	3400	610	.18*	650	.19*
WBT	3	5100	810	.16	1330	.26
WBR	1	1700	160	.09	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.78**

17. Greenfield & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		30	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	840	.25*	890	.26*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	230	.14	240	.14
EBL	2	3400	540	.16*	210	.06*
EBT	3	5100	1380	.28	1170	.23
EBR	0	0	30		20	
WBL	1	1700	30	.02	30	.02
WBT	3	5100	1400	.27*	1410	.28*
WBR	1	1700	860	.51	790	.46
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.68**

18. Cabot & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	350	.10*	140	.04
NBR	1	1700	370	.22	310	.18
SBL	2	3400	220	.06*	250	.07
SBT	2	3400	110	.06	380	.19*
SBR	0	0	190	.11	260	
EBL	2	3400	290	.09*	350	.10*
EBT	3	5100	1880	.37	1520	.30
EBR	1	1700	80	.05	170	.10
WBL	2	3400	150	.04	340	.10
WBT	3	5100	2060	.40*	1880	.37*
WBR	1	1700	150	.09	210	.12
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.75**

19. Forbes & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	140	.08
NBT	1	1700	10	.01*	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06*	220	.13*
SBT	1	1700	20	.01	20	.01
SBR	1	1700	160	.09	210	.12
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2190	.34	1880	.28
EBR	0	0	130		30	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2140	.42*	2120	.42*
WBR	1	1700	140	.08	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.70**

20. Golden Lantern & P. Colinas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2190	.43*	910	.18
NBR	2	3400	930	.27	530	.16
SBL	1	1700	420	.25*	250	.15
SBT	3	5100	1270	.25	1990	.39*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1060	
WBT	0.5	3400	10	.21*	10	.31*
WBR	1	1700	460	.27	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**.77**

21. Cabot & Paseo de Colinas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	270	.08	430	.13
EBL	1	1700	550	.32*	410	.24*
EBT	2	3400	610	.18	410	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	300	.10*	820	.25*
WBR	0	0	50		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.57**

22. Cm Capistrano & P. Colinas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	230	{.14}*	90	{.19}*
NBR	1.5		480	{.11}	780	
SBL	1	1700	20	.01*	80	.05*
SBT	1	1700	80	.05	290	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		770		560	
WBT	0	3400	0	.23*	0	.17*
WBR	0.5		20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.46**

23. Cm Capistrano & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	80	.05*
NBR	1	1700	620	.36	530	.31
SBL	2	3400	660	.19*	770	.23*
SBT	1	1700	10	.01	100	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	680	.40*
WBT	0	0	0		0	
WBR	2	3400	530	.16	770	.23
Right Turn Adjustment			NBR	.20*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.73**

24. Marguerite & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	270	.16*
NBT	2	3400	540	.16	330	.10
NBR	d	1700	170	.10	20	.01
SBL	1	1700	160	.09	130	.08
SBT	2	3400	550	.16*	450	.13*
SBR	d	1700	340	.20	780	.46
EBL	2	3400	640	.19	700	.21
EBT	2	3400	590	.29*	820	.32*
EBR	0	0	390		260	
WBL	1	1700	50	.03*	180	.11*
WBT	2	3400	220	.09	290	.11
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.86**

25. Cm Capistrano & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	330	.19	540	.32*
NBR	1	1700	20	.01	90	.05
SBL	1	1700	140	.08	180	.11*
SBT	1	1700	590	.35*	340	.20
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	80	.05*	100	.06*
WBT	0	0	0		0	
WBR	1	1700	180	.11	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.54**

26. Del Obispo & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1060	.31	1100	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	350	.13*	560	.20*
EBR	0	0	100		130	
WBL	2	3400	1030	.30*	1180	.35*
WBT	1	1700	660	.39	620	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.67**

27. Rancho Viejo & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11	570	.17*
NBT	1	1700	180	.11*	130	.08
NBR	1	1700	60	.04	50	.03
SBL	1.5		160		270	
SBT	0.5	3400	120	.08*	150	.12*
SBR	1	1700	150	.09	180	.11
EBL	1	1700	160	.09*	240	.14
EBT	2	3400	1030	.30	1700	.50*
EBR	1	1700	720	.42	490	.29
WBL	1	1700	90	.05	60	.04*
WBT	3	5100	1410	.28*	980	.19
WBR	1	1700	680	.40	160	.09
Right Turn Adjustment			Multi	.08*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.88**

28. La Novia & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	30	.02	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23	1700	.50*
EBR	1	1700	380	.22	290	.17
WBL	1	1700	230	.14	130	.08*
WBT	2	3400	1700	.50*	870	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.71**

30. Cm Capistrano & Del Obispo

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	430	.13*
NBT	1	1700	550	.32	410	.24
NBR	1	1700	250	.15	260	.15
SBL	1	1700	40	.02	60	.04
SBT	1	1700	420	.25*	560	.33*
SBR	1	1700	650	.38	80	.05
EBL	1	1700	70	.04	290	.17*
EBT	2	3400	830	.24*	650	.19
EBR	1	1700	420	.25	460	.27
WBL	2	3400	270	.08*	410	.12
WBT	2	3400	490	.14	650	.19*
WBR	1	1700	70	.04	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.87**

31. Cm Capistrano & San Juan Crk

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	580	.17*	740	.22*
NBR	1	1700	500	.29	690	.41
SBL	2	3400	250	.07*	660	.19*
SBT	2	3400	630	.19	980	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1030		820	.24*
WBT	0	5100	0	{.33}*	0	
WBR	1.5		730		560	{.19}
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.71**

32. Valle & San Juan Creek

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	.16*	560	.16*
NBT	0	5100	0		0	
NBR	1.5		160		270	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	350	.21	760	.40*
EBR	0	0	400	.24	590	
WBL	1	1700	220	.13	90	.05*
WBT	2	3400	1200	.35*	820	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.66**

33. La Novia & San Juan Creek

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	160	.09
NBT	1	1700	200	.12*	150	.09*
NBR	1	1700	130	.08	70	.04
SBL	1	1700	230	.14*	260	.15*
SBT	1	1700	160	.09	230	.14
SBR	1	1700	480	.28	280	.16
EBL	1	1700	180	.11*	230	.14*
EBT	2	3400	240	.07	570	.17
EBR	d	1700	60	.04	140	.08
WBL	1	1700	70	.04	100	.06
WBT	2	3400	730	.21*	320	.09*
WBR	d	1700	450	.26	200	.12
Right Turn Adjustment		SBR	.05*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.52**

44. I-5 SB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	630	.19*	1010	.30*
SBT	0	0	0		0	
SBR	1	1700	360	.21	400	.24
EBL	0	0	0		0	
EBT	3	5100	1020	.20	1930	.38*
EBR	f		450		610	
WBL	0	0	0		0	
WBT	3	5100	1970	.39*	1350	.26
WBR	f		620		340	
Right Turn Adjustment		SBR	.02*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.73**

45. I-5 NB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	410	.24*	400	.24*
NBT	0	0	0		0	
NBR	1	1700	260	.15	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1510	.30	2420	.47*
EBR	f		270		520	
WBL	0	0	0		0	
WBT	3	5100	2190	.43*	1280	.25
WBR	f		1080		660	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

46. I-5 SB Ramps & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1200	.24*	2110	.41*
SBT	0	8500	0		0	
SBR	2.5		680	.20	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1660	.24*	2370	.35*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	420	.12*	490	.14*
WBT	3	5100	1770	.35	1690	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.95**

47. I-5 NB Ramps & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.24}*	200	.12*
NBT	0	5100	0	.24	0	
NBR	1.5		680		440	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1950	{.38}*	3480	.68*
EBR	1.5		950	{.38}	1000	.59
WBL	0	0	0		0	
WBT	3	5100	1650	.32	1990	.39
WBR	f		1460		1520	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

48. I-5 SB Ramps & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	490	.14*	500	.15*
SBT	0	0	0		0	
SBR	1	1700	190	.11	610	.36
EBL	0	0	0		0	
EBT	1.5	5100	1000	.29*	1000	.29*
EBR	1.5		250	.15	290	.17
WBL	1	1700	200	.12*	360	.21*
WBT	2	3400	680	.20	790	.23
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.71**

49. I-5 NB Ramps & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.12}*	270	{.14}*
NBT	0	5100	0	.12	0	{.14}
NBR	1.5		370		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	250	.15	280	.16*
EBT	2	3400	1260	.37*	1220	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	630	.19	890	.26*
WBR	f		440		450	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.61**

50. I-5 SB Ramps & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1010		1370	
SBT	0	5100	0	{.35}*	0	{.42}*
SBR	1.5		930		890	
EBL	0	0	0		0	
EBT	3	5100	1240	.24*	1420	.28*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	170	.10*	170	.10*
WBT	2	3400	770	.23	910	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.85**

51. I-5 NB Ramps & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.11}*	280	{.13}*
NBT	0	5100	0	{.11}	0	.13
NBR	1.5		480		390	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	720	.21*	750	.22
EBT	2	3400	1520	.45	2060	.61*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	680	{.34}*	810	{.32}
WBR	1.5		1230		1010	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.79**

52. Cm Capistrano & I-5 SB Ramps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	900	.27*	1050	.32*
NBR	0	0	20		40	
SBL	2	3400	620	.18*	530	.16*
SBT	2	3400	1050	.31	1270	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1070	.31*
WBT	0	5100	0		0	
WBR	1.5		190		380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.84**

53. Valle & La Novia/I-5 NB Rmps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	150	.09*
NBT	1	1700	90	.05	160	.09
NBR	1	1700	10	.01	30	.02
SBL	0	0	80		200	
SBT	1	1700	160	.14*	190	.23*
SBR	1	1700	350	.21	310	.18
EBL	1	1700	410	.24*	510	.30*
EBT	1	1700	80	.06	190	.13
EBR	0	0	20		30	
WBL	0	0	20		40	
WBT	1	1700	250	.16*	80	.07*
WBR	1	1700	170	.10	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.74**

58. SR-241 SB Ramps & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	830	.24*
SBT	0	5100	0		0	
SBR	1.5		150	{.02}	390	.23
EBL	0	0	0		0	
EBT	3	5100	1380	.27*	1630	.32*
EBR	1	1700	20	.01	50	.03
WBL	1	1700	80	.05*	90	.05*
WBT	3	5100	1160	.23	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.42** **.66**

59. SR-241 NB Ramps & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		100		50	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	620	.18*	190	.06
EBT	3	5100	950	.19	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1190	.23*	1120	.22
WBR	1	1700	1590	.94	210	.12
Right Turn Adjustment			WBR	.70*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.17** **.50**

60. SR-241 SB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70	.02*	200	
SBT	0	5100	0		0	{.09}*
SBR	1.5		20	.01	310	
EBL	0	0	0		0	
EBT	2	3400	900	.26	590	.17*
EBR	1	1700	90	.05	110	.06
WBL	2	3400	20	.01	10	.00
WBT	2	3400	910	.27*	480	.14
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.34** **.31**

61. SR-241 NB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		140	{.04}*	110	{.04}*
NBT	0	3400	0	.04	0	.04
NBR	0.5		10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	430	.25*	30	.02
EBT	2	3400	540	.16	760	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	790	.23*	370	.11
WBR	1	1700	460	.27	80	.05
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.31**

70. Greenfield & SR-73 SB Ramps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1340	.47*	540	.24*
NBR	0	0	250		270	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	420	.12	370	.11
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		530		960	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.54**

71. Greenfield & SR-73 NB Ramps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1330	.39*	440	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	290	.17*	300	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.42**

72. Cm Capistrano & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	160	.05*	240	.07*
NBR	1	1700	1050	.62	800	.47
SBL	2	3400	450	.13*	310	.09*
SBT	2	3400	210	.06	390	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	850	.25*	1120	.33*
WBT	0	0	0		0	
WBR	1	1700	170	.10	550	.32
Right Turn Adjustment			NBR	.32*	NBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.80** **.61**

73. I-5 SB Ramps & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		220		220	.13*
SBT	0	5100	0	{.07}*	0	
SBR	1.5		550		810	.24
EBL	0	0	0		0	
EBT	2	3400	1130	.33*	880	.26*
EBR	d	1700	350	.21	240	.14
WBL	1	1700	240	.14*	270	.16*
WBT	2	3400	480	.14	870	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.60**

74. I-5 NB Ramps & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	100	.03*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	290	.17	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	710	.21*	630	.19*
EBT	2	3400	660	.19	460	.14
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	630	.23*	820	.24*
WBR	1.5		560		260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

75. Rancho Viejo & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	580	.17*	430	.13*
NBT	2	3400	300	.09	190	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	200	{.08}*	320	{.14}*
SBR	1.5		590		630	
EBL	1.5		620		480	
EBT	0.5	3400	30	.28*	10	.20*
EBR	0		290		180	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.53**

San Clemente Intersections

35. La Pata & Las Ramblas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	2	3200	620	.19	630	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	630	.20*	720	.23*
SBR	1	1600	170	.11	320	.20
EBL	0.5		420	.26*	180	
EBT	0	3200	0		0	{.14}*
EBR	1.5		70	.04	310	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.40**

36. La Pata & Del Rio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	530	.33*
NBT	2	3200	650	.20	650	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	690	.22*	960	.30*
SBR	1	1600	20	.01	40	.03
EBL	0.5		40		10	.01*
EBT	0	3200	0	{.19}*	0	
EBR	1.5		700		400	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.52** **.64**

37. La Pata & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	580	.18*	540	.17
NBT	3	4800	440	.09	1060	.22*
NBR	1	1600	140	.09	230	.14
SBL	1	1600	140	.09	130	.08*
SBT	3	4800	840	.18*	560	.12
SBR	1	1600	200	.13	200	.13
EBL	1	1600	110	.07*	190	.12*
EBT	2	3200	280	.09	370	.12
EBR	1	1600	290	.18	270	.17
WBL	1	1600	220	.14	210	.13
WBT	2	3200	620	.23*	380	.13*
WBR	0	0	100		40	

TOTAL CAPACITY UTILIZATION **.66** **.55**

38. Talega & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	200	.13	80	.05
SBT	1	1600	30	.38*	30	.23*
SBR	0	0	580		340	
EBL	1	1600	280	.18*	360	.23*
EBT	2	3200	30	.02	150	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	170	.09*	30	.02*
WBR	0	0	130		220	.14
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.66** **.50**

39. Vera Cruz & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	30	.02
NBT	2	3200	70	.03*	80	.03*
NBR	0	0	10		20	
SBL	1	1600	350	.22*	180	.11*
SBT	2	3200	150	.09	60	.04
SBR	0	0	190	.12	180	.11
EBL	1	1600	300	.19*	140	.09*
EBT	2	3200	1080	.35	750	.24
EBR	0	0	50		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	750	.29*	980	.38*
WBR	0	0	170		230	

TOTAL CAPACITY UTILIZATION **.73** **.61**

40. La Pata & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	700	.44*
NBT	2	3200	10	.00	40	.01
NBR	1	1600	170	.11	50	.03
SBL	2	3200	10	.00	10	.00
SBT	2	3200	70	.02*	40	.01*
SBR	f		190		60	
EBL	1	1600	170	.11	140	.09*
EBT	3	4800	730	.15*	570	.12
EBR	1	1600	520	.33	270	.17
WBL	2	3200	270	.08*	10	.00
WBT	2.5	6400	250	.05	540	.11*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.11*		

TOTAL CAPACITY UTILIZATION **.45** **.65**

41. Vista Hermosa & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	240	.15*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	350	.11*	90	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03*	200	.06
EBT	3	4800	500	.10	390	.08*
EBR	1	1600	360	.23	70	.04
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	390	.12*	50	.02
WBR	0	0	220	.14	160	.10
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.30** **.25**

54. I-5 SB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		950	.30*	450	
SBT	0	4800	0		0	{.20}*
SBR	1.5		190	.12	560	
EBL	1	1600	60	.04*	50	.03*
EBT	3	4800	450	.09	550	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	330	.10*
WBR	f		230		160	

TOTAL CAPACITY UTILIZATION **.43** **.33**

55. I-5 NB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	10	.01*
NBT	0	4800	0		0	
NBR	1.5		280	.09	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1340	.42*	890	.28
EBR	f		190		240	
WBL	0	0	0		0	
WBT	1.5	4800	450	{.24}	580	.31*
WBR	1.5		790		910	
Right Turn Adjustment			NBR	.03*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.51** **.41**

56. I-5 SB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1620	.51*	690	.22*
SBT	0	0	10		10	
SBR	1	1600	220	.14	340	.21
EBL	0	0	0		0	
EBT	3	4800	750	.16*	800	.17*
EBR	1	1600	160	.10	410	.26
WBL	1	1600	320	.20*	590	.37*
WBT	2	3200	440	.14	970	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.87** **.76**

57. I-5 NB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	290	.18	150	.09
NBR(f)	f		580		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	240	.15	260	.16*
EBT	2	3200	2130	.67*	1210	.38
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	620	.13	1250	.26*
WBR	f		820		1060	
Right Turn Adjustment			NBR	.09*		

TOTAL CAPACITY UTILIZATION **.85** **.60**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	780	.23*
NBT	3	5100	1000	.20	880	.17
NBR	1	1700	380	.22	220	.13
SBL	2	3400	140	.04	110	.03
SBT	3	5100	1270	.25*	1090	.21*
SBR	f		1010		530	
EBL	2	3400	790	.23*	900	.26
EBT	3	5100	560	.11	920	.18*
EBR	f		540		910	
WBL	2	3400	390	.11	510	.15*
WBT	3	5100	830	.16*	370	.07
WBR	1	1700	290	.17	60	.04
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**.82**

12. Antonio & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	540	.16*
NBT	3	5100	1580	.31	1240	.24
NBR	1	1700	80	.05	130	.08
SBL	2	3400	20	.01	30	.01
SBT	3	5100	1160	.23*	1620	.32*
SBR	f		720		650	
EBL	2	3400	510	.15*	720	.21*
EBT	2	3400	90	.03	690	.20
EBR	f		270		480	
WBL	2	3400	160	.05	110	.03
WBT	3	5100	490	.10*	280	.05*
WBR	1	1700	70	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.79**

29. La Pata & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11*	270	.08*
NBT	2	3400	670	.20	810	.24
NBR	1	1700	60	.04	200	.12
SBL	2	3400	20	.01	50	.01
SBT	2	3400	1140	.34*	650	.19*
SBR	1	1700	600	.35	380	.22
EBL	2	3400	350	.10*	450	.13
EBT	2	3400	70	.02	700	.21*
EBR	1	1700	380	.22	380	.22
WBL	2	3400	210	.06	60	.02*
WBT	2	3400	600	.18*	220	.06
WBR	1	1700	90	.05	20	.01
Right Turn Adjustment			SBR	.01*	Multi	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.59**

34. La Pata & San Juan

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	80	.05*
NBT	2	3400	800	.24	890	.26
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	920	.27*	910	.27*
SBR	1	1700	330	.19	140	.08
EBL	1	1700	80	.05*	300	.18*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	90	.05	180	.11
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.56**

42. A St & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	60	.02*
NBT	1	1700	0	.00	0	.00
NBR	d	1700	20	.01	0	.00
SBL	1	1700	10	.01	0	.00
SBT	2	3400	0	.00*	0	.00*
SBR	d	1700	60	.04	40	.02
EBL	1	1700	20	.01*	60	.04
EBT	2.5	6800	130	.03	680	.13*
EBR	1.5		40	.02	120	.07
WBL	2	3400	10	.00	10	.00
WBT	3	5100	560	.11*	320	.06
WBR	d	1700	10	.01	10	.01
Right Turn Adjustment			SBR	.04*	SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.24** **.22**

43. Antonio & B St

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	20	.01
NBT	3	5100	1010	.20	1330	.26*
NBR	f		10		60	
SBL	2	3400	20	.01	110	.03*
SBT	3	5100	1420	.28*	1150	.23
SBR	d	1700	10	.01	30	.02
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	20	.01	10	.01
WBL	2	3400	50	.01	20	.01
WBT	1	1700	10	.01*	10	.01*
WBR	f		130		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.36**

62. SR-241 SB & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		10	.01*	60	.04*
NBT	0	3400	0		0	
NBR	0.5		10	.01	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	140	.03	540	.11*
EBR	1	1700	30	.02	150	.09
WBL	1	1700	50	.03	30	.02*
WBT	3	5100	560	.11*	290	.06
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.17** **.23**

63. SR-241 NB & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		110	{.04}*	60	{.03}*
NBT	0	3400	0	.04	0	.03
NBR	0.5		30		40	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	80	.02	600	.12*
EBR	1	1700	60	.04	20	.01
WBL	1	1700	70	.04	10	.01*
WBT	2	3400	510	.15*	260	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.24** **.21**

68. SR-241 SB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		10	.01*	70	.04*
SBT	0	5100	0		0	
SBR	1.5		380	.11	220	.06
EBL	0	0	0		0	
EBT	2	3400	270	.08	640	.19*
EBR	1	1700	90	.05	230	.14
WBL	1	1700	50	.03	30	.02*
WBT	2	3400	380	.11*	250	.07
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.10*	SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.32**

69. SR-241 NB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	90	.05*
NBT	0	0	0		0	
NBR	1	1700	20	.01	40	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	90	.03	390	.11*
EBR	1	1700	190	.11	320	.19
WBL	1	1700	90	.05	10	.01*
WBT	2	3400	380	.11*	200	.06
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.23**		**.30**

82. SR-241 SB Ramps & D St

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	150	.09*	520	.31*
SBT	0	0	0		0	
SBR	1	1700	10	.01	20	.01
EBL	0	0	0		0	
EBT	2	3400	20	.01*	10	.00
EBR	f		10		10	
WBL	0	0	0		0	
WBT	2	3400	10	.00	10	.00*
WBR	f		490		360	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.15**		**.36**

83. SR-241 NB Ramps & D St

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	320	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	160	.05	520	.15*
EBR	f		20		10	
WBL	0	0	0		0	
WBT	2	3400	490	.14*	360	.11
WBR	f		550		240	
Right Turn Adjustment			NBR	.18*	NBR	.26*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.47**

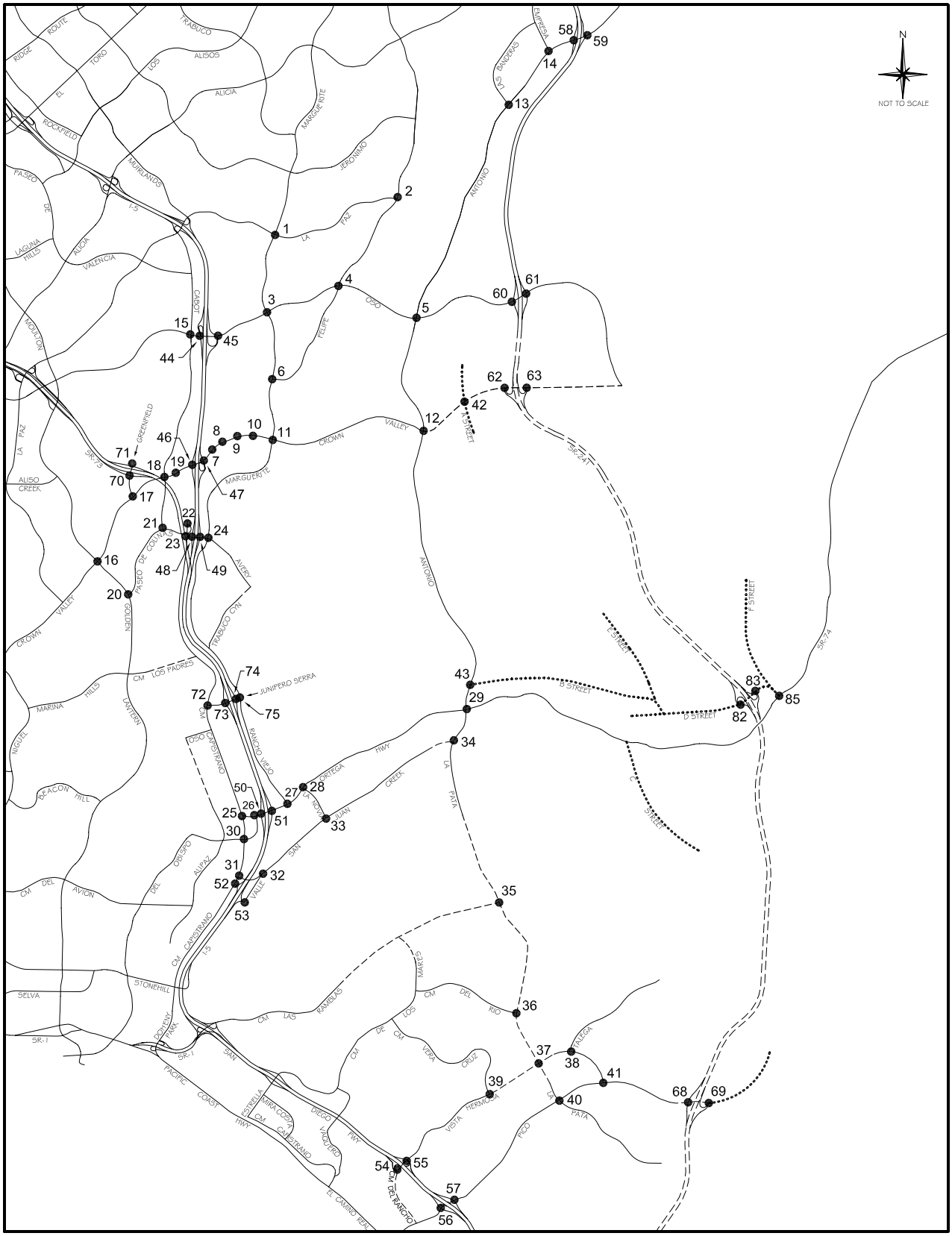
85. D St & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	360	.11*	930	.27*
SBT	0	0	0		0	
SBR	2	3400	130	.04	30	.01
EBL	2	3400	30	.01*	70	.02
EBT	2	3400	100	.03	820	.24*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	640	.31*	260	.15
WBR	1.5		920		570	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.56**

ICU Data Set 18

2025 OCP-2000 Alternative
(MPAH Buildout)



Legend

- Future Roadway (MPAH)
- Local Roadway

2025 INTERSECTION LOCATION MAP
- OCP-2000
(MPAH BUILDOUT)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	270	.08*	350	.10*
NBT	2	3400	800	.24	1070	.31
NBR	d	1700	140	.08	190	.11
SBL	2	3400	130	.04	200	.06
SBT	2	3400	970	.29*	1130	.33*
SBR	1	1700	180	.11	110	.06
EBL	2	3400	230	.07*	360	.11
EBT	2	3400	320	.09	940	.28*
EBR	1	1700	120	.07	360	.21
WBL	2	3400	360	.11	190	.06*
WBT	2	3400	490	.14*	390	.11
WBR	d	1700	330	.19	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.82**

2. Olympiad & La Paz

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	180	.11*
NBT	2	3400	1060	.31	700	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	620	.26*	850	.31*
SBR	0	0	260		210	
EBL	1	1700	140	.08*	340	.20*
EBT	0	0	0		0	
EBR	1	1700	110	.06	330	.19
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.67**

3. Marguerite & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12	250	.07
NBT	2	3400	930	.27*	780	.23*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	220	.06*	670	.20*
SBT	2	3400	680	.20	760	.22
SBR	1	1700	350	.21	130	.08
EBL	2	3400	170	.05*	300	.09*
EBT	4	6800	1410	.21	1590	.23
EBR	d	1700	100	.06	520	.31
WBL	2	3400	90	.03	180	.05
WBT	4	6800	2470	.36*	1480	.22*
WBR	d	1700	110	.06	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.79**

4. Felipe & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	90	.05
NBT	2	3400	430	.13*	380	.11*
NBR	1	1700	100	.06	530	.31
SBL	1	1700	360	.21*	520	.31*
SBT	2	3400	430	.13	610	.18
SBR	d	1700	120	.07	250	.15
EBL	1	1700	140	.08	210	.12
EBT	3	5100	1590	.31*	2250	.44*
EBR	d	1700	80	.05	130	.08
WBL	1	1700	440	.26*	250	.15*
WBT	3	5100	2030	.40	1730	.34
WBR	d	1700	800	.47	450	.26
Right Turn Adjustment				NBR		.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**1.15**

6. Marguerite & Felipe

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	980	.29*	870	.26*
NBR	1	1700	320	.19	1060	.62
SBL	1	1700	100	.06*	370	.22*
SBT	2	3400	830	.24	870	.26
SBR	d	1700	30	.02	50	.03
EBL	1	1700	70	.04	50	.03
EBT	1	1700	60	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		880		590	
WBT	0.5	3400	40	.27*	20	.18*
WBR	1	1700	220	.13	150	.09
Right Turn Adjustment					NBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

7. Puerta Real & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	430	.13*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	220	.13
SBL	1	1700	170	.10*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	550	.16
EBL	2	3400	500	.15*	470	.14*
EBT	4	6800	1980	.29	3290	.48
EBR	1	1700	140	.08	380	.22
WBL	2	3400	50	.01	340	.10
WBT	4	6800	2910	.44*	2750	.44*
WBR	0	0	100		220	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.81**

8. Guevara/Medical Ctr & CVP

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	310	
NBT	1.5	5100	30	.08	20	.10*
NBR	0		110		310	.18
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	40	.08*
SBR	0		60	.04	150	.09
EBL	1	1700	170	.10*	100	.06
EBT	4	6800	1970	.30	3290	.53*
EBR	0	0	90		310	
WBL	2	3400	380	.11	220	.06*
WBT	4	6800	2680	.41*	2890	.44
WBR	0	0	140		70	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.85**

9. Los Altos & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	480	.14
NBT	1	1700	20	.06*	20	.20*
NBR	0	0	90		320	
SBL	0	0	40		230	
SBT	1	1700	20	.04*	20	.15*
SBR	1	1700	50	.03	100	.06
EBL	1	1700	150	.09*	70	.04
EBT	4	6800	1650	.29	3540	.53*
EBR	0	0	300		60	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	3130	.51*	2600	.39
WBR	0	0	320		30	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.75** **1.04**

10. Bellogente & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1650	.24	4030	.60*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3870	.58*	2710	.40
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.73**

11. Marguerite & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	120	.04
NBT	2	3400	580	.17	1080	.32*
NBR	1	1700	440	.26	420	.25
SBL	2	3400	200	.06	480	.14*
SBT	2	3400	850	.25*	710	.21
SBR	1	1700	1040	.61	400	.24
EBL	2	3400	480	.14*	760	.22
EBT	4	6800	1170	.17	3110	.46*
EBR	1	1700	50	.03	230	.14
WBL	2	3400	670	.20	640	.19*
WBT	4	6800	2740	.40*	2240	.33
WBR	d	1700	730	.43	210	.12
Right Turn Adjustment			SBR	.25*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.15** **1.16**

13. Banderas & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	410	.24	590	.35
EBL	2	3400	540	.16	380	.11*
EBT	3	5100	2440	.48*	1150	.23
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	930	.19	1560	.32*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.67** **.73**

14. Empresa & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		550	
SBT	0.5	3400	50	.08*	20	.17*
SBR	f		140		360	
EBL	2	3400	900	.26*	140	.04*
EBT	3	5100	950	.19	1060	.21
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	740	.15*	1050	.21*
WBR	f		390		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.49**

15. Cabot & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	150	.04	180	.05
NBT	2	3400	630	.19*	320	.09*
NBR	1	1700	340	.20	590	.35
SBL	2	3400	300	.09*	660	.19*
SBT	2	3400	260	.08	740	.22
SBR	1	1700	50	.03	100	.06
EBL	2	3400	100	.03*	130	.04
EBT	3	5100	990	.19	1290	.25*
EBR	1	1700	110	.06	80	.05
WBL	2	3400	330	.10	290	.09*
WBT	3	5100	1480	.29*	1160	.23
WBR	1	1700	600	.35	410	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.86**

16. Moulton & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1340	{.26}*	1160	.23
NBR	1.5		470	{.16}	310	.18
SBL	2	3400	100	.03*	280	.08
SBT	3	5100	840	.16	1480	.29*
SBR	1	1700	130	.08	150	.09
EBL	2	3400	170	.05	150	.04
EBT	3	5100	1230	.24*	970	.19*
EBR	1	1700	420	.25	210	.12
WBL	2	3400	550	.16*	630	.19*
WBT	3	5100	770	.15	1300	.25
WBR	1	1700	220	.13	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.79**

17. Greenfield & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	850	.25*	980	.29*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	210	.12	250	.15
EBL	2	3400	530	.16*	200	.06*
EBT	3	5100	1320	.26	1160	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	20	.01
WBT	3	5100	1370	.27*	1370	.27*
WBR	1	1700	940	.55	820	.48
Right Turn Adjustment			WBR	.09*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.86** **.70**

18. Cabot & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	400	.12*	170	.05
NBR	1	1700	350	.21	290	.17
SBL	2	3400	240	.07*	390	.11
SBT	2	3400	110	.06	390	.19*
SBR	0	0	140	.08	250	
EBL	2	3400	300	.09*	350	.10*
EBT	3	5100	1820	.36	1600	.31
EBR	1	1700	80	.05	160	.09
WBL	2	3400	150	.04	350	.10
WBT	3	5100	2180	.43*	1880	.37*
WBR	1	1700	160	.09	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.75**

19. Forbes & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	100	.06
SBL	1	1700	90	.05	200	.12*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	160	.09	210	.12
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2100	.33	2080	.31
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2290	.45*	2160	.42*
WBR	1	1700	130	.08	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.69**

20. Golden Lantern & P. Colinas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2240	.44*	970	.19
NBR	2	3400	910	.27	540	.16
SBL	1	1700	440	.26*	260	.15
SBT	3	5100	1280	.25	2080	.41*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1030	
WBT	0.5	3400	10	.21*	10	.31*
WBR	1	1700	510	.30	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.79**

21. Cabot & Paseo de Colinas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	270	.08	420	.12
EBL	1	1700	540	.32*	430	.25*
EBT	2	3400	600	.18	410	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	360	.13*	790	.24*
WBR	0	0	70		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.58**

22. Cm Capistrano & P. Colinas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.16}*	100	{.18}*
NBR	1.5		580		770	
SBL	1	1700	20	.01*	70	.04*
SBT	1	1700	70	.04	320	.19
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		760		610	
WBT	0	3400	0	.23*	0	.19*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.46**

23. Cm Capistrano & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	30	.02*	80	.05*
NBR	1	1700	610	.36	550	.32
SBL	2	3400	640	.19*	850	.25*
SBT	1	1700	10	.01	100	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	680	.40*
WBT	0	0	0		0	
WBR	2	3400	610	.18	770	.23
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.75**

24. Marguerite & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	560	.33*	310	.18*
NBT	2	3400	600	.18	360	.11
NBR	d	1700	180	.11	20	.01
SBL	1	1700	160	.09	120	.07
SBT	2	3400	560	.16*	580	.17*
SBR	d	1700	380	.22	710	.42
EBL	2	3400	550	.16	750	.22
EBT	2	3400	670	.31*	800	.33*
EBR	0	0	390		320	
WBL	1	1700	50	.03*	160	.09*
WBT	2	3400	230	.09	300	.11
WBR	0	0	60		60	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.84**

25. Cm Capistrano & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	360	.21	580	.34*
NBR	1	1700	10	.01	50	.03
SBL	1	1700	130	.08	150	.09*
SBT	1	1700	630	.37*	390	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	70	.04*	40	.02*
WBT	0	0	0		0	
WBR	1	1700	240	.14	220	.13
Right Turn Adjustment					WBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.54**

26. Del Obispo & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1030	.30	1020	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	280	.11*	490	.18*
EBR	0	0	90		120	
WBL	2	3400	940	.28*	1120	.33*
WBT	1	1700	650	.38	510	.30
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.62**

27. Rancho Viejo & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	340	.10	540	.16*
NBT	1	1700	190	.11*	140	.08
NBR	1	1700	80	.05	60	.04
SBL	1.5		200		500	
SBT	0.5	3400	120	.09*	180	.20*
SBR	1	1700	130	.08	170	.10
EBL	1	1700	170	.10*	220	.13
EBT	2	3400	1390	.41	2140	.63*
EBR	1	1700	670	.39	420	.25
WBL	1	1700	90	.05	60	.04*
WBT	3	5100	1860	.36*	1400	.27
WBR	1	1700	780	.46	210	.12
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .74 1.08

28. La Novia & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	530	.16*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	30	.02	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1180	.35	2170	.64*
EBR	1	1700	400	.24	500	.29
WBL	1	1700	240	.14	160	.09*
WBT	2	3400	2140	.63*	1340	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .87

30. Cm Capistrano & Del Obispo

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	700	.21*	500	.15*
NBT	1	1700	570	.34	460	.27
NBR	1	1700	300	.18	300	.18
SBL	1	1700	40	.02	60	.04
SBT	1	1700	420	.25*	590	.35*
SBR	1	1700	650	.38	50	.03
EBL	1	1700	60	.04	270	.16*
EBT	2	3400	780	.23*	550	.16
EBR	1	1700	450	.26	560	.33
WBL	2	3400	210	.06*	390	.11
WBT	2	3400	490	.14	630	.19*
WBR	1	1700	70	.04	50	.03
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .90

31. Cm Capistrano & San Juan Crk

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	540	.16*	740	.22*
NBR	1	1700	520	.31	820	.48
SBL	2	3400	250	.07*	910	.27*
SBT	2	3400	630	.19	930	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1100		940	.28*
WBT	0	5100	0	{.38}*	0	
WBR	1.5		930		750	{.24}
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .87

32. Valle & San Juan Creek

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		590	.17*	580	.17*
NBT	0	5100	0		0	
NBR	1.5		160		290	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	390	.22*	1200	.51*
EBR	0	0	370		530	
WBL	1	1700	460	.27*	120	.07*
WBT	2	3400	1440	.42	1110	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.80**

33. La Novia & San Juan Creek

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	150	.09
NBT	1	1700	210	.12*	140	.08*
NBR	1	1700	140	.08	80	.05
SBL	1	1700	250	.15*	560	.33*
SBT	1	1700	150	.09	180	.11
SBR	1	1700	510	.30	300	.18
EBL	1	1700	180	.11*	260	.15*
EBT	2	3400	300	.09	960	.28
EBR	d	1700	60	.04	170	.10
WBL	1	1700	70	.04	110	.06
WBT	2	3400	1190	.35*	640	.19*
WBR	d	1700	520	.31	230	.14
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.80**

44. I-5 SB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	770	.23*	1090	.32*
SBT	0	0	0		0	
SBR	1	1700	340	.20	430	.25
EBL	0	0	0		0	
EBT	3	5100	1200	.24	1900	.37*
EBR	f		430		650	
WBL	0	0	0		0	
WBT	3	5100	2070	.41*	1420	.28
WBR	f		630		340	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.74**

45. I-5 NB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	750	.44*	380	.22*
NBT	0	0	0		0	
NBR	1	1700	260	.15	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1700	.33	2540	.50*
EBR	f		390		450	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1370	.27
WBR	f		1430		730	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.80**

46. I-5 SB Ramps & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1230	.24*	2120	.42*
SBT	0	8500	0		0	
SBR	2.5		630	.19	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1570	.23	2580	.38*
EBR	1	1700	160	.09	310	.18
WBL	2	3400	460	.14	530	.16*
WBT	3	5100	1930	.38*	1730	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **1.01**

47. I-5 NB Ramps & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.24}*	210	.12*
NBT	0	5100	0	.24	0	
NBR	1.5		670		460	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1870	{.37}*	3710	.73*
EBR	1.5		970		980	.58
WBL	0	0	0		0	
WBT	3	5100	1850	.36	2060	.40
WBR	f		1510		1680	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.92**

48. I-5 SB Ramps & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	510	.15*	510	.15*
SBT	0	0	0		0	
SBR	1	1700	210	.12	590	.35
EBL	0	0	0		0	
EBT	1.5	5100	970	.29*	1090	.32*
EBR	1.5		250	.15	300	.18
WBL	1	1700	190	.11*	310	.18*
WBT	2	3400	760	.22	800	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.70**

49. I-5 NB Ramps & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	{.13}*	270	{.15}*
NBT	0	5100	0	.13	0	{.15}
NBR	1.5		360		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	240	.14	280	.16*
EBT	2	3400	1250	.37*	1320	.39
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	690	.20	860	.25*
WBR	f		490		460	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.61**

50. I-5 SB Ramps & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1260		1790	.53*
SBT	0	5100	0	{.38}*	0	
SBR	1.5		870		820	.48
EBL	0	0	0		0	
EBT	3	5100	1120	.22*	1240	.24*
EBR	1	1700	190	.11	270	.16
WBL	1	1700	220	.13*	220	.13*
WBT	2	3400	730	.21	810	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.95**

51. I-5 NB Ramps & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.14}*	260	{.15}*
NBT	0	5100	0	{.14}	0	.15
NBR	1.5		540		500	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	580	.17*	710	.21
EBT	2	3400	1800	.53	2330	.69*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	690	.41*	780	{.39}
WBR	1.5		1620	.48	1420	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.89**

52. Cm Capistrano & I-5 SB Ramps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	880	.26*	1070	.33*
NBR	0	0	20		40	
SBL	2	3400	640	.19*	540	.16*
SBT	2	3400	1090	.32	1320	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		770	.23*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		180		500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.84**

53. Valle & La Novia/I-5 NB Rmps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	150	.09*
NBT	1	1700	100	.06	170	.10
NBR	1	1700	10	.01	20	.01
SBL	0	0	90		190	
SBT	1	1700	150	.14*	200	.23*
SBR	1	1700	540	.32	280	.16
EBL	1	1700	410	.24*	540	.32*
EBT	1	1700	90	.06	190	.13
EBR	0	0	20		30	
WBL	0	0	10		30	
WBT	1	1700	240	.15*	90	.07*
WBR	1	1700	250	.15	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.76**

58. SR-241 SB Ramps & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	780	.23*
SBT	0	5100	0		0	
SBR	1.5		150	{.02}	530	{.16}
EBL	0	0	0		0	
EBT	3	5100	1380	.27*	1590	.31*
EBR	1	1700	30	.02	100	.06
WBL	1	1700	110	.06*	140	.08*
WBT	3	5100	1220	.24	990	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.67**

59. SR-241 NB Ramps & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.02*	20	.01*
NBT	0	5100	0		0	
NBR	1.5		150	{.00}	90	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	630	.19*	180	.05
EBT	3	5100	940	.18	2160	.42*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	1130	.22
WBR	1	1700	1480	.87	220	.13
Right Turn Adjustment			WBR	.61*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.11** **.50**

60. SR-241 SB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70	.02*	290	
SBT	0	5100	0		0	.11*
SBR	1.5		20	.01	290	
EBL	0	0	0		0	
EBT	2	3400	960	.28	510	.15
EBR	1	1700	270	.16	550	.32
WBL	2	3400	30	.01	20	.01
WBT	2	3400	1120	.33*	710	.21*
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.41**

61. SR-241 NB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		400	{.12}*	340	{.11}*
NBT	0	3400	0	.12	0	.11
NBR	0.5		10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	470	.28*	30	.02
EBT	2	3400	560	.16	760	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	740	.22*	360	.11
WBR	1	1700	470	.28	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.38**

70. Greenfield & SR-73 SB Ramps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1500	.51*	570	.25*
NBR	0	0	250		280	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	370	.11
SBR	0	0	0		0	
EBL	0.5		10	{.01}*	20	
EBT	0	3400	0	{.01}	0	{.26}*
EBR	1.5		530		1060	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.57**

71. Greenfield & SR-73 NB Ramps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1490	.44*	470	.14*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	320	.19*	300	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.43**

72. Cm Capistrano & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	170	.05*	230	.07*
NBR	1	1700	1160	.68	840	.49
SBL	2	3400	490	.14*	340	.10*
SBT	2	3400	210	.06	390	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	870	.26*	1210	.36*
WBT	0	0	0		0	
WBR	1	1700	180	.11	560	.33
Right Turn Adjustment			NBR	.37*	NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.87** **.64**

73. I-5 SB Ramps & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		210		350	
SBT	0	5100	0	{.06}*	0	{.19}*
SBR	1.5		580		880	
EBL	0	0	0		0	
EBT	2	3400	1260	.37*	930	.27*
EBR	d	1700	370	.22	260	.15
WBL	1	1700	240	.14*	330	.19*
WBT	2	3400	490	.14	890	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

74. I-5 NB Ramps & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	310	.09*
NBT	0	0	0		0	
NBR	1	1700	330	.19	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	790	.23*	650	.19*
EBT	2	3400	680	.20	630	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	630	{.24}*	900	.26*
WBR	1.5		620		240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.59**

75. Rancho Viejo & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	640	.19*	420	.12*
NBT	2	3400	370	.11	250	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	210	{.08}*	430	{.16}*
SBR	1.5		590		700	
EBL	1.5		670		490	
EBT	0.5	3400	30	.30*	10	.24*
EBR	0		310		330	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.58**

San Clemente Intersections

35. La Pata & Las Ramblas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	2	3200	520	.16	710	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	770	.24*	640	.20*
SBR	1	1600	350	.22	360	.23
EBL	0.5		390	.24*	320	.20*
EBT	0	3200	0		0	
EBR	1.5		80	.05	310	.19
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.53** **.43**

36. La Pata & Del Rio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	560	.35*
NBT	2	3200	600	.19	750	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	820	.26*	960	.30*
SBR	1	1600	20	.01	40	.03
EBL	0.5		40		10	.01*
EBT	0	3200	0	{.20}*	0	
EBR	1.5		720		420	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.57** **.66**

37. La Pata & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	600	.19*
NBT	3	4800	390	.08	1120	.23
NBR	1	1600	130	.08	230	.14
SBL	1	1600	140	.09	130	.08
SBT	3	4800	1000	.21*	600	.13*
SBR	1	1600	220	.14	240	.15
EBL	1	1600	130	.08*	210	.13*
EBT	2	3200	270	.08	390	.12
EBR	1	1600	390	.24	380	.24
WBL	1	1600	210	.13	200	.13
WBT	2	3200	630	.23*	430	.16*
WBR	0	0	100		90	

TOTAL CAPACITY UTILIZATION **.70** **.61**

38. Talega & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	200	.13	80	.05
SBT	1	1600	30	.38*	30	.23*
SBR	0	0	580		340	
EBL	1	1600	280	.18*	360	.23*
EBT	2	3200	80	.03	170	.06
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	210	.11*	180	.11*
WBR	0	0	130		220	.14

TOTAL CAPACITY UTILIZATION **.68** **.58**

39. Vera Cruz & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	2	3200	60	.02*	100	.04*
NBR	0	0	10		20	
SBL	1	1600	390	.24*	210	.13*
SBT	2	3200	160	.10	60	.04
SBR	0	0	180	.11	170	.11
EBL	1	1600	300	.19*	130	.08*
EBT	2	3200	1160	.39	870	.28
EBR	0	0	90		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	790	.30*	1070	.43*
WBR	0	0	180		290	

TOTAL CAPACITY UTILIZATION **.75** **.68**

40. La Pata & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	690	.43*
NBT	2	3200	10	.00	40	.01
NBR	1	1600	270	.17	200	.13
SBL	2	3200	90	.03	40	.01
SBT	2	3200	90	.03*	10	.00*
SBR	f		210		50	
EBL	1	1600	160	.10	160	.10*
EBT	3	4800	1020	.21*	790	.16
EBR	1	1600	520	.33	280	.18
WBL	2	3200	390	.12*	90	.03
WBT	2.5	6400	530	.11	750	.16*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.50** **.69**

41. Vista Hermosa & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	150	.09*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	460	.14*	170	.05
SBT	1	1600	60	.04	10	.01*
SBR	1	1600	80	.05	90	.06
EBL	2	3200	90	.03*	180	.06*
EBT	3	4800	1210	.25	1080	.23
EBR	1	1600	320	.20	10	.01
WBL	1	1600	10	.01	10	.01
WBT	3	4800	870	.24*	660	.21*
WBR	0	0	300		370	.23

TOTAL CAPACITY UTILIZATION **.42** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1050	.33*	590	
SBT	0	4800	0		0	{.23}*
SBR	1.5		210	.13	540	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	440	.09	540	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	360	.11*
WBR	f		210		140	

TOTAL CAPACITY UTILIZATION **.45** **.38**

55. I-5 NB Ramps & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		290	.09	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1450	.45*	1020	.32
EBR	f		180		230	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.25}	580	{.32}*
WBR	1.5		850		990	
Right Turn Adjustment			NBR	.03*	NBR	.11*

TOTAL CAPACITY UTILIZATION **.54** **.44**

56. I-5 SB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1640	.51*	760	.24*
SBT	0	0	10		10	
SBR	1	1600	200	.13	340	.21
EBL	0	0	0		0	
EBT	3	4800	850	.18*	880	.18*
EBR	1	1600	160	.10	380	.24
WBL	1	1600	300	.19*	600	.38*
WBT	2	3200	500	.16	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.88** **.80**

57. I-5 NB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	280	.18	140	.09
NBR(f)	f		560		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	270	.17*
EBT	2	3200	2250	.70*	1370	.43
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	660	.14	1290	.27*
WBR	f		980		1150	
Right Turn Adjustment			NBR	.09*		

TOTAL CAPACITY UTILIZATION **.88** **.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1390	.41*	1010	.30*
NBT	3	5100	1090	.21	860	.17
NBR	1	1700	350	.21	260	.15
SBL	2	3400	160	.05	140	.04
SBT	3	5100	1140	.22*	1230	.24*
SBR	f		940		510	
EBL	2	3400	850	.25*	810	.24
EBT	3	5100	760	.15	1270	.25*
EBR	f		690		1220	
WBL	2	3400	440	.13	480	.14*
WBT	3	5100	1040	.20*	560	.11
WBR	1	1700	350	.21	90	.05
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.14** **.98**

12. Antonio & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	780	.23*
NBT	3	5100	1820	.36	1450	.28
NBR	1	1700	210	.12	330	.19
SBL	2	3400	150	.04	210	.06
SBT	3	5100	1280	.25*	1860	.36*
SBR	f		570		690	
EBL	2	3400	550	.16*	660	.19
EBT	2	3400	300	.09	1360	.40*
EBR	f		440		450	
WBL	2	3400	350	.10	310	.09*
WBT	3	5100	1160	.23*	730	.14
WBR	1	1700	380	.22	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **1.13**

29. La Pata & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07*	210	.06
NBT	2	3400	630	.19	1140	.34*
NBR	1	1700	210	.12	780	.46
SBL	2	3400	60	.02	270	.08*
SBT	2	3400	1540	.45*	730	.21
SBR	1	1700	710	.42	510	.30
EBL	2	3400	490	.14*	710	.21
EBT	2	3400	300	.09	1280	.38*
EBR	1	1700	410	.24	200	.12
WBL	2	3400	670	.20	410	.12*
WBT	2	3400	1230	.36*	700	.21
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.07** **1.09**

34. La Pata & San Juan

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	150	.09*
NBT	2	3400	720	.21	1040	.31
NBR	0	0	10		20	
SBL	1	1700	10	.01	30	.02
SBT	2	3400	1200	.35*	870	.26*
SBR	1	1700	900	.53	410	.24
EBL	1	1700	180	.11*	950	.56*
EBT	1	1700	10	.01	20	.01
EBR	1	1700	120	.07	190	.11
WBL	1	1700	20	.01	10	.01
WBT	1	1700	20	.02*	10	.02*
WBR	0	0	20		20	
Right Turn Adjustment			SBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.98**

42. A St & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	400	.12*
NBT	1	1700	10	.01	10	.01
NBR	d	1700	190	.11	110	.06
SBL	1	1700	90	.05	70	.04
SBT	2	3400	10	.00*	10	.00*
SBR	d	1700	330	.19	250	.15
EBL	1	1700	160	.09*	330	.19*
EBT	2.5	6800	250	.07	920	.23
EBR	1.5		250	.07	650	
WBL	2	3400	70	.02	200	.06
WBT	3	5100	960	.19*	540	.11*
WBR	d	1700	50	.03	120	.07
Right Turn Adjustment			SBR	.19*	SBR	.15*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.62**

43. Antonio & B St

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	3	5100	1000	.20*	1370	.27*
NBR	f		260		760	
SBL	2	3400	650	.19*	820	.24*
SBT	3	5100	1440	.28	1250	.25
SBR	d	1700	50	.03	40	.02
EBL	1	1700	30	.02	60	.04
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	20	.01	30	.02
WBL	2	3400	630	.19*	340	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		930		940	
Right Turn Adjustment					EBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.68**

62. SR-241 SB & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		20	{.01}*	280	{.11}*
NBT	0	3400	0	.01	0	.11
NBR	0.5		10		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	350	.07	500	.10*
EBR	1	1700	180	.11	600	.35
WBL	1	1700	110	.06	50	.03*
WBT	3	5100	1060	.21*	580	.11
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.25*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.54**

63. SR-241 NB & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		690	{.21}*	340	{.13}*
NBT	0	3400	0	.21	0	.13
NBR	0.5		40		90	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	80	.02	550	.11*
EBR	1	1700	260	.15	50	.03
WBL	1	1700	100	.06	10	.01*
WBT	2	3400	480	.14*	290	.09
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.30**

68. SR-241 SB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		340		310	
SBT	0	5100	0	.19*	0	.12*
SBR	1.5		620		320	
EBL	0	0	0		0	
EBT	2	3400	1300	.38*	1770	.52*
EBR	1	1700	80	.05	190	.11
WBL	1	1700	80	.05*	120	.07*
WBT	2	3400	920	.27	1270	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.76**

69. SR-241 NB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	90	.05	90	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1360	.40*	1520	.45*
EBR	1	1700	270	.16	570	.34
WBL	1	1700	290	.17*	290	.17*
WBT	2	3400	960	.28	1310	.39
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.72**

82. SR-241 SB Ramps & D St

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	380	.11*	1810	.53*
SBT	0	0	0		0	
SBR	2	3400	220	.06	1090	.32
EBL	0	0	0		0	
EBT	2	3400	1210	.36*	700	.21*
EBR	f		100		50	
WBL	0	0	0		0	
WBT	2	3400	260	.08	220	.06
WBR	f		810		410	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.79**

83. SR-241 NB Ramps & D St

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.02*	70	.04*
NBT	0	5100	0		0	
NBR	1.5		340	.10	730	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	540	.16	2060	.61*
EBR	f		1040		460	
WBL	0	0	0		0	
WBT	2	3400	1040	.31*	560	.16
WBR	f		2010		670	
Right Turn Adjustment			NBR	.08*	NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.87**

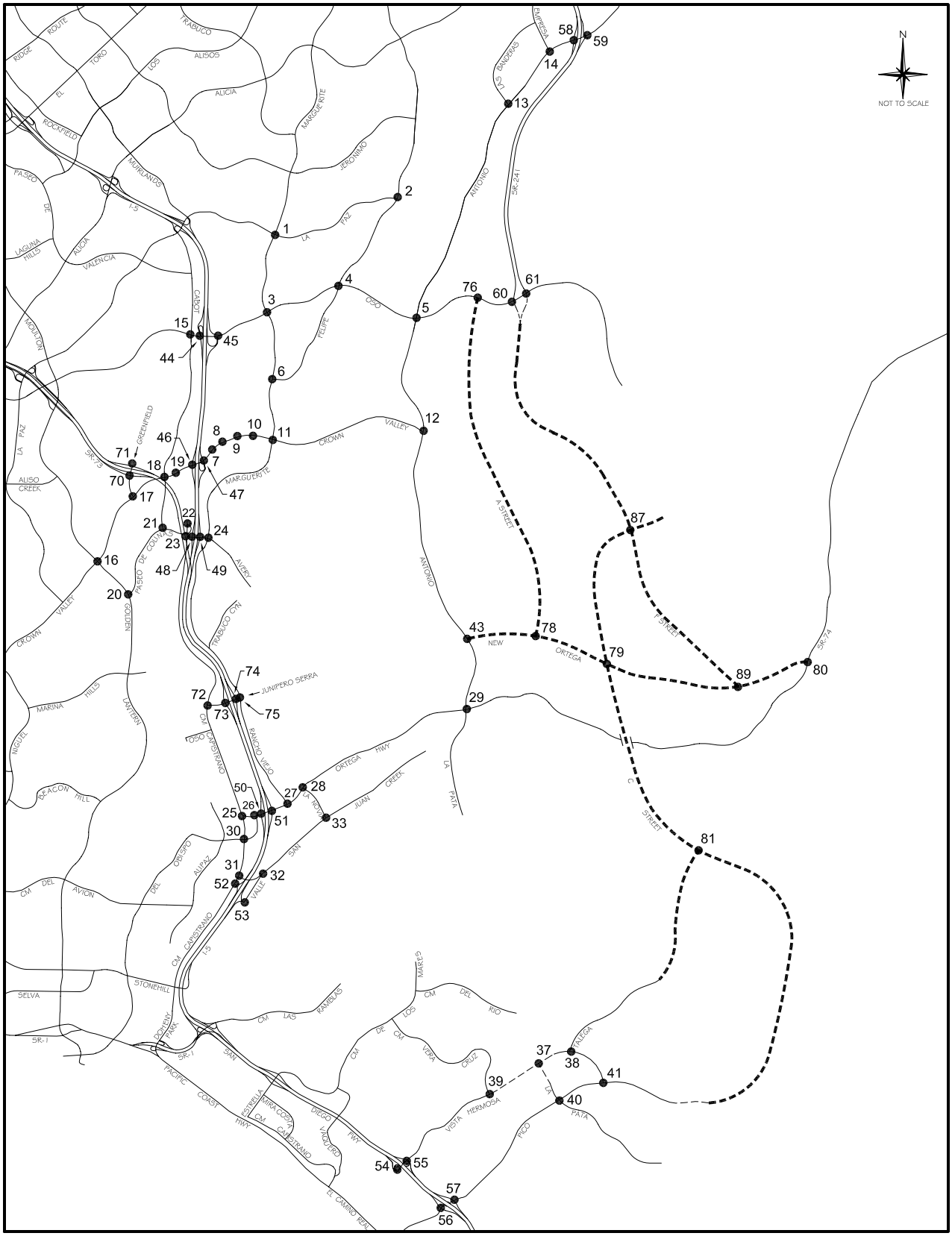
85. D St & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	640	.19*	1330	.39*
SBT	0	0	0		0	
SBR	2	3400	450	.13	840	.25
EBL	2	3400	730	.21*	430	.13*
EBT	2	3400	40	.01	600	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	380	.22*	220	.13*
WBR	1.5		1540	.45	890	.26
Right Turn Adjustment			WBR	.23*	WBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.83**

ICU Data Set 19

2025 B-4 Reduced Intensity Alternative
(Committed Circulation System)



2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	820	.24	1160	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1000	.29*	1130	.33*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1110	.33*
EBR	1	1700	110	.06	220	.13
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	380	.11
WBR	d	1700	440	.26	120	.07
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.86**

2. Olympiad & La Paz

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	220	.13*
NBT	2	3400	690	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	550	.21*
SBR	0	0	180		160	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	590	.35
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.64**

3. Marguerite & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	210	.06
NBT	2	3400	870	.26	940	.28*
NBR	1	1700	40	.02	80	.05
SBL	2	3400	190	.06	560	.16*
SBT	2	3400	710	.21*	930	.27
SBR	1	1700	320	.19	200	.12
EBL	2	3400	190	.06*	190	.06
EBT	4	6800	1530	.23	1880	.28*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	100	.03	150	.04*
WBT	4	6800	2420	.36*	1480	.22
WBR	d	1700	100	.06	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.81**

4. Felipe & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	140	.08
NBT	2	3400	360	.11*	430	.13*
NBR	1	1700	70	.04	210	.12
SBL	1	1700	300	.18*	510	.30*
SBT	2	3400	430	.13	380	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	130	.08*	220	.13
EBT	3	5100	1660	.33	2260	.44*
EBR	d	1700	90	.05	180	.11
WBL	1	1700	210	.12	230	.14*
WBT	3	5100	1990	.39*	1600	.31
WBR	d	1700	630	.37	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**1.06**

6. Marguerite & Felipe

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	850	.25*	1040	.31*
NBR	1	1700	260	.15	810	.48
SBL	1	1700	120	.07*	410	.24*
SBT	2	3400	890	.26	880	.26
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.05*
EBR	0	0	30		40	
WBL	1.5		690		450	
WBT	0.5	3400	30	.21*	20	.14*
WBR	1	1700	280	.16	110	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.85**

7. Puerta Real & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	570	.17
EBL	2	3400	530	.16*	470	.14*
EBT	4	6800	2110	.31	2980	.44
EBR	1	1700	160	.09	430	.25
WBL	2	3400	40	.01	310	.09
WBT	4	6800	2800	.42*	2650	.42*
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08	350	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2080	.32	3040	.48*
EBR	0	0	110		250	
WBL	2	3400	350	.10	220	.06*
WBT	4	6800	2570	.40*	2670	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.77**

9. Los Altos & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	80		290	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1720	.30	3150	.48*
EBR	0	0	310		80	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	2990	.48*	2340	.35
WBR	0	0	290		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1720	.25	3580	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2450	.36
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .66

11. Marguerite & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	510	.15	870	.26*
NBR	1	1700	460	.27	590	.35
SBL	2	3400	170	.05	500	.15*
SBT	2	3400	770	.23*	630	.19
SBR	1	1700	1020	.60	370	.22
EBL	2	3400	600	.18*	900	.26*
EBT	4	6800	1090	.16	2470	.36
EBR	1	1700	70	.04	280	.16
WBL	2	3400	720	.21	620	.18
WBT	4	6800	2570	.45*	1990	.33*
WBR	0	0	500		240	
Right Turn Adjustment			SBR	.23*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION 1.20 1.05

13. Banderas & Antonio

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	420	.25	600	.35
EBL	2	3400	480	.14	380	.11*
EBT	3	5100	2470	.49*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1050	.22	1680	.35*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .68 .76

14. Empresa & Antonio

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		350	
EBL	2	3400	850	.25*	160	.05*
EBT	3	5100	1050	.21	1100	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	830	.16*	1170	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .60 .50

15. Cabot & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	720	.21*	350	.10*
NBR	1	1700	180	.11	590	.35
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	280	.08	620	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	140	.04
EBT	3	5100	1080	.21*	1160	.23*
EBR	1	1700	140	.08	80	.05
WBL	2	3400	310	.09*	320	.09*
WBT	3	5100	1350	.26	1180	.23
WBR	1	1700	510	.30	410	.24
Right Turn Adjustment					NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.85**

16. Moulton & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	240	.07*
NBT	2.5	6800	1410	{.28}*	1180	.23
NBR	1.5		600	{.22}	340	.20
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1610	.32*
SBR	1	1700	140	.08	200	.12
EBL	2	3400	160	.05	150	.04
EBT	3	5100	1370	.27*	1070	.21*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	610	.18*	800	.24*
WBT	3	5100	840	.16	1470	.29
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.89**

17. Greenfield & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		30	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	950	.28*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	280	.16	250	.15
EBL	2	3400	560	.16*	260	.08*
EBT	3	5100	1580	.31	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1400	.27*	1640	.32*
WBR	1	1700	870	.51	780	.46
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.76**

18. Cabot & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	180	.05
NBR	1	1700	380	.22	310	.18
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	120	.07	400	.20*
SBR	0	0	150	.09	290	
EBL	2	3400	310	.09*	310	.09*
EBT	3	5100	1970	.39	1630	.32
EBR	1	1700	130	.08	150	.09
WBL	2	3400	150	.04	340	.10
WBT	3	5100	2100	.41*	2060	.40*
WBR	1	1700	160	.09	270	.16
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2270	.35	1980	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2210	.43*	2290	.45*
WBR	1	1700	120	.07	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.76**

20. Golden Lantern & P. Colinas

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2430	.48*	970	.19
NBR	1	1700	1130	.66	860	.51
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1240	.25	2310	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		850		1240	
WBT	0.5	3400	10	.25*	10	.37*
WBR	1	1700	520	.31	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.89**

21. Cabot & Paseo de Colinas

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	120	.04*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	320	.09	420	.12
EBL	1	1700	480	.28*	480	.28*
EBT	2	3400	870	.26	690	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	980	.30*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.66**

22. Cm Capistrano & P. Colinas

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	80	{.20}*
NBR	1.5		660	{.13}	920	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1160		860	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.57**

23. Cm Capistrano & Avery

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	120	.07*
NBR	1	1700	100	.06	300	.18
SBL	2	3400	980	.29*	1020	.30*
SBT	1	1700	60	.04	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	660	.19	870	.26
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.56**

24. Marguerite & Avery

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	650	.38*	340	.20*
NBT	2	3400	580	.17	400	.12
NBR	d	1700	190	.11	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	580	.17*	610	.18*
SBR	d	1700	370	.22	660	.39
EBL	2	3400	560	.16	790	.23
EBT	2	3400	560	.28*	830	.34*
EBR	0	0	400		340	
WBL	1	1700	50	.03*	220	.13*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.90**

25. Cm Capistrano & Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	740	.44*	770	.45*
NBR	1	1700	40	.02	100	.06
SBL	1	1700	150	.09*	140	.08*
SBT	1	1700	620	.36	720	.42
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	210	.12	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.69**

26. Del Obispo & Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1240	.36	1280	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	420	.15*	540	.19*
EBR	0	0	80		120	
WBL	2	3400	1270	.37*	1280	.38*
WBT	1	1700	700	.41	690	.41
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.71**

27. Rancho Viejo & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	140	.11
NBR	0		60		50	
SBL	1.5		120		330	
SBT	0.5	3400	110	.07*	190	.15*
SBR	1	1700	170	.10	200	.12
EBL	1	1700	250	.15*	260	.15
EBT	2	3400	1310	.39	1530	.45*
EBR	1	1700	730	.43	470	.28
WBL	1	1700	80	.05	50	.03*
WBT	3	5100	1660	.33*	1140	.22
WBR	1	1700	460	.27	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .72 .84

28. La Novia & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	310	.09*
NBT	0	0	0		0	
NBR	1	1700	420	.25	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1030	.30*	1610	.47*
EBR	1	1700	370	.22	260	.15
WBL	1	1700	590	.35*	540	.32*
WBT	2	3400	1720	.51	980	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .93

30. Cm Capistrano & Del Obispo

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	850	.50*	570	.34
NBR	1	1700	270	.16	360	.21
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	480	.28	890	.52*
SBR	1	1700	710	.42	310	.18
EBL	1	1700	300	.18	430	.25*
EBT	2	3400	1010	.30*	720	.21
EBR	1	1700	430	.25	380	.22
WBL	1	1700	340	.20*	370	.22
WBT	2	3400	650	.19	810	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.07 1.19

31. Cm Capistrano & San Juan Crk

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	910	.27*	980	.29*
NBR	1	1700	470	.28	460	.27
SBL	2	3400	260	.08*	690	.20*
SBT	2	3400	760	.22	1120	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		910		810	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		550	{.17}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .78

32. Valle & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	450	.26	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	510	.30
EBR	1	1700	360	.21	640	.38
WBL	1	1700	250	.15	280	.16
WBT	1	1700	960	.56*	850	.50*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.92**		**.85**

33. La Novia & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	280	.16*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	440	.26*	380	.22*
SBT	1	1700	170	.10	260	.15
SBR	1	1700	600	.35	530	.31
EBL	1	1700	450	.26*	440	.26*
EBT	1	1700	280	.16	310	.18
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	300	.18*
WBR	1	1700	450	.26	360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.98**		**.81**

44. I-5 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	790	.23*	1240	.36*
SBT	0	0	0		0	
SBR	1	1700	350	.21	460	.27
EBL	0	0	0		0	
EBT	3	5100	1100	.22	1740	.34*
EBR	f		450		700	
WBL	0	0	0		0	
WBT	3	5100	1840	.36*	1440	.28
WBR	f		760		400	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.75**

45. I-5 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	330	.19	610	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1770	.35	2420	.47*
EBR	f		250		570	
WBL	0	0	0		0	
WBT	3	5100	2160	.42*	1410	.28
WBR	f		1200		720	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.88**

46. I-5 SB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1190	.23*	1850	.36*
SBT	0	8500	0		0	
SBR	2.5		690	.20	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1740	.26*	2490	.37*
EBR	1	1700	140	.08	290	.17
WBL	2	3400	630	.19*	560	.16*
WBT	3	5100	1780	.35	1880	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.94**

47. I-5 NB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		540	{.25}*	240	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		710		490	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2010	{.39}*	3380	.66*
EBR	1.5		960	{.38}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1880	.37	2210	.43
WBR	f		1370		1510	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.85**

48. I-5 SB Ramps & Avery

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		500		530	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		210		400	
EBL	0	0	0		0	
EBT	2	3400	720	.21	1020	.30*
EBR	1	1700	340	.20	300	.18
WBL	1	1700	230	.14	330	.19*
WBT	1	1700	740	.44*	670	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.81**

49. I-5 NB Ramps & Avery

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	340	.20	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	290	.17*
EBT	2	3400	1190	.35*	1270	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	700	.21	750	.22*
WBR	1	1700	550	.32	530	.31
Right Turn Adjustment			NBR	.04*	NBR	.22*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.81**

50. I-5 SB Ramps & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1060		960	
SBT	0	5100	0	{.34}*	0	{.33}*
SBR	1.5		960		950	
EBL	0	0	0		0	
EBT	3	5100	1490	.29*	1580	.31*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	420	.25*	290	.17*
WBT	2	3400	1020	.30	1030	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.86**

51. I-5 NB Ramps & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.14}*	250	{.13}*
NBT	0	5100	0	{.14}	0	{.13}
NBR	1.5		630		510	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	780	.23*	750	.22*
EBT	2	3400	1760	.52	1770	.52
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1170	{.39}*	1060	{.36}*
WBR	1.5		1020		950	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.76**

52. Cm Capistrano & I-5 SB Ramps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1200	.36*	1090	.32*
NBR	0	0	10		10	
SBL	2	3400	680	.20*	550	.16*
SBT	2	3400	990	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1040	.31*
WBT	0	5100	0		0	
WBR	1.5		180		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

53. Valle & La Novia/I-5 NB Rmps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	160	.09*
NBT	1	1700	200	.12	240	.14
NBR	1	1700	20	.01	50	.03
SBL	0	0	70		220	
SBT	1	1700	210	.16*	470	.41*
SBR	1	1700	300	.18	230	.14
EBL	1	1700	570	.34*	590	.35*
EBT	1	1700	30	.04	150	.11
EBR	0	0	40		40	
WBL	0	0	50		50	
WBT	1	1700	280	.19*	70	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.97**

58. SR-241 SB Ramps & Antonio

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	880	.26*
SBT	0	5100	0		0	
SBR	1.5		140	{.01}	580	{.22}
EBL	0	0	0		0	
EBT	3	5100	1490	.29*	1640	.32*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	80	.05*	80	.05*
WBT	3	5100	1220	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70		100	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	680	.40*	200	.12
EBT	3	5100	990	.19	2290	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	1130	.22
WBR	1	1700	1580	.93	200	.12
Right Turn Adjustment			WBR	.67*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.53**

60. SR-241 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	270	.08*	880	.26*
SBR	1	1700	80	.05	230	.14
EBL	0	0	0		0	
EBT	2	3400	1100	.32*	380	.11
EBR	f		820		1590	
WBL	1	1700	160	.09*	120	.07
WBT	3	5100	1980	.39	1450	.28*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.59**

61. SR-241 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	970	.29	860	.25*
NBT	2	3400	1050	.31*	470	.14
NBR	1	1700	60	.04	630	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	560	.16*	60	.02
EBT	2	3400	630	.19	550	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1180	.23*	610	.12
WBR	1	1700	450	.26	100	.06
Right Turn Adjustment			WBR	.03*	NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.58**

70. Greenfield & SR-73 SB Ramps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	520	.26*
NBR	0	0	330		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	460	.14	450	.13
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		520		950	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.55**

71. Greenfield & SR-73 NB Ramps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1310	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.45**

72. Cm Capistrano & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1130	.66	990	.58
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	870	.51*	1200	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	190	.11
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.90**

73. I-5 SB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	310	.18*
SBT	0	0	0		0	
SBR	1	1700	580	.34	720	.42
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	980	.33*
EBR	0	0	130		140	
WBL	0.5		250	{.15}*	350	{.21}*
WBT	1.5	3400	350	.18	670	.30
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.83**

74. I-5 NB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	300	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		620	{.36}*	750	.44*
EBT	1.5	3400	730	.40	550	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	890	.52*
WBR	1	1700	520	.31	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.08**

75. Rancho Viejo & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	490	.29*	350	.21*
NBT	2	3400	250	.08	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	380	.22*
SBR	1	1700	590	.35	850	.50
EBL	1.5		760		530	
EBT	0.5	3400	30	.30*	10	.23*
EBR	0		240		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.79** **.83**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	680	.21*	830	.26*
NBT	3	4800	640	.13	520	.11
NBR	1	1600	230	.14	460	.29
SBL	1	1600	20	.01	70	.04
SBT	3	4800	210	.04*	290	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	490	.15	790	.25
EBR	1	1600	670	.42	540	.34
WBL	1	1600	370	.23	220	.14
WBT	2	3200	930	.33*	630	.23*
WBR	0	0	120		120	

TOTAL CAPACITY UTILIZATION **1.11** **.98**

38. Talega & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	150	.09	40	.03
SBT	1	1600	30	.63*	30	.36*
SBR	0	0	970		550	
EBL	1	1600	450	.28*	880	.55*
EBT	2	3200	80	.03	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.12*	130	.07*
WBR	0	0	100		80	

TOTAL CAPACITY UTILIZATION **1.04** **.99**

39. Vera Cruz & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	70	.03*	360	.12*
NBR	0	0	10		10	
SBL	1	1600	680	.43*	710	.44*
SBT	2	3200	480	.22	200	.13
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1540	.52	1250	.40
EBR	0	0	130		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1210	.50*	1370	.62*
WBR	0	0	390		620	

TOTAL CAPACITY UTILIZATION **1.16** **1.29**

40. La Pata & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	770	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	80	.05	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	30	.01*	10	.00*
SBR	f		190		70	
EBL	1	1600	200	.13	150	.09*
EBT	3	4800	1030	.21*	840	.18
EBR	1	1600	610	.38	230	.14
WBL	2	3200	160	.05*	10	.00
WBT	2.5	6400	610	.13	770	.16*
WBR	1.5		40		10	
Right Turn Adjustment			EBR	.09*		

TOTAL CAPACITY UTILIZATION **.46** **.73**

41. Vista Hermosa & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	190	.12*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	260	.08*	80	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	90	.06	90	.06
EBL	2	3200	90	.03*	160	.05
EBT	3	4800	920	.19	920	.19*
EBR	1	1600	410	.26	40	.03
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	850	.21*	390	.12
WBR	0	0	180		170	

TOTAL CAPACITY UTILIZATION **.33** **.33**

54. I-5 SB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1520	.48*	880	
SBT	0	4800	0		0	{.29}*
SBR	1.5		170	.11	570	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	450	.09	460	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	370	.12*
WBR	f		250		170	

TOTAL CAPACITY UTILIZATION **.60** **.45**

55. I-5 NB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.05*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		350	.11	400	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1890	.59*	1320	.41*
EBR	f		200		200	
WBL	0	0	0		0	
WBT	1.5	4800	480	.30	610	.38
WBR	1.5		1180	.37	1470	.46
Right Turn Adjustment			NBR	.06*	Multi	.16*

TOTAL CAPACITY UTILIZATION **.70** **.58**

56. I-5 SB Ramps & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1770	.55*	1160	.36*
SBT	0	0	10		10	
SBR	1	1600	200	.13	330	.21
EBL	0	0	0		0	
EBT	3	4800	820	.17*	870	.18*
EBR	1	1600	150	.09	360	.23
WBL	1	1600	440	.28*	810	.51*
WBT	2	3200	530	.17	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **1.05**

57. I-5 NB Ramps & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	340	.21	220	.14
NBR(f)	f		690		430	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	210	.13	280	.18
EBT	2	3200	2410	.75*	1740	.54*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	850	.18	1490	.31
WBR	f		1270		1270	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.96**		**.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	470	.14*
NBT	3	5100	1030	.20	860	.17
NBR	1	1700	550	.32	590	.35
SBL	2	3400	300	.09	230	.07
SBT	3	5100	1140	.22*	1280	.25*
SBR	f		1020		540	
EBL	2	3400	830	.24*	920	.27
EBT	3	5100	1080	.21	1520	.30*
EBR	1	1700	350	.21	550	.32
WBL	2	3400	840	.25	760	.22*
WBT	3	5100	1260	.25*	840	.16
WBR	1	1700	440	.26	140	.08
Right Turn Adjustment			WBR	.01*	Multi	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**1.01**

12. Antonio & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	940	.28*
NBT	3	5100	1460	.29	810	.16
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	840	.16*	1320	.26*
SBR	f		1180		1060	
EBL	2	3400	660	.19*	1210	.36*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	430	.25	930	.55
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.06*	EBR	.18*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**1.14**

29. La Pata & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	210	.12*
NBT	1	1700	100	.06	90	.06
NBR	0	0	10		20	
SBL	1	1700	30	.02	20	.01
SBT	2	3400	240	.14*	60	.04*
SBR	0	0	1730	1.02	1160	.68
EBL	2	3400	1060	.31*	1390	.41*
EBT	1	1700	30	.02	400	.24
EBR	1	1700	530	.31	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	210	.12*	90	.05*
WBR	1	1700	40	.02	20	.01
Right Turn Adjustment			SBR	.88*	SBR	.64*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.65**		**1.31**

43. Antonio & New Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	30	.02
NBT	3	5100	540	.11*	680	.13*
NBR	f		560		950	
SBL	2	3400	650	.19*	980	.29*
SBT	3	5100	740	.15	620	.12
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	30	.02*	20	.01*
EBR	1	1700	50	.03	20	.01
WBL	2	3400	890	.26*	670	.20*
WBT	1	1700	10	.01	30	.02
WBR	f		940		910	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.68**

76. A St & Oso

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	50	.03	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1900	.37	1810	.35*
EBR	d	1700	20	.01	60	.04
WBL	1	1700	10	.01	30	.02*
WBT	3	5100	2020	.40*	1650	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.44**

78. A St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	20	.01*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1230	.24	1930	.38*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1820	.36*	1600	.31
WBR	d	1700	10	.01	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.44**

79. C St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	640	.19*	640	.19*
NBT	2	3400	700	.21	560	.16
NBR	1	1700	150	.09	200	.12
SBL	2	3400	50	.01	50	.01
SBT	2	3400	460	.14*	640	.19*
SBR	1	1700	250	.15	230	.14
EBL	2	3400	230	.07*	250	.07
EBT	2	3400	580	.17	800	.24*
EBR	2	3400	470	.14	780	.23
WBL	2	3400	150	.04	120	.04*
WBT	3	5100	780	.15*	760	.15
WBR	1	1700	50	.03	90	.05
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.60** **.71**

80. Ortega & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	70	.04
NBT	2	3400	10	.01	270	.08*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	80	.05*	10	.01
SBR	2	3400	880	.26	640	.19
EBL	2	3400	380	.11*	840	.25*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	120	.07	50	.03
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.21*	SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.54**

81. C St & Talega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	660	.20	660	.20
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	570	.30*	690	.33*
SBR	0	0	450		440	
EBL	1	1700	450	.26*	450	.26*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.66**

87. F St & C St

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	920	.18*	700	.14*
NBR	1	1700	50	.03	60	.04
SBL	2	3400	110	.03*	250	.07*
SBT	3	5100	620	.12	950	.19
SBR	1	1700	510	.30	840	.49
EBL	2	3400	880	.26*	640	.19*
EBT	2	3400	100	.03	130	.04
EBR	d	1700	10	.01	10	.01
WBL	1	1700	50	.03	60	.04
WBT	1.5	5100	110	.06*	110	.05*
WBR	1.5		260	.08	140	
Right Turn Adjustment			WBR	.02*	SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.60** **.60**

89. F St & New Ortega

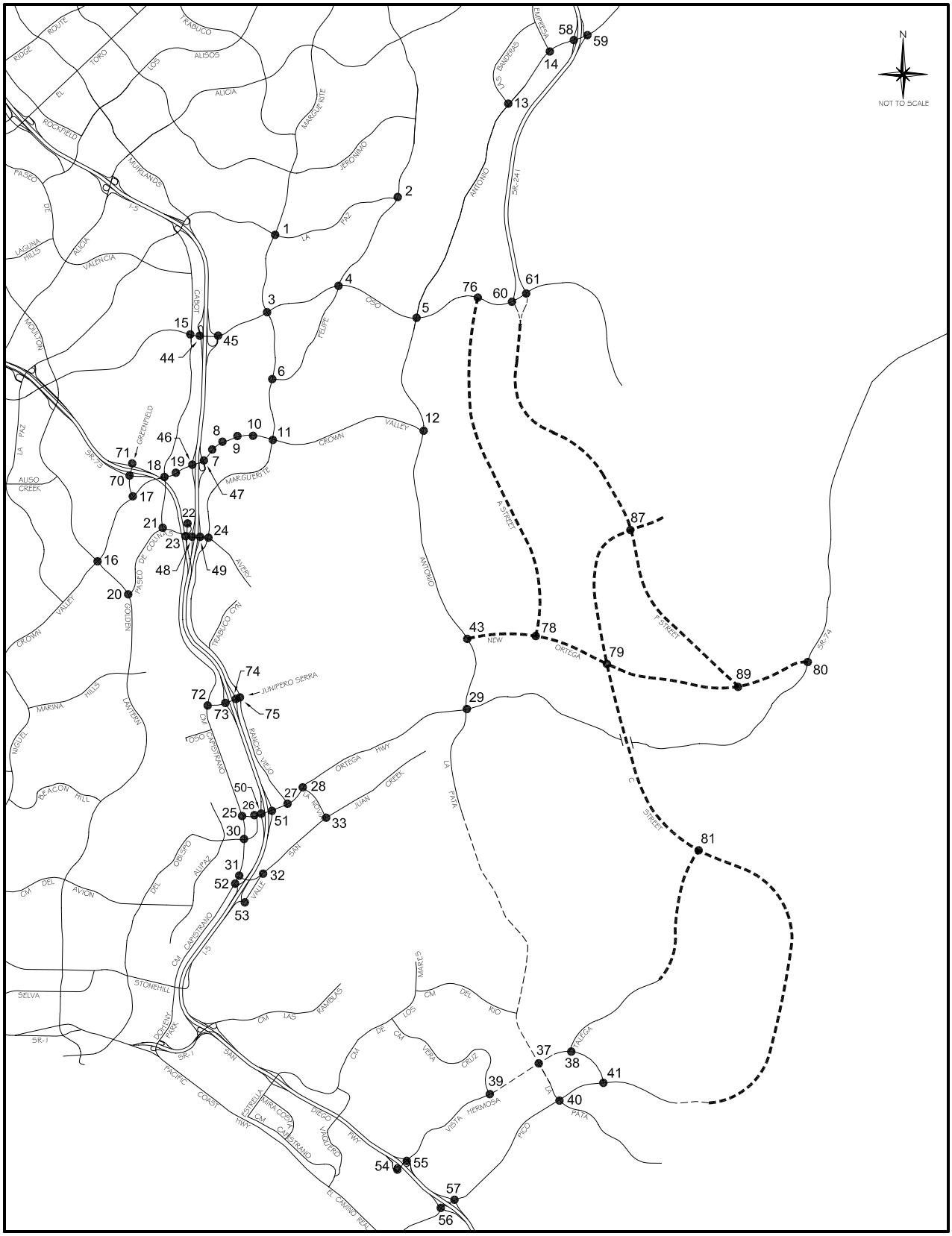
2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		380		660	
SBT	0	5100	0	.13*	0	.20*
SBR	1.5		290		360	
EBL	2	3400	360	.11*	280	.08*
EBT	2	3400	670	.20	880	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	940	.28*	760	.22*
WBR	1	1700	620	.36	490	.29
Right Turn Adjustment			WBR	.08*	WBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.62**

ICU Data Set 20

2025 B-4 Reduced Intensity Alternative
(Committed Circulation System Plus La Pata)



Legend

Future Roadway

Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	820	.24	1160	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	230	.07
SBT	2	3400	1010	.30*	1120	.33*
SBR	1	1700	220	.13	150	.09
EBL	2	3400	210	.06*	340	.10
EBT	2	3400	320	.09	1080	.32*
EBR	1	1700	110	.06	240	.14
WBL	2	3400	300	.09	190	.06*
WBT	2	3400	430	.13*	370	.11
WBR	d	1700	440	.26	120	.07
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.85**

2. Olympiad & La Paz

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	220	.13*
NBT	2	3400	690	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	550	.21*	560	.21*
SBR	0	0	170		150	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	130	.08	580	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.63**

3. Marguerite & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	220	.06
NBT	2	3400	880	.26	920	.27*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	220	.06	550	.16*
SBT	2	3400	690	.20*	950	.28
SBR	1	1700	310	.18	190	.11
EBL	2	3400	180	.05*	190	.06
EBT	4	6800	1470	.22	1850	.27*
EBR	d	1700	100	.06	400	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2410	.35*	1450	.21
WBR	d	1700	90	.05	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.79**

4. Felipe & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	350	.10*	420	.12*
NBR	1	1700	70	.04	250	.15
SBL	1	1700	320	.19*	540	.32*
SBT	2	3400	420	.12	380	.11
SBR	d	1700	130	.08	190	.11
EBL	1	1700	140	.08*	230	.14
EBT	3	5100	1620	.32	2190	.43*
EBR	d	1700	80	.05	200	.12
WBL	1	1700	240	.14	230	.14*
WBT	3	5100	1960	.38*	1610	.32
WBR	d	1700	650	.38	380	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**1.06**

6. Marguerite & Felipe

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	880	.26*	1040	.31*
NBR	1	1700	260	.15	820	.48
SBL	1	1700	110	.06*	390	.23*
SBT	2	3400	890	.26	920	.27
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.05*
EBR	0	0	30		40	
WBL	1.5		710		450	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	270	.16	100	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.84**

7. Puerta Real & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	520	.15*	460	.14*
EBT	4	6800	2080	.31	3020	.44
EBR	1	1700	160	.09	420	.25
WBL	2	3400	60	.02	280	.08
WBT	4	6800	2780	.42*	2640	.42*
WBR	0	0	90		220	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.81**

8. Guevara/Medical Ctr & CVP

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	360	
NBT	1.5	5100	30	.08	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	160	.09
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2050	.32	3100	.49*
EBR	0	0	110		240	
WBL	2	3400	340	.10	230	.07*
WBT	4	6800	2570	.40*	2630	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.79**

9. Los Altos & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	80		290	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1690	.29	3200	.48*
EBR	0	0	310		90	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	2980	.48*	2300	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1690	.25	3620	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2410	.36
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.67**

11. Marguerite & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	130	.04
NBT	2	3400	510	.15	850	.25*
NBR	1	1700	470	.28	540	.32
SBL	2	3400	180	.05	560	.16*
SBT	2	3400	730	.21*	600	.18
SBR	1	1700	1070	.63	350	.21
EBL	2	3400	560	.16*	920	.27*
EBT	4	6800	1110	.16	2490	.37
EBR	1	1700	70	.04	280	.16
WBL	2	3400	690	.20	620	.18
WBT	4	6800	2530	.46*	1950	.33*
WBR	0	0	570		260	
Right Turn Adjustment			SBR	.30*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.24** **1.06**

13. Banderas & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	480	.28	620	.36
EBL	2	3400	550	.16	440	.13*
EBT	3	5100	2520	.50*	1390	.27
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1160	.24	1690	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.69** **.77**

14. Empresa & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		240		470	
SBT	0.5	3400	50	.09*	20	.14*
SBR	f		180		350	
EBL	2	3400	790	.23*	170	.05*
EBT	3	5100	1170	.23	1230	.24
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	900	.18*	1190	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	710	.21*	350	.10*
NBR	1	1700	150	.09	580	.34
SBL	2	3400	290	.09*	700	.21*
SBT	2	3400	280	.08	610	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	140	.04*	140	.04
EBT	3	5100	1090	.21	1140	.22*
EBR	1	1700	140	.08	80	.05
WBL	2	3400	330	.10	320	.09*
WBT	3	5100	1360	.27*	1170	.23
WBR	1	1700	520	.31	410	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.84**

16. Moulton & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	230	.07*
NBT	2.5	6800	1360	{.27}*	1150	.23
NBR	1.5		600	{.22}	340	.20
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	800	.16	1550	.30*
SBR	1	1700	140	.08	190	.11
EBL	2	3400	180	.05	150	.04
EBT	3	5100	1340	.26*	1070	.21*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	620	.18*	800	.24*
WBT	3	5100	850	.17	1460	.29
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.87**

17. Greenfield & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		30	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	940	.28*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	280	.16	250	.15
EBL	2	3400	570	.17*	260	.08*
EBT	3	5100	1540	.31	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1430	.28*	1620	.32*
WBR	1	1700	810	.48	770	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.76**

18. Cabot & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	300	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	110	.06	400	.20*
SBR	0	0	180	.11	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1630	.32
EBR	1	1700	120	.07	150	.09
WBL	2	3400	160	.05	330	.10
WBT	3	5100	2050	.40*	2050	.40*
WBR	1	1700	170	.10	260	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.79**

19. Forbes & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2270	.35	1990	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2170	.43*	2280	.45*
WBR	1	1700	140	.08	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.76**

20. Golden Lantern & P. Colinas

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2360	.46*	930	.18
NBR	1	1700	1110	.65	840	.49
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1240	.25	2250	.44*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	520	.31	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.87**

21. Cabot & Paseo de Colinas

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	100	.03*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	410	.12
EBL	1	1700	470	.28*	470	.28*
EBT	2	3400	870	.26	670	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.15*	980	.30*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.66**

22. Cm Capistrano & P. Colinas

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	80	{.20}*
NBR	1.5		640	{.11}	920	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1140		840	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.57**

23. Cm Capistrano & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	1020	.30*
SBT	1	1700	60	.04	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	630	.19	890	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.56**

24. Marguerite & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	600	.35*	320	.19*
NBT	2	3400	570	.17	380	.11
NBR	d	1700	180	.11	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	570	.17*	590	.17*
SBR	d	1700	330	.19	640	.38
EBL	2	3400	580	.17	720	.21
EBT	2	3400	530	.27*	820	.33*
EBR	0	0	400		300	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.84**

25. Cm Capistrano & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	730	.43*	700	.41*
NBR	1	1700	20	.01	70	.04
SBL	1	1700	140	.08*	140	.08*
SBT	1	1700	620	.36	660	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	200	.12*
WBT	0	0	0		0	
WBR	1	1700	240	.14	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.66**

26. Del Obispo & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1200	.35	1280	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	340	.12*	510	.19*
EBR	0	0	80		120	
WBL	2	3400	1250	.37*	1260	.37*
WBT	1	1700	690	.41	730	.43
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.71**

27. Rancho Viejo & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		570	.17*
NBT	1.5	5100	180	.12*	130	.11
NBR	0		60		50	
SBL	1.5		130		340	
SBT	0.5	3400	110	.07*	170	.15*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	240	.14*	250	.15
EBT	2	3400	1230	.36	1540	.45*
EBR	1	1700	720	.42	470	.28
WBL	1	1700	80	.05	60	.04*
WBT	3	5100	1630	.32*	1120	.22
WBR	1	1700	410	.24	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.86**

28. La Novia & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	380	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	250	.15	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	960	.28*	1630	.48*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	570	.34*	430	.25*
WBT	2	3400	1670	.49	980	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.87**

30. Cm Capistrano & Del Obispo

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	810	.48*	510	.30
NBR	1	1700	230	.14	320	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	440	.26	790	.46*
SBR	1	1700	700	.41	360	.21
EBL	1	1700	280	.16	390	.23*
EBT	2	3400	1000	.29*	730	.21
EBR	1	1700	430	.25	400	.24
WBL	1	1700	300	.18*	370	.22
WBT	2	3400	660	.19	780	.23*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **1.10**

31. Cm Capistrano & San Juan Crk

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	900	.26*
NBR	1	1700	490	.29	510	.30
SBL	2	3400	250	.07*	640	.19*
SBT	2	3400	700	.21	1110	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		890		780	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		600		560	{.19}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.73**

32. Valle & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	550	.32*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	230	.14	320	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	530	.31
EBR	1	1700	370	.22	610	.36
WBL	1	1700	220	.13	160	.09
WBT	1	1700	920	.54*	810	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.91**		**.83**

33. La Novia & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	270	.16*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	450	.26*	400	.24*
SBT	1	1700	170	.10	270	.16
SBR	1	1700	570	.34	400	.24
EBL	1	1700	260	.15*	350	.21*
EBT	1	1700	270	.16	280	.16
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	390	.23*	280	.16*
WBR	1	1700	470	.28	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.76**

44. I-5 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	770	.23*	1260	.37*
SBT	0	0	0		0	
SBR	1	1700	340	.20	450	.26
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1710	.34*
EBR	f		460		710	
WBL	0	0	0		0	
WBT	3	5100	1880	.37*	1450	.28
WBR	f		700		380	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.76**

45. I-5 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	480	.28*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	300	.18	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1720	.34	2430	.48*
EBR	f		240		550	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	1400	.27
WBR	f		1210		710	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.86**

46. I-5 SB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1220	.24*	1940	.38*
SBT	0	8500	0		0	
SBR	2.5		720	.21	1090	.32
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2480	.36*
EBR	1	1700	160	.09	300	.18
WBL	2	3400	550	.16*	510	.15*
WBT	3	5100	1740	.34	1860	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.94**

47. I-5 NB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.24}*	240	{.14}*
NBT	0	5100	0	.24	0	.14
NBR	1.5		680		450	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2020	{.40}*	3460	.68*
EBR	1.5		960	{.38}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1750	.34	2130	.42
WBR	f		1460		1580	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.87**

48. I-5 SB Ramps & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		510		510	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	710	.21	1010	.30*
EBR	1	1700	330	.19	310	.18
WBL	1	1700	190	.11	320	.19*
WBT	1	1700	710	.42*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.81**

49. I-5 NB Ramps & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	280	.16*
NBT	0	0	0		0	
NBR	1	1700	340	.20	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	270	.16
EBT	2	3400	1180	.35*	1250	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	640	.19	720	.21
WBR	1	1700	520	.31	530	.31
Right Turn Adjustment			NBR	.04*	NBR	.18*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.76**

50. I-5 SB Ramps & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1070		1070	
SBT	0	5100	0	{.37}*	0	{.38}*
SBR	1.5		980		1000	
EBL	0	0	0		0	
EBT	3	5100	1370	.27*	1550	.30*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	230	.14*	190	.11*
WBT	2	3400	970	.29	990	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.84**

51. I-5 NB Ramps & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.14}*	250	{.12}*
NBT	0	5100	0	{.14}	0	{.12}
NBR	1.5		590		430	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	730	.21*	760	.22*
EBT	2	3400	1710	.50	1850	.54
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	930	{.38}*	930	{.36}*
WBR	1.5		1220		1060	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.75**

52. Cm Capistrano & I-5 SB Ramps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1150	.34*	1010	.30*
NBR	0	0	20		10	
SBL	2	3400	620	.18*	520	.15*
SBT	2	3400	960	.28	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		170		390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	150	.09*
NBT	1	1700	130	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	180	.15*	310	.31*
SBR	1	1700	310	.18	260	.15
EBL	1	1700	440	.26*	540	.32*
EBT	1	1700	30	.05	160	.13
EBR	0	0	50		60	
WBL	0	0	40		50	
WBT	1	1700	300	.20*	70	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

58. SR-241 SB Ramps & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		210	{.05}	590	{.22}
EBL	0	0	0		0	
EBT	3	5100	1510	.30*	1750	.34*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	70	.04*	70	.04*
WBT	3	5100	1240	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	80	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	720	.42*	270	.16
EBT	3	5100	990	.19	2300	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1280	.25*	1130	.22
WBR	1	1700	1590	.94	190	.11
Right Turn Adjustment			WBR	.68*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.41** **.52**

60. SR-241 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	220	.06*	1090	.32*
SBR	1	1700	90	.05	310	.18
EBL	0	0	0		0	
EBT	2	3400	1190	.35*	400	.12
EBR	f		740		1600	
WBL	1	1700	110	.06*	110	.06
WBT	3	5100	2040	.40	1460	.29*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.66**

61. SR-241 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	990	.29	850	.25*
NBT	2	3400	1170	.34*	440	.13
NBR	1	1700	60	.04	620	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	650	.19*	80	.02
EBT	2	3400	640	.19	550	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1170	.23*	610	.12
WBR	1	1700	430	.25	110	.06
Right Turn Adjustment			WBR	.02*	NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.57**

70. Greenfield & SR-73 SB Ramps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1270	.48*	520	.26*
NBR	0	0	350		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		520		950	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.56**

71. Greenfield & SR-73 NB Ramps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1260	.37*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.47**

72. Cm Capistrano & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1080	.64*
WBT	0	0	0		0	
WBR	1	1700	70	.04	190	.11
Right Turn Adjustment			NBR	.24*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.85**

73. I-5 SB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	300	.18*
SBT	0	0	0		0	
SBR	1	1700	570	.34	680	.40
EBL	0	0	0		0	
EBT	2	3400	1120	.37*	940	.32*
EBR	0	0	130		140	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	340	.17	640	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

74. I-5 NB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	270	.16	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		670	{.39}*	730	.43*
EBT	1.5	3400	730	.41	510	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	800	.47*
WBR	1	1700	480	.28	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **1.02**

75. Rancho Viejo & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	460	.27*	310	.18*
NBT	2	3400	220	.07	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	370	.22*
SBR	1	1700	580	.34	760	.45
EBL	1.5		730		490	
EBT	0.5	3400	30	.29*	10	.21*
EBR	0		230		230	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.74**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	480	.15	740	.23*
NBT	3	4800	1390	.29*	1370	.29
NBR	1	1600	220	.14	360	.23
SBL	1	1600	110	.07*	160	.10
SBT	3	4800	870	.18	990	.21*
SBR	1	1600	620	.39	960	.60
EBL	1	1600	1290	.81*	920	.58*
EBT	2	3200	350	.11	550	.17
EBR	1	1600	410	.26	430	.27
WBL	1	1600	280	.18	280	.18
WBT	2	3200	740	.32*	380	.17*
WBR	0	0	270		170	

TOTAL CAPACITY UTILIZATION **1.49** **1.19**

38. Talega & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	130	.08	40	.03
SBT	1	1600	30	.51*	30	.29*
SBR	0	0	790		430	
EBL	1	1600	350	.22*	640	.40*
EBT	2	3200	80	.03	250	.08
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	320	.13*	120	.08*
WBR	0	0	100		130	.08

TOTAL CAPACITY UTILIZATION **.87** **.78**

39. Vera Cruz & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	710	.44*	580	.36*
SBT	2	3200	580	.24	160	.10
SBR	0	0	200		210	.13
EBL	1	1600	310	.19*	190	.12*
EBT	2	3200	1560	.53	1250	.39
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1150	.47*	1400	.65*
WBR	0	0	350		680	

TOTAL CAPACITY UTILIZATION **1.13** **1.24**

40. La Pata & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	230	.14*	880	.55*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	70	.04	10	.01
SBL	2	3200	10	.00	50	.02
SBT	2	3200	10	.00*	10	.00*
SBR	f		260		130	
EBL	1	1600	270	.17*	210	.13*
EBT	3	4800	1050	.22	860	.18
EBR	1	1600	750	.47	280	.18
WBL	2	3200	120	.04	10	.00
WBT	2.5	6400	650	.14*	790	.16*
WBR	1.5		60		10	
Right Turn Adjustment			EBR	.09*		

TOTAL CAPACITY UTILIZATION **.54** **.84**

41. Vista Hermosa & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	200	.13*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	230	.07*	90	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	90	.06
EBL	2	3200	100	.03*	200	.06
EBT	3	4800	890	.19	970	.20*
EBR	1	1600	420	.26	40	.03
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	870	.22*	400	.12
WBR	0	0	180		160	

TOTAL CAPACITY UTILIZATION **.33** **.35**

54. I-5 SB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1270	.40*	730	
SBT	0	4800	0		0	{.26}*
SBR	1.5		180	.11	550	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	480	.10	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	390	.12*
WBR	f		490		310	

TOTAL CAPACITY UTILIZATION **.51** **.42**

55. I-5 NB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		560	.18	560	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1680	.52*	1150	.36
EBR	f		220		210	
WBL	0	0	0		0	
WBT	1.5	4800	690	{.33}	840	{.41}*
WBR	1.5		970		1160	
Right Turn Adjustment			NBR	.12*	NBR	.13*

TOTAL CAPACITY UTILIZATION **.70** **.55**

56. I-5 SB Ramps & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1640	.51*	940	.29*
SBT	0	0	10		10	
SBR	1	1600	230	.14	350	.22
EBL	0	0	0		0	
EBT	3	4800	890	.19*	870	.18*
EBR	1	1600	150	.09	370	.23
WBL	1	1600	700	.44*	840	.52*
WBT	2	3200	440	.14	960	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.14** **.99**

57. I-5 NB Ramps & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	350	.22	310	.19
NBR(f)	f		700		610	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	280	.18*
EBT	2	3200	2320	.73*	1500	.47
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1020	.21	1500	.31*
WBR	f		1120		1190	
Right Turn Adjustment			NBR	.14*		
TOTAL CAPACITY UTILIZATION				**.95**		**.68**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	520	.15*
NBT	3	5100	1260	.25	1150	.23
NBR	1	1700	650	.38	620	.36
SBL	2	3400	220	.06	210	.06
SBT	3	5100	1390	.27*	1370	.27*
SBR	f		1020		510	
EBL	2	3400	790	.23*	870	.26
EBT	3	5100	1070	.21	1540	.30*
EBR	1	1700	390	.23	570	.34
WBL	2	3400	920	.27	860	.25*
WBT	3	5100	1310	.26*	850	.17
WBR	1	1700	390	.23	110	.06
Right Turn Adjustment			EBR	.01*	EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **1.06**

12. Antonio & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	850	.25*	960	.28*
NBT	3	5100	1750	.34	1220	.24
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1280	.25*	1530	.30*
SBR	f		1110		1050	
EBL	2	3400	670	.20*	1180	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	440	.26	960	.56
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.06*	EBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **1.19**

29. La Pata & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	330	.19*
NBT	2	3400	1420	.42	1060	.37
NBR	0	0	20		190	
SBL	1	1700	30	.02	40	.02
SBT	2	3400	1360	.40*	1280	.38*
SBR	1	1700	1480	.87	890	.52
EBL	2	3400	770	.23*	1190	.35*
EBT	1	1700	30	.02	390	.23
EBR	1	1700	440	.26	330	.19
WBL	1	1700	140	.08	10	.01
WBT	1	1700	230	.14*	80	.05*
WBR	1	1700	40	.02	40	.02
Right Turn Adjustment			SBR	.47*	SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.48** **1.16**

43. Antonio & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	1080	.21*	1350	.26*
NBR	f		1040		1130	
SBL	2	3400	510	.15*	830	.24*
SBT	3	5100	1360	.27	1190	.23
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	30	.02*	20	.01*
EBR	1	1700	60	.04	20	.01
WBL	2	3400	1110	.33*	1220	.36*
WBT	1	1700	10	.01	20	.01
WBR	f		770		770	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.92**

76. A St & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1900	.37	1820	.36*
EBR	d	1700	20	.01	70	.04
WBL	1	1700	10	.01	40	.02*
WBT	3	5100	2090	.41*	1730	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.45**

78. A St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	20	.01*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01*
EBT	3	5100	1570	.31	1960	.38
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	2010	.39*
WBR	d	1700	10	.01	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.46**

79. C St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17*	540	.16*
NBT	2	3400	560	.16	430	.13
NBR	1	1700	60	.04	70	.04
SBL	2	3400	50	.01	50	.01
SBT	2	3400	250	.07*	520	.15*
SBR	1	1700	250	.15	520	.31
EBL	2	3400	470	.14*	290	.09
EBT	2	3400	800	.24	920	.27*
EBR	2	3400	350	.10	680	.20
WBL	2	3400	40	.01	40	.01*
WBT	3	5100	900	.18*	970	.19
WBR	1	1700	50	.03	60	.04
Right Turn Adjustment				SBR		.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.61** **.71**

80. Ortega & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	70	.04
NBT	2	3400	10	.01	460	.14*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	200	.12*	10	.01
SBR	2	3400	770	.23	650	.19
EBL	2	3400	390	.11*	700	.21*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	140	.08	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment				SBR		.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.42** **.50**

81. C St & Talega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	470	.14*	390	.12
NBR	0	0	10		10	
SBL	1	1700	10	.01*	10	.01
SBT	2	3400	300	.12	500	.20*
SBR	0	0	100		170	
EBL	1	1700	150	.09*	200	.12*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.30** **.39**

87. F St & C St

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	940	.18*	740	.15*
NBR	1	1700	50	.03	60	.04
SBL	2	3400	110	.03*	250	.07*
SBT	3	5100	640	.13	960	.19
SBR	1	1700	330	.19	1030	.61
EBL	2	3400	1000	.29*	530	.16*
EBT	2	3400	100	.03	130	.04
EBR	d	1700	10	.01	10	.01
WBL	1	1700	50	.03	60	.04
WBT	1.5	5100	120	.07*	110	.05*
WBR	1.5		260	.08	140	
Right Turn Adjustment			WBR	.01*	SBR	.24*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.63** **.72**

89. F St & New Ortega

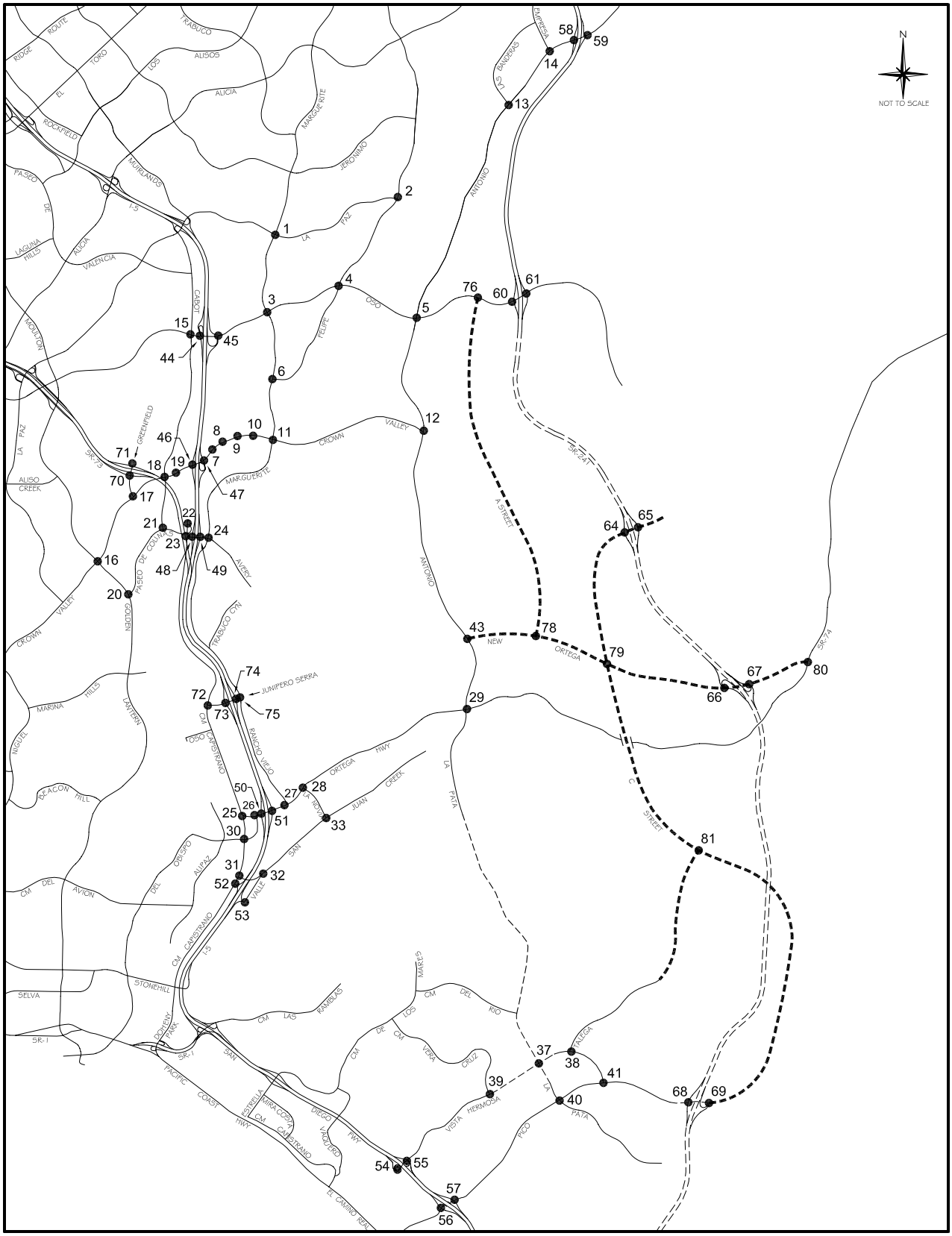
2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		400		650	
SBT	0	5100	0	.14*	0	.20*
SBR	1.5		290		380	
EBL	2	3400	380	.11*	320	.09*
EBT	2	3400	670	.20	750	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	810	.24*	770	.23*
WBR	1	1700	620	.36	490	.29
Right Turn Adjustment			WBR	.12*	WBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.63**

ICU Data Set 21

2025 B-4 Reduced Intensity Alternative
(Committed Circulation System Plus La Pata and FTC-S)



2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	310	.09*
NBT	2	3400	820	.24	1140	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	220	.06
SBT	2	3400	990	.29*	1070	.31*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	340	.10
EBT	2	3400	310	.09	1020	.30*
EBR	1	1700	100	.06	270	.16
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	360	.11
WBR	d	1700	380	.22	120	.07
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.81**

2. Olympiad & La Paz

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	210	.12*
NBT	2	3400	680	.20	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	560	.21*
SBR	0	0	180		150	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	520	.31
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.60**

3. Marguerite & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	230	.07
NBT	2	3400	860	.25	880	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	210	.06	600	.18*
SBT	2	3400	680	.20*	900	.26
SBR	1	1700	310	.18	170	.10
EBL	2	3400	200	.06*	220	.06
EBT	4	6800	1360	.20	1800	.26*
EBR	d	1700	100	.06	420	.25
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2420	.36*	1410	.21
WBR	d	1700	100	.06	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.79**

4. Felipe & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	120	.07
NBT	2	3400	330	.10*	410	.12*
NBR	1	1700	70	.04	210	.12
SBL	1	1700	320	.19*	460	.27*
SBT	2	3400	410	.12	390	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	140	.08*	230	.14
EBT	3	5100	1510	.30	2220	.44*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	250	.15	210	.12*
WBT	3	5100	1960	.38*	1550	.30
WBR	d	1700	590	.35	360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**1.00**

6. Marguerite & Felipe

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	870	.26*	1020	.30*
NBR	1	1700	240	.14	780	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	870	.26	900	.26
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		440	
WBT	0.5	3400	30	.21*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.82**

7. Puerta Real & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	570	.17
EBL	2	3400	530	.16*	460	.14*
EBT	4	6800	2160	.32	3000	.44
EBR	1	1700	170	.10	420	.25
WBL	2	3400	60	.02	270	.08
WBT	4	6800	2740	.41*	2620	.42*
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	360	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		200	.12
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2130	.33	3070	.49*
EBR	0	0	110		240	
WBL	2	3400	350	.10	230	.07*
WBT	4	6800	2530	.39*	2580	.39
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.79**

9. Los Altos & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	80		290	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1770	.31	3150	.48*
EBR	0	0	310		90	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	2950	.48*	2260	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1760	.26	3580	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2370	.35
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.66**

11. Marguerite & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	500	.15	830	.24*
NBR	1	1700	460	.27	530	.31
SBL	2	3400	180	.05	560	.16*
SBT	2	3400	740	.22*	600	.18
SBR	1	1700	1040	.61	340	.20
EBL	2	3400	540	.16*	890	.26*
EBT	4	6800	1200	.18	2490	.37
EBR	1	1700	80	.05	260	.15
WBL	2	3400	670	.20	610	.18
WBT	4	6800	2530	.45*	1940	.32*
WBR	0	0	550		260	
Right Turn Adjustment			SBR	.27*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.21** **1.03**

13. Banderas & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	110	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	420	.25	580	.34
EBL	2	3400	390	.11	380	.11*
EBT	3	5100	2360	.47*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1050	.22	1400	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.69**

14. Empresa & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		320	
EBL	2	3400	870	.26*	160	.05
EBT	3	5100	950	.19	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	840	.16*	960	.19
WBR	f		360		300	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.47**

15. Cabot & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	680	.20*	320	.09*
NBR	1	1700	180	.11	580	.34
SBL	2	3400	300	.09*	690	.20*
SBT	2	3400	270	.08	580	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	140	.04
EBT	3	5100	1070	.21	1190	.23*
EBR	1	1700	130	.08	70	.04
WBL	2	3400	350	.10	330	.10*
WBT	3	5100	1400	.27*	1150	.23
WBR	1	1700	540	.32	410	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.84**

16. Moulton & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	230	.07*
NBT	2.5	6800	1300	{.25}*	1110	.22
NBR	1.5		600	{.22}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	770	.15	1490	.29*
SBR	1	1700	140	.08	180	.11
EBL	2	3400	190	.06	160	.05
EBT	3	5100	1350	.26*	1080	.21*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	610	.18*	800	.24*
WBT	3	5100	870	.17	1460	.29
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.86**

17. Greenfield & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		30	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	820	.24*	890	.26*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	290	.17	270	.16
EBL	2	3400	570	.17*	280	.08*
EBT	3	5100	1550	.31	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1430	.28*	1610	.32*
WBR	1	1700	820	.48	760	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.74**

18. Cabot & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	230	.07*	240	.07
SBT	2	3400	100	.06	380	.19*
SBR	0	0	190	.11	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1590	.31
EBR	1	1700	120	.07	150	.09
WBL	2	3400	150	.04	330	.10
WBT	3	5100	2040	.40*	2030	.40*
WBR	1	1700	160	.09	240	.14
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.78**

19. Forbes & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	220	.13
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2260	.35	1940	.29
EBR	0	0	140		40	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2140	.42*	2250	.44*
WBR	1	1700	140	.08	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.73**

20. Golden Lantern & P. Colinas

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2290	.45*	890	.17
NBR	1	1700	1120	.66	790	.46
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1210	.24	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1220	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	520	.31	220	.13
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.03**		**.86**

21. Cabot & Paseo de Colinas

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	300	.09	410	.12
EBL	1	1700	480	.28*	470	.28*
EBT	2	3400	860	.25	620	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.14*	980	.30*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.66**

22. Cm Capistrano & P. Colinas

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	90	{.21}*
NBR	1.5		650		930	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	80	.05	250	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		790	
WBT	0	3400	0	.34*	0	.24*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.56**

23. Cm Capistrano & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	990	.29*
SBT	1	1700	60	.04	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	190	.11*
WBT	0	0	0		0	
WBR	2	3400	640	.19	900	.26
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.55**

24. Marguerite & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	310	.18*
NBT	2	3400	540	.16	360	.11
NBR	d	1700	160	.09	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	560	.16*	570	.17*
SBR	d	1700	330	.19	610	.36
EBL	2	3400	590	.17	680	.20
EBT	2	3400	560	.28*	830	.32*
EBR	0	0	400		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	320	.11
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.80**

25. Cm Capistrano & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	600	.35*	570	.34*
NBR	1	1700	30	.02	80	.05
SBL	1	1700	150	.09*	130	.08*
SBT	1	1700	590	.35	580	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	170	.10*
WBT	0	0	0		0	
WBR	1	1700	220	.13	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.57**

26. Del Obispo & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1210	.36	1260	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	390	.14*	520	.19*
EBR	0	0	80		110	
WBL	2	3400	1240	.36*	1290	.38*
WBT	1	1700	700	.41	700	.41
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.70**

27. Rancho Viejo & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		590	.17*
NBT	1.5	5100	180	.12*	120	.10
NBR	0		60		50	
SBL	1.5		130		260	
SBT	0.5	3400	110	.07*	170	.13*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	170	.10	250	.15
EBT	2	3400	1270	.37*	1610	.47*
EBR	1	1700	720	.42	480	.28
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1630	.32	1140	.22
WBR	1	1700	370	.22	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.86**

28. La Novia & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	340	.10*	270	.08*
NBT	0	0	0		0	
NBR	1	1700	240	.14	400	.24
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1000	.29*	1650	.49*
EBR	1	1700	380	.22	240	.14
WBL	1	1700	550	.32*	410	.24*
WBT	2	3400	1680	.49	1010	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.86**

30. Cm Capistrano & Del Obispo

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	450	.13*
NBT	1	1700	700	.41*	410	.24
NBR	1	1700	200	.12	290	.17
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	440	.26	730	.43*
SBR	1	1700	700	.41	260	.15
EBL	1	1700	250	.15	370	.22*
EBT	2	3400	1040	.31*	740	.22
EBR	1	1700	430	.25	410	.24
WBL	1	1700	280	.16*	380	.22
WBT	2	3400	660	.19	790	.23*
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.95** **1.06**

31. Cm Capistrano & San Juan Crk

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	730	.21*	790	.23*
NBR	1	1700	530	.31	520	.31
SBL	2	3400	230	.07*	580	.17*
SBT	2	3400	700	.21	1050	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		790	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		550	{.20}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.68**

32. Valle & San Juan Creek

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	530	.31*
NBT	0	0	0		0	
NBR	1	1700	220	.13	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	550	.32
EBR	1	1700	390	.23	550	.32
WBL	1	1700	250	.15	150	.09
WBT	1	1700	920	.54*	810	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.84**

33. La Novia & San Juan Creek

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	260	.15*	150	.09*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	450	.26*	400	.24*
SBT	1	1700	170	.10	260	.15
SBR	1	1700	550	.32	370	.22
EBL	1	1700	250	.15*	330	.19*
EBT	1	1700	270	.16	280	.16
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	300	.18*
WBR	1	1700	440	.26	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.75**

44. I-5 SB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	720	.21*	1210	.36*
SBT	0	0	0		0	
SBR	1	1700	370	.22	470	.28
EBL	0	0	0		0	
EBT	3	5100	1080	.21	1760	.35*
EBR	f		480		700	
WBL	0	0	0		0	
WBT	3	5100	1940	.38*	1410	.28
WBR	f		670		360	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.76**

45. I-5 NB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	280	.16	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1650	.32	2460	.48*
EBR	f		280		510	
WBL	0	0	0		0	
WBT	3	5100	2110	.41*	1340	.26
WBR	f		1210		700	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.84**

46. I-5 SB Ramps & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1300	.25*	1940	.38*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1100	.32
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2430	.36*
EBR	1	1700	170	.10	310	.18
WBL	2	3400	510	.15*	510	.15*
WBT	3	5100	1730	.34	1830	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.24}*	220	.13*
NBT	0	5100	0	.24	0	
NBR	1.5		690		480	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2110	{.41}*	3390	.66*
EBR	1.5		960	{.38}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2120	.42
WBR	f		1470		1580	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.85**

48. I-5 SB Ramps & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520		480	
SBT	0	3400	0	.21*	0	.26*
SBR	0.5		210		400	
EBL	0	0	0		0	
EBT	2	3400	690	.20	960	.28*
EBR	1	1700	340	.20	330	.19
WBL	1	1700	190	.11	350	.21*
WBT	1	1700	720	.42*	700	.41
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.80**

49. I-5 NB Ramps & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	310	.18*
NBT	0	0	0		0	
NBR	1	1700	390	.23	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	240	.14*
EBT	2	3400	1170	.34*	1200	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	630	.19	730	.21*
WBR	1	1700	450	.26	510	.30
Right Turn Adjustment			NBR	.06*	NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.72**

50. I-5 SB Ramps & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1150		1230	
SBT	0	5100	0	{.38}*	0	{.40}*
SBR	1.5		970		1000	
EBL	0	0	0		0	
EBT	3	5100	1420	.28*	1540	.30*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	250	.15*	220	.13*
WBT	2	3400	970	.29	990	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.88**

51. I-5 NB Ramps & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.12}*	270	{.12}*
NBT	0	5100	0	{.12}	0	{.12}
NBR	1.5		530		450	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	830	.24*
EBT	2	3400	1740	.51	1930	.57
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	950	{.38}*	940	{.36}*
WBR	1.5		1200		1090	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1070	.32*	910	.27*
NBR	0	0	20		20	
SBL	2	3400	620	.18*	530	.16*
SBT	2	3400	970	.29	1300	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1100	.32*
WBT	0	5100	0		0	
WBR	1.5		190		400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	110	.06*
NBT	1	1700	120	.07	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		200	
SBT	1	1700	170	.14*	220	.25*
SBR	1	1700	360	.21	290	.17
EBL	1	1700	430	.25*	510	.30*
EBT	1	1700	30	.05	180	.15
EBR	0	0	50		70	
WBL	0	0	40		40	
WBT	1	1700	310	.21*	90	.08*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.74**

58. SR-241 SB Ramps & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	830	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1370	.27*	1630	.32*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	130	.08*	120	.07*
WBT	3	5100	1270	.25	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		60	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		140		110	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	200	.12
EBT	3	5100	940	.18	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1330	.26*	1150	.23
WBR	1	1700	1520	.89	200	.12
Right Turn Adjustment			WBR	.61*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.52**

60. SR-241 SB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70	.02*	210	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	310	
EBL	0	0	0		0	
EBT	2	3400	990	.29	930	.27*
EBR	1	1700	280	.16	470	.28
WBL	2	3400	130	.04	80	.02*
WBT	2	3400	1500	.44*	940	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.44**

61. SR-241 NB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		410	{.14}*	360	{.14}*
NBT	0	3400	0	.14	0	.14
NBR	0.5		50		110	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	430	.25*	20	.01
EBT	2	3400	630	.19	1100	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1210	.36*	640	.19
WBR	1	1700	390	.23	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.51**

70. Greenfield & SR-73 SB Ramps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1280	.48*	520	.26*
NBR	0	0	360		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	480	.14	490	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		510		900	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1270	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	360	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.48**

72. Cm Capistrano & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1020	.60	840	.49
SBL	1	1700	100	.06*	140	.08*
SBT	1	1700	80	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1040	.61*
WBT	0	0	0		0	
WBR	1	1700	70	.04	200	.12
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.79**

73. I-5 SB Ramps & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	580	.34	640	.38
EBL	0	0	0		0	
EBT	2	3400	980	.33*	830	.29*
EBR	0	0	130		160	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	340	.17	600	.26
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.74**

74. I-5 NB Ramps & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		640	.38*	640	.38*
EBT	1.5	3400	600	.35	460	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	760	.45*
WBR	1	1700	420	.25	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.96**

75. Rancho Viejo & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	320	.19*
NBT	2	3400	170	.05	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	220	.13*	320	.19*
SBR	1	1700	580	.34	710	.42
EBL	1.5		640		470	
EBT	0.5	3400	30	.27*	10	.20*
EBR	0		240		200	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.08*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.71** **.72**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	630	.20*	560	.18*
NBT	3	4800	520	.11	630	.13
NBR	1	1600	180	.11	260	.16
SBL	1	1600	90	.06	50	.03
SBT	3	4800	450	.09*	400	.08*
SBR	1	1600	290	.18	480	.30
EBL	1	1600	480	.30*	320	.20*
EBT	2	3200	310	.10	490	.15
EBR	1	1600	320	.20	390	.24
WBL	1	1600	230	.14	220	.14
WBT	2	3200	640	.24*	410	.15*
WBR	0	0	120		80	
Right Turn Adjustment					SBR	.07*

TOTAL CAPACITY UTILIZATION **.83** **.68**

38. Talega & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	210	.13	90	.06
SBT	1	1600	30	.42*	30	.25*
SBR	0	0	640		370	
EBL	1	1600	300	.19*	480	.30*
EBT	2	3200	40	.02	130	.04
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	190	.10*	90	.06*
WBR	0	0	140		220	.14

TOTAL CAPACITY UTILIZATION **.72** **.62**

39. Vera Cruz & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	80	.03*	260	.08*
NBR	0	0	10		10	
SBL	1	1600	840	.52*	610	.38*
SBT	2	3200	480	.21	160	.10
SBR	0	0	190		200	.13
EBL	1	1600	310	.19*	170	.11*
EBT	2	3200	1210	.41	940	.30
EBR	0	0	90		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	810	.37*	1000	.55*
WBR	0	0	360		750	

TOTAL CAPACITY UTILIZATION **1.11** **1.12**

40. La Pata & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	760	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	160	.10	80	.05
SBL	2	3200	10	.00	20	.01
SBT	2	3200	30	.01*	10	.00*
SBR	f		130		60	
EBL	1	1600	190	.12	130	.08*
EBT	3	4800	910	.19*	820	.17
EBR	1	1600	610	.38	280	.18
WBL	2	3200	260	.08*	10	.00
WBT	2.5	6400	520	.11	730	.15*
WBR	1.5		40		10	
Right Turn Adjustment			EBR	.12*		

TOTAL CAPACITY UTILIZATION **.49** **.71**

41. Vista Hermosa & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	180	.11*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	400	.13*	130	.04
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	100	.03*	210	.07
EBT	3	4800	790	.16	920	.19*
EBR	1	1600	330	.21	30	.02
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	860	.24*	420	.13
WBR	0	0	300		270	.17

TOTAL CAPACITY UTILIZATION .41 .32

54. I-5 SB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1180	.37*	670	
SBT	0	4800	0		0	{.24}*
SBR	1.5		190	.12	540	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	260	.08*	330	.10*
WBR	f		220		130	

TOTAL CAPACITY UTILIZATION .48 .38

55. I-5 NB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		250	.08	360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1540	.48*	1090	.34*
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.26}	530	.33
WBR	1.5		880		1080	.34
Right Turn Adjustment			NBR	.02*	NBR	.10*

TOTAL CAPACITY UTILIZATION .56 .45

56. I-5 SB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1700	.53*	830	.26*
SBT	0	0	10		10	
SBR	1	1600	210	.13	330	.21
EBL	0	0	0		0	
EBT	3	4800	840	.18*	860	.18*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	600	.38*
WBT	2	3200	480	.15	1020	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .90 .82

57. I-5 NB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	260	.16	160	.10
NBR(f)	f		610		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16*
EBT	2	3200	2320	.73*	1420	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	640	.13	1320	.28*
WBR	f		1020		1210	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.89**		**.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	700	.21*
NBT	3	5100	1000	.20	910	.18
NBR	1	1700	420	.25	500	.29
SBL	2	3400	150	.04	110	.03
SBT	3	5100	1250	.25*	1130	.22*
SBR	f		1050		530	
EBL	2	3400	830	.24*	910	.27
EBT	3	5100	740	.15	1360	.27*
EBR	1	1700	570	.34	630	.37
WBL	2	3400	840	.25	710	.21*
WBT	3	5100	980	.19*	570	.11
WBR	1	1700	290	.17	70	.04
Right Turn Adjustment			EBR	.16*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.15** **1.06**

12. Antonio & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	920	.27*	1020	.30*
NBT	3	5100	1590	.31	1210	.24
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1340	.26*	1320	.26*
SBR	f		1030		960	
EBL	2	3400	630	.19*	1040	.31*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	570	.34	1090	.64
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.15*	EBR	.32*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **1.25**

29. La Pata & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	310	.18*
NBT	2	3400	560	.17	590	.18
NBR	0	0	20		10	
SBL	1	1700	20	.01	30	.02
SBT	2	3400	910	.27*	460	.14*
SBR	1	1700	1600	.94	950	.56
EBL	2	3400	770	.23*	1260	.37*
EBT	1	1700	30	.02	380	.22
EBR	1	1700	480	.28	260	.15
WBL	1	1700	10	.01	20	.01
WBT	1	1700	190	.11*	70	.04*
WBR	1	1700	30	.02	30	.02
Right Turn Adjustment			SBR	.67*	SBR	.42*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.47** **1.20**

43. Antonio & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	660	.13*	990	.19*
NBR	f		600		1040	
SBL	2	3400	900	.26*	1070	.31*
SBT	3	5100	1160	.23	830	.16
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	30	.02*	20	.01*
EBR	1	1700	60	.04	20	.01
WBL	2	3400	970	.29*	740	.22*
WBT	1	1700	10	.01	20	.01
WBR	f		1100		1160	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.78**

64. SR-241 SB Ramps & C St

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		90		220	
SBT	0	5100	0	.04*	0	.12*
SBR	1.5		120		380	
EBL	0	0	0		0	
EBT	2	3400	490	.15*	430	.13*
EBR	0	0	10		10	
WBL	1	1700	20	.01*	20	.01*
WBT	2	3400	180	.05	180	.05
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.25** **.31**

65. SR-241 NB Ramps & C St

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	20	.01	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	340	.10*	240	.07*
EBT	2	3400	240	.07	420	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	200	.06*	200	.06*
WBR	1	1700	230	.14	120	.07
Right Turn Adjustment			WBR	.08*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.30** **.20**

66. SR-241 SB Ramps & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200		390	
SBT	0	5100	0	.07*	0	.13*
SBR	1.5		140		270	
EBL	0	0	0		0	
EBT	2	3400	730	.23*	720	.22*
EBR	0	0	50		30	
WBL	0	0	0		0	
WBT	2	3400	700	.21	590	.17
WBR	1	1700	480	.28	360	.21
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.40**

67. SR-241 NB Ramps & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	340	.20	500	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	720	.21	1070	.31
EBR	1	1700	200	.12	30	.02
WBL	0	0	0		0	
WBT	2	3400	1170	.48*	930	.37*
WBR	0	0	460		330	
Right Turn Adjustment			NBR	.19*	NBR	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.71**

68. SR-241 SB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160	.09*	250	
SBT	0	5100	0		0	.11*
SBR	1.5		420	.12	320	
EBL	0	0	0		0	
EBT	2	3400	730	.21*	1310	.39*
EBR	1	1700	90	.05	210	.12
WBL	1	1700	80	.05*	90	.05*
WBT	2	3400	880	.26	740	.22
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.60**

69. SR-241 NB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	50	.03	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	620	.18*	1130	.33*
EBR	1	1700	260	.15	430	.25
WBL	1	1700	280	.16*	160	.09*
WBT	2	3400	920	.27	740	.22
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.52**

76. A St & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1230	.24	1340	.26*
EBR	d	1700	20	.01	90	.05
WBL	1	1700	10	.01	40	.02*
WBT	3	5100	1480	.29*	1210	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.35**

78. A St & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	20	.01*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1530	.30	2110	.41*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2050	.40*	1920	.38
WBR	d	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.48**

79. C St & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	590	.17*	640	.19*
NBT	2	3400	210	.06	120	.04
NBR	1	1700	50	.03	40	.02
SBL	2	3400	90	.03	100	.03
SBT	2	3400	80	.02*	230	.07*
SBR	1	1700	330	.19	290	.17
EBL	2	3400	280	.08*	330	.10*
EBT	2	3400	820	.24	970	.29
EBR	1	1700	430	.25	710	.42
WBL	2	3400	20	.01	40	.01
WBT	2	3400	980	.29*	980	.29*
WBR	1	1700	100	.06	210	.12
Right Turn Adjustment			SBR	.09*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.70** **.70**

80. Ortega & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	70	.04
NBT	2	3400	10	.01	270	.08*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	60	.04*	10	.01
SBR	2	3400	960	.28	650	.19
EBL	2	3400	390	.11*	880	.26*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	110	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.24*	SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.55**

81. C St & Talega

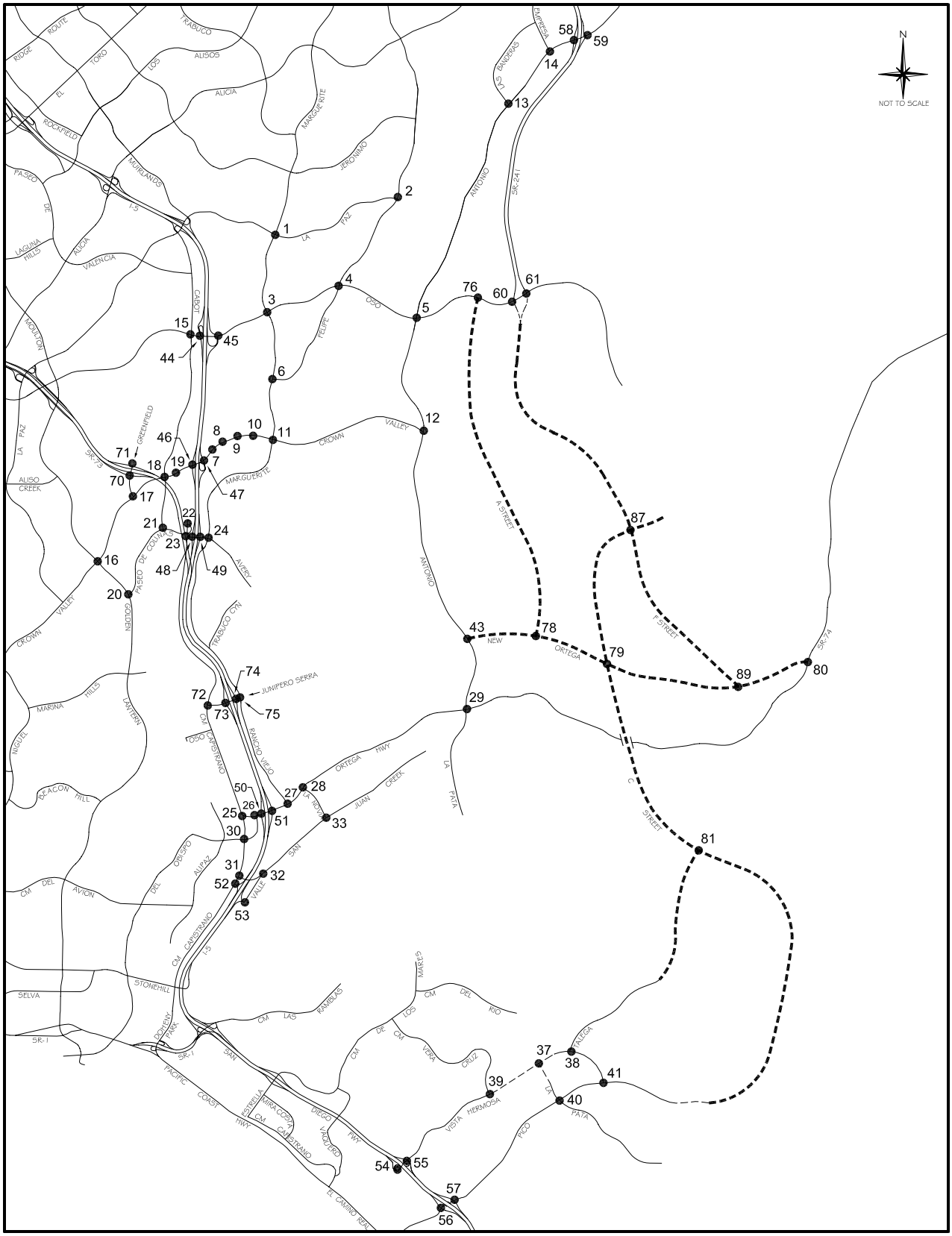
2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	210	.06	240	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	170	.06*	260	.09*
SBR	0	0	40		30	
EBL	1	1700	20	.01*	40	.02*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.14** **.18**

ICU Data Set 22

2025 B-5 Alternative
(Committed Circulation System)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	330	.10*
NBT	2	3400	820	.24	1180	.35
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	230	.07
SBT	2	3400	1060	.31*	1130	.33*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1120	.33*
EBR	1	1700	120	.07	220	.13
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	370	.11
WBR	d	1700	460	.27	110	.06
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.87**

2. Olympiad & La Paz

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	220	.13*
NBT	2	3400	680	.20	590	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	560	.21*
SBR	0	0	180		150	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	610	.36
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.65**

3. Marguerite & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	200	.06
NBT	2	3400	850	.25	950	.28*
NBR	1	1700	40	.02	70	.04
SBL	2	3400	210	.06	580	.17*
SBT	2	3400	720	.21*	920	.27
SBR	1	1700	330	.19	190	.11
EBL	2	3400	190	.06*	200	.06
EBT	4	6800	1580	.23	2060	.30*
EBR	d	1700	90	.05	410	.24
WBL	2	3400	100	.03	160	.05*
WBT	4	6800	2630	.39*	1630	.24
WBR	d	1700	100	.06	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**.85**

4. Felipe & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	130	.08
NBT	2	3400	360	.11*	430	.13*
NBR	1	1700	80	.05	240	.14
SBL	1	1700	300	.18*	550	.32*
SBT	2	3400	420	.12	380	.11
SBR	d	1700	120	.07	200	.12
EBL	1	1700	110	.06	230	.14
EBT	3	5100	1780	.35*	2520	.49*
EBR	d	1700	90	.05	170	.10
WBL	1	1700	250	.15*	240	.14*
WBT	3	5100	2210	.43	1820	.36
WBR	d	1700	660	.39	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**1.13**

6. Marguerite & Felipe

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	840	.25*	1020	.30*
NBR	1	1700	280	.16	830	.49
SBL	1	1700	110	.06*	420	.25*
SBT	2	3400	900	.26	870	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		710		460	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	270	.16	100	.06
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.88**

7. Puerta Real & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	490	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	270	.16
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	510	.15*	450	.13*
EBT	4	6800	2130	.31	3100	.46
EBR	1	1700	160	.09	400	.24
WBL	2	3400	50	.01	310	.09
WBT	4	6800	2830	.43*	2700	.43*
WBR	0	0	90		230	
Right Turn Adjustment					Multi	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280		350	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		110		230	.14
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	50	.08*
SBR	0		60	.04	160	.09
EBL	1	1700	170	.10*	120	.07
EBT	4	6800	2080	.32	3190	.51*
EBR	0	0	120		260	
WBL	2	3400	370	.11	250	.07*
WBT	4	6800	2610	.40*	2730	.41
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.82**

9. Los Altos & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	10	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	140	.08*	90	.05
EBT	4	6800	1760	.30	3300	.50*
EBR	0	0	300		90	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	3050	.49*	2430	.36
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

10. Bellogente & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	30	.02
EBT	4	6800	1780	.26	3750	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3760	.57*	2520	.37
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.68**

11. Marguerite & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	510	.15	880	.26*
NBR	1	1700	480	.28	640	.38
SBL	2	3400	180	.05	480	.14*
SBT	2	3400	790	.23*	650	.19
SBR	1	1700	1030	.61	350	.21
EBL	2	3400	610	.18*	900	.26*
EBT	4	6800	1160	.17	2600	.38
EBR	1	1700	60	.04	310	.18
WBL	2	3400	770	.23	690	.20
WBT	4	6800	2640	.46*	2080	.34*
WBR	0	0	500		220	
Right Turn Adjustment			SBR	.24*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	610	.36
EBL	2	3400	480	.14	400	.12*
EBT	3	5100	2480	.49*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1720	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.77**

14. Empresa & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		480	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		160		360	
EBL	2	3400	830	.24*	160	.05*
EBT	3	5100	1060	.21	1090	.21
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	840	.16*	1180	.23*
WBR	f		300		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.50**

15. Cabot & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	720	.21*	340	.10*
NBR	1	1700	180	.11	600	.35
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	290	.09	630	.19
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1110	.22*	1190	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	330	.10*	330	.10*
WBT	3	5100	1400	.27	1240	.24
WBR	1	1700	520	.31	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.85**

16. Moulton & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	240	.07*
NBT	2.5	6800	1370	{.27}*	1170	.23
NBR	1.5		600	{.22}	360	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1550	.30*
SBR	1	1700	140	.08	200	.12
EBL	2	3400	160	.05	170	.05
EBT	3	5100	1370	.27*	1100	.22*
EBR	1	1700	390	.23	210	.12
WBL	2	3400	620	.18*	810	.24*
WBT	3	5100	840	.16	1490	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.88**

17. Greenfield & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	970	.29*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	270	.16	230	.14
EBL	2	3400	550	.16*	270	.08*
EBT	3	5100	1580	.32	1180	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1420	.28*	1660	.33*
WBR	1	1700	890	.52	800	.47
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.83** **.78**

18. Cabot & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	320	.09*	180	.05
NBR	1	1700	380	.22	310	.18
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	120	.07	430	.21*
SBR	0	0	160	.09	290	
EBL	2	3400	310	.09*	320	.09*
EBT	3	5100	2000	.39	1660	.33
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	350	.10
WBT	3	5100	2130	.42*	2100	.41*
WBR	1	1700	170	.10	270	.16
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

19. Forbes & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	190	.11*	120	.07*
EBT	4	6800	2290	.36	2030	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2260	.44*	2350	.46*
WBR	1	1700	130	.08	190	.11
Right Turn Adjustment			SBR	.01*	SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.77**

20. Golden Lantern & P. Colinas

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2370	.46*	960	.19
NBR	1	1700	1140	.67	840	.49
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1260	.25	2260	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1240	
WBT	0.5	3400	10	.25*	10	.37*
WBR	1	1700	540	.32	220	.13
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.04**		**.89**

21. Cabot & Paseo de Colinas

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	110	.03*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	320	.09	430	.13
EBL	1	1700	490	.29*	470	.28*
EBT	2	3400	860	.25	700	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	470	.16*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.65**

22. Cm Capistrano & P. Colinas

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	90	{.20}*
NBR	1.5		660	{.13}	910	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1140		850	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.57**

23. Cm Capistrano & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	130	.08*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	980	.29*	1020	.30*
SBT	1	1700	40	.02	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	660	.19	870	.26
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

24. Marguerite & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	650	.38*	340	.20*
NBT	2	3400	580	.17	410	.12
NBR	d	1700	200	.12	30	.02
SBL	1	1700	160	.09	120	.07
SBT	2	3400	590	.17*	620	.18*
SBR	d	1700	370	.22	650	.38
EBL	2	3400	540	.16	770	.23
EBT	2	3400	540	.27*	820	.34*
EBR	0	0	390		330	
WBL	1	1700	50	.03*	210	.12*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.89**

25. Cm Capistrano & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	730	.43*	750	.44*
NBR	1	1700	50	.03	120	.07
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	610	.36	700	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	190	.11*
WBT	0	0	0		0	
WBR	1	1700	210	.12	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.69**

26. Del Obispo & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1310	.39	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	440	.16*	560	.20*
EBR	0	0	90		120	
WBL	2	3400	1260	.37*	1320	.39*
WBT	1	1700	690	.41	710	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.08*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.73**

27. Rancho Viejo & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	140	.11
NBR	0		60		50	
SBL	1.5		140		330	
SBT	0.5	3400	110	.07*	170	.15*
SBR	1	1700	160	.09	200	.12
EBL	1	1700	230	.14	270	.16
EBT	2	3400	1540	.45*	1610	.47*
EBR	1	1700	730	.43	470	.28
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1710	.34	1300	.25
WBR	1	1700	440	.26	160	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .74 .87

28. La Novia & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	380	.11*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	490	.29	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1270	.37*	1700	.50*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	630	.37*	610	.36*
WBT	2	3400	1780	.52	1180	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 1.00

30. Cm Capistrano & Del Obispo

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16	430	.13*
NBT	1	1700	850	.50*	580	.34
NBR	1	1700	270	.16	360	.21
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	470	.28	900	.53*
SBR	1	1700	700	.41	300	.18
EBL	1	1700	310	.18	420	.25*
EBT	2	3400	1070	.31*	730	.21
EBR	1	1700	430	.25	390	.23
WBL	1	1700	340	.20*	360	.21
WBT	2	3400	650	.19	840	.25*
WBR	1	1700	60	.04	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.21

31. Cm Capistrano & San Juan Crk

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	920	.27*	1000	.29*
NBR	1	1700	480	.28	470	.28
SBL	2	3400	260	.08*	690	.20*
SBT	2	3400	760	.22	1120	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		900		820	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		530	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .78

32. Valle & San Juan Creek

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	470	.28	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	350	.21	520	.31
EBR	1	1700	380	.22	640	.38
WBL	1	1700	260	.15	290	.17
WBT	1	1700	970	.57*	870	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.84**

33. La Novia & San Juan Creek

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	300	.18*	170	.10*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	470	.28*	400	.24*
SBT	1	1700	160	.09	270	.16
SBR	1	1700	630	.37	580	.34
EBL	1	1700	480	.28*	470	.28*
EBT	1	1700	250	.15	290	.17
EBR	1	1700	70	.04	150	.09
WBL	1	1700	60	.04	70	.04
WBT	1	1700	400	.24*	290	.17*
WBR	1	1700	450	.26	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.84**

44. I-5 SB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	780	.23*	1340	.39*
SBT	0	0	0		0	
SBR	1	1700	360	.21	470	.28
EBL	0	0	0		0	
EBT	3	5100	1140	.22	1790	.35*
EBR	f		440		690	
WBL	0	0	0		0	
WBT	3	5100	1910	.37*	1490	.29
WBR	f		790		400	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.79**

45. I-5 NB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	420	.25*
NBT	0	0	0		0	
NBR	1	1700	350	.21	620	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1800	.35	2560	.50*
EBR	f		250		570	
WBL	0	0	0		0	
WBT	3	5100	2260	.44*	1480	.29
WBR	f		1300		780	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.91**

46. I-5 SB Ramps & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1840	.36*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1060	.31
EBL	0	0	0		0	
EBT	4	6800	1760	.26*	2560	.38*
EBR	1	1700	140	.08	280	.16
WBL	2	3400	620	.18*	560	.16*
WBT	3	5100	1830	.36	1930	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.95**

47. I-5 NB Ramps & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.25}*	220	.13*
NBT	0	5100	0	.25	0	
NBR	1.5		710		500	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2030	{.40}*	3450	.68*
EBR	1.5		950	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1920	.38	2270	.45
WBR	f		1360		1490	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.88**

48. I-5 SB Ramps & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		490		520	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		230		400	
EBL	0	0	0		0	
EBT	2	3400	710	.21	1020	.30*
EBR	1	1700	350	.21	300	.18
WBL	1	1700	230	.14	320	.19*
WBT	1	1700	750	.44*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.81**

49. I-5 NB Ramps & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	260	.15*
NBT	0	0	0		0	
NBR	1	1700	320	.19	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	290	.17*
EBT	2	3400	1160	.34*	1240	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	710	.21	740	.22*
WBR	1	1700	540	.32	530	.31
Right Turn Adjustment			NBR	.03*	NBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.81**

50. I-5 SB Ramps & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1130		960	
SBT	0	5100	0	{.34}*	0	{.32}*
SBR	1.5		950		950	
EBL	0	0	0		0	
EBT	3	5100	1580	.31*	1620	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	450	.26*	350	.21*
WBT	2	3400	1010	.30	1090	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.90**

51. I-5 NB Ramps & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	.15*	250	{.13}*
NBT	0	5100	0		0	{.13}
NBR	1.5		680	.20	550	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	780	.23*	740	.22*
EBT	2	3400	1910	.56	1830	.54
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1200	{.40}*	1180	{.39}*
WBR	1.5		1020		980	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.79**

52. Cm Capistrano & I-5 SB Ramps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1200	.36*	1110	.33*
NBR	0	0	10		10	
SBL	2	3400	670	.20*	540	.16*
SBT	2	3400	1000	.29	1390	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		840	.25*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		190		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.84**

53. Valle & La Novia/I-5 NB Rmps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	320	.19*	170	.10*
NBT	1	1700	210	.12	230	.14
NBR	1	1700	30	.02	60	.04
SBL	0	0	80		220	
SBT	1	1700	240	.19*	480	.41*
SBR	1	1700	290	.17	230	.14
EBL	1	1700	550	.32*	570	.34*
EBT	1	1700	40	.04	140	.11
EBR	0	0	30		40	
WBL	0	0	50		50	
WBT	1	1700	260	.18*	60	.06*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.96**

58. SR-241 SB Ramps & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	850	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.01}	590	{.23}
EBL	0	0	0		0	
EBT	3	5100	1500	.29*	1630	.32*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	100	.06*	80	.05*
WBT	3	5100	1230	.24	1050	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.67**

59. SR-241 NB Ramps & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	680	.40*	200	.12
EBT	3	5100	1010	.20	2240	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1290	.25*	1140	.22
WBR	1	1700	1580	.93	210	.12
Right Turn Adjustment			WBR	.67*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.53**

60. SR-241 SB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	290	.09*	940	.28*
SBR	1	1700	120	.07	310	.18
EBL	0	0	0		0	
EBT	2	3400	1220	.36*	440	.13
EBR	f		880		2050	
WBL	1	1700	190	.11*	150	.09
WBT	3	5100	2420	.47	1740	.34*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.67**

61. SR-241 NB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1380	.41*	1120	.33*
NBT	2	3400	1140	.34	490	.14
NBR	1	1700	70	.04	690	.41
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	680	.20*	100	.03
EBT	2	3400	630	.19	560	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	640	.13
WBR	1	1700	440	.26	100	.06
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.62**

70. Greenfield & SR-73 SB Ramps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1340	.50*	530	.26*
NBR	0	0	350		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	450	.13
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		550		960	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.56**

71. Greenfield & SR-73 NB Ramps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1330	.39*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.46**

72. Cm Capistrano & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1120	.66	990	.58
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	880	.52*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	200	.12
Right Turn Adjustment			NBR	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.90**

73. I-5 SB Ramps & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	300	.18*
SBT	0	0	0		0	
SBR	1	1700	590	.35	730	.43
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	980	.33*
EBR	0	0	130		140	
WBL	0.5		240	{.14}*	350	{.21}*
WBT	1.5	3400	360	.18	680	.30
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.84**

74. I-5 NB Ramps & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		620	{.36}*	760	.45*
EBT	1.5	3400	730	.40	520	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	890	.52*
WBR	1	1700	500	.29	320	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**1.10**

75. Rancho Viejo & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	470	.28*	360	.21*
NBT	2	3400	260	.08	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	240	.14*	370	.22*
SBR	1	1700	580	.34	840	.49
EBL	1.5		770		500	
EBT	0.5	3400	30	.30*	10	.22*
EBR	0		230		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.78**		**.81**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	610	.19*	700	.22*
NBT	3	4800	640	.13	510	.11
NBR	1	1600	240	.15	470	.29
SBL	1	1600	20	.01	70	.04
SBT	3	4800	200	.04*	280	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	500	.16	820	.26
EBR	1	1600	600	.38	430	.27
WBL	1	1600	390	.24	240	.15
WBT	2	3200	950	.33*	640	.23*
WBR	0	0	120		110	

TOTAL CAPACITY UTILIZATION **1.09** **.94**

38. Talega & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	180	.11	50	.03
SBT	1	1600	30	.64*	30	.38*
SBR	0	0	1000		580	
EBL	1	1600	470	.29*	900	.56*
EBT	2	3200	60	.03	200	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.13*	100	.06*
WBR	0	0	120		130	.08

TOTAL CAPACITY UTILIZATION **1.07** **1.01**

39. Vera Cruz & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	380	.12*
NBR	0	0	10		10	
SBL	1	1600	640	.40*	670	.42*
SBT	2	3200	490	.22	190	.12
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	190	.12*
EBT	2	3200	1520	.52	1210	.39
EBR	0	0	130		30	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1190	.48*	1330	.58*
WBR	0	0	350		540	

TOTAL CAPACITY UTILIZATION **1.11** **1.24**

40. La Pata & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	770	.48*
NBT	2	3200	20	.01	20	.01
NBR	1	1600	50	.03	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	50	.02*	20	.01*
SBR	f		190		70	
EBL	1	1600	200	.13	150	.09*
EBT	3	4800	860	.18*	490	.10
EBR	1	1600	610	.38	230	.14
WBL	2	3200	90	.03*	10	.00
WBT	2.5	6400	150	.03	580	.12*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.12*		

TOTAL CAPACITY UTILIZATION **.46** **.70**

41. Vista Hermosa & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	230	.14*
NBT	2	3200	20	.01	40	.02
NBR	0	0	10		10	
SBL	2	3200	230	.07	50	.02
SBT	1	1600	80	.05*	20	.01*
SBR	1	1600	130	.08	110	.07
EBL	2	3200	110	.03	210	.07*
EBT	3	4800	550	.11*	230	.05
EBR	1	1600	460	.29	100	.06
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	130	.04	10	.00*
WBR	0	0	140	.09	100	.06
Right Turn Adjustment			EBR	.14*	SBR	.01*

TOTAL CAPACITY UTILIZATION **.36** **.23**

54. I-5 SB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1440	.45*	680	
SBT	0	4800	0		0	{.25}*
SBR	1.5		190	.12	570	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	460	.10	470	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	370	.12*
WBR	f		270		180	

TOTAL CAPACITY UTILIZATION **.57** **.41**

55. I-5 NB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.05*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		360	.11	420	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1820	.57*	1130	.35
EBR	f		210		210	
WBL	0	0	0		0	
WBT	1.5	4800	510	.32	620	.39*
WBR	1.5		1110	.35	1430	.45
Right Turn Adjustment			NBR	.06*	Multi	.14*

TOTAL CAPACITY UTILIZATION **.68** **.54**

56. I-5 SB Ramps & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1770	.55*	1120	.35*
SBT	0	0	10		10	
SBR	1	1600	210	.13	340	.21
EBL	0	0	0		0	
EBT	3	4800	780	.16*	810	.17*
EBR	1	1600	150	.09	360	.23
WBL	1	1600	380	.24*	760	.48*
WBT	2	3200	430	.13	950	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.95** **1.00**

57. I-5 NB Ramps & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	330	.21	190	.12
NBR(f)	f		670		390	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2370	.74*	1640	.51*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	680	.14	1410	.29
WBR	f		1040		1190	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.95**		**.70**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	510	.15*
NBT	3	5100	1010	.20	880	.17
NBR	1	1700	640	.38	880	.52
SBL	2	3400	330	.10	260	.08
SBT	3	5100	1200	.24*	1290	.25*
SBR	f		1000		530	
EBL	2	3400	850	.25	910	.27
EBT	3	5100	1150	.23*	1840	.36*
EBR	1	1700	390	.23	560	.33
WBL	2	3400	1130	.33*	960	.28*
WBT	3	5100	1560	.31	1020	.20
WBR	1	1700	470	.28	190	.11
Right Turn Adjustment			NBR	.05*	NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.09** **1.29**

12. Antonio & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	830	.24*	990	.29*
NBT	3	5100	1450	.28	920	.18
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	980	.19*	1380	.27*
SBR	f		1420		1210	
EBL	2	3400	720	.21*	1470	.43*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	840	.49
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.08*	EBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **1.10**

29. La Pata & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	240	.14*
NBT	1	1700	110	.07	150	.10
NBR	0	0	10		20	
SBL	1	1700	100	.06	120	.07
SBT	2	3400	290	.17*	80	.05*
SBR	0	0	1860	1.09	1330	.78
EBL	2	3400	1270	.37*	1500	.44*
EBT	1	1700	70	.04	500	.29
EBR	1	1700	570	.34	140	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	240	.14*	180	.11*
WBR	1	1700	90	.05	110	.06
Right Turn Adjustment			SBR	.92*	SBR	.73*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.80** **1.52**

43. Antonio & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03
NBT	3	5100	550	.11*	730	.14*
NBR	f		800		1160	
SBL	2	3400	810	.24*	1050	.31*
SBT	3	5100	820	.16	690	.14
SBR	d	1700	40	.02	50	.03
EBL	1	1700	40	.02	50	.03
EBT	1	1700	50	.03*	60	.04*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	1090	.32*	930	.27*
WBT	1	1700	40	.02	60	.04
WBR	f		980		1120	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

76. A St & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	300	.18*
NBT	0	0	0		0	
NBR	1	1700	230	.14	150	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1890	.37	2160	.42*
EBR	d	1700	220	.13	350	.21
WBL	1	1700	110	.06	210	.12*
WBT	3	5100	2400	.47*	1840	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.77**

78. A St & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	220	.13*	320	.19*
SBT	0	0	0		0	
SBR	1	1700	130	.08	120	.07
EBL	1	1700	100	.06*	110	.06*
EBT	3	5100	1560	.31	2160	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1980	.39*	1990	.39*
WBR	d	1700	240	.14	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.69**

79. C St & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16*	560	.16*
NBT	2	3400	460	.14	470	.14
NBR	1	1700	170	.10	210	.12
SBL	2	3400	70	.02	110	.03
SBT	2	3400	370	.11*	400	.12*
SBR	1	1700	430	.25	470	.28
EBL	2	3400	380	.11	500	.15
EBT	2	3400	1030	.30*	1210	.36*
EBR	2	3400	420	.12	650	.19
WBL	2	3400	140	.04*	140	.04*
WBT	3	5100	1070	.21	1280	.25
WBR	1	1700	90	.05	160	.09
Right Turn Adjustment			SBR	.03*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.69** **.74**

80. Ortega & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	380	.22*
NBT	2	3400	10	.01	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	60	.04*	10	.01*
SBR	2	3400	1130	.33	610	.18
EBL	2	3400	400	.12*	1010	.30*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	360	.21	230	.14
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.38*	SBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.76**

81. C St & Talega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	160	.05	290	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	290	.17*	170	.10*
SBR	0	0	510	.30	490	.29
EBL	1	1700	500	.29*	520	.31*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.13*	SBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.67**

87. F St & C St

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	10	.01
NBT	3	5100	1050	.21*	800	.16*
NBR	1	1700	150	.09	260	.15
SBL	2	3400	300	.09*	890	.26*
SBT	3	5100	640	.13	1140	.22
SBR	1	1700	420	.25	540	.32
EBL	2	3400	560	.16*	540	.16*
EBT	2	3400	200	.06	440	.13
EBR	d	1700	10	.01	20	.01
WBL	1	1700	250	.15	220	.13
WBT	1.5	5100	420	.25*	320	.15*
WBR	1.5		950	.28	470	
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION **.79** **.78**

89. F St & New Ortega

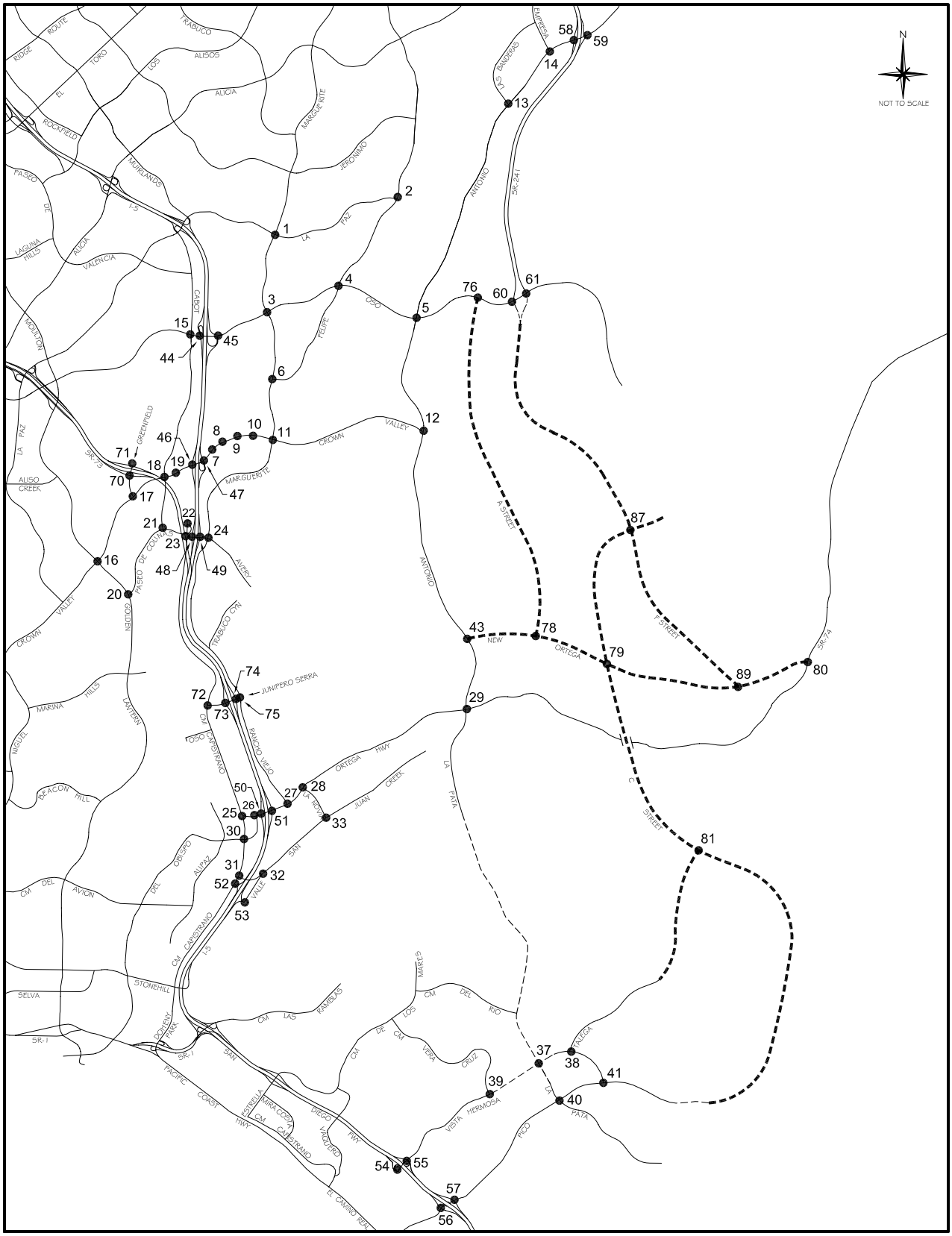
2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		430		1030	.30*
SBT	0	5100	0	.17*	0	
SBR	1.5		450		360	.21
EBL	2	3400	260	.08*	460	.14*
EBT	2	3400	980	.29	1420	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1480	.44*	1200	.35*
WBR	1	1700	970	.57	610	.36
Right Turn Adjustment			WBR	.13*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.85**

ICU Data Set 23

2025 B-5 Alternative
(Committed Circulation System Plus La Pata)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	330	.10*
NBT	2	3400	810	.24	1180	.35
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	240	.07
SBT	2	3400	1060	.31*	1110	.33*
SBR	1	1700	220	.13	160	.09
EBL	2	3400	220	.06*	340	.10
EBT	2	3400	320	.09	1090	.32*
EBR	1	1700	120	.07	250	.15
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	360	.11
WBR	d	1700	460	.27	120	.07
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.86**

2. Olympiad & La Paz

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	220	.13*
NBT	2	3400	680	.20	590	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	570	.21*
SBR	0	0	170		130	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	600	.35
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.64**

3. Marguerite & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	210	.06
NBT	2	3400	860	.25	930	.27*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	240	.07	570	.17*
SBT	2	3400	710	.21*	940	.28
SBR	1	1700	320	.19	180	.11
EBL	2	3400	170	.05*	190	.06
EBT	4	6800	1510	.22	2020	.30*
EBR	d	1700	90	.05	400	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2620	.39*	1580	.23
WBR	d	1700	90	.05	250	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.83**

4. Felipe & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	360	.11*	410	.12*
NBR	1	1700	80	.05	300	.18
SBL	1	1700	320	.19*	570	.34*
SBT	2	3400	410	.12	380	.11
SBR	d	1700	120	.07	190	.11
EBL	1	1700	110	.06	230	.14
EBT	3	5100	1740	.34*	2430	.48*
EBR	d	1700	70	.04	190	.11
WBL	1	1700	280	.16*	240	.14*
WBT	3	5100	2180	.43	1810	.35
WBR	d	1700	670	.39	390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **1.13**

6. Marguerite & Felipe

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	850	.25*	1030	.30*
NBR	1	1700	270	.16	850	.50
SBL	1	1700	110	.06*	400	.24*
SBT	2	3400	900	.26	890	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		720		460	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.88**

7. Puerta Real & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	270	.16
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	550	.16
EBL	2	3400	500	.15*	440	.13*
EBT	4	6800	2100	.31	3150	.46
EBR	1	1700	170	.10	400	.24
WBL	2	3400	60	.02	280	.08
WBT	4	6800	2810	.43*	2670	.43*
WBR	0	0	90		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	350	
NBT	1.5	5100	30	.08	20	.11*
NBR	0		100		230	.14
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	40	.08*
SBR	0		60	.04	160	.09
EBL	1	1700	170	.10*	120	.07
EBT	4	6800	2050	.32	3260	.51*
EBR	0	0	120		240	
WBL	2	3400	360	.11	250	.07*
WBT	4	6800	2620	.41*	2670	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.82**

9. Los Altos & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	10	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	140	.08*	90	.05
EBT	4	6800	1730	.30	3350	.51*
EBR	0	0	300		100	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	3050	.49*	2360	.35
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.99**

10. Bellogente & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	30	.02
EBT	4	6800	1750	.26	3800	.56*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3760	.57*	2460	.36
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.69**

11. Marguerite & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	860	.25*
NBR	1	1700	490	.29	590	.35
SBL	2	3400	190	.06	540	.16*
SBT	2	3400	760	.22*	620	.18
SBR	1	1700	1070	.63	340	.20
EBL	2	3400	560	.16*	940	.28*
EBT	4	6800	1170	.17	2610	.38
EBR	1	1700	60	.04	310	.18
WBL	2	3400	740	.22	690	.20
WBT	4	6800	2600	.46*	2030	.34*
WBR	0	0	560		250	
Right Turn Adjustment			SBR	.29*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.24** **1.08**

13. Banderas & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	500	.29	630	.37
EBL	2	3400	550	.16	460	.14*
EBT	3	5100	2520	.50*	1400	.28
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1190	.24	1720	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.69** **.78**

14. Empresa & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		240		470	
SBT	0.5	3400	50	.09*	20	.14*
SBR	f		180		350	
EBL	2	3400	770	.23*	170	.05*
EBT	3	5100	1170	.23	1220	.24
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	910	.18*	1190	.23*
WBR	f		310		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	710	.21*	350	.10*
NBR	1	1700	150	.09	600	.35
SBL	2	3400	290	.09*	700	.21*
SBT	2	3400	280	.08	610	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1110	.22	1170	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	350	.10	330	.10*
WBT	3	5100	1410	.28*	1220	.24
WBR	1	1700	520	.31	410	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

16. Moulton & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1320	{.26}*	1140	.22
NBR	1.5		590	{.20}	360	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	790	.15	1490	.29*
SBR	1	1700	140	.08	190	.11
EBL	2	3400	170	.05	170	.05
EBT	3	5100	1340	.26*	1110	.22*
EBR	1	1700	400	.24	210	.12
WBL	2	3400	640	.19*	800	.24*
WBT	3	5100	840	.16	1480	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.87**

17. Greenfield & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	970	.29*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	240	.14
EBL	2	3400	560	.16*	280	.08*
EBT	3	5100	1540	.31	1180	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1450	.28*	1640	.32*
WBR	1	1700	830	.49	800	.47
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.77**

18. Cabot & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	180	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	110	.06	420	.21*
SBR	0	0	190	.11	280	
EBL	2	3400	290	.09*	320	.09*
EBT	3	5100	1980	.39	1660	.33
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2080	.41*	2090	.41*
WBR	1	1700	180	.11	260	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

19. Forbes & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	120	.07*
EBT	4	6800	2270	.35	2040	.31
EBR	0	0	140		40	
WBL	1	1700	90	.05	50	.03
WBT	3	5100	2220	.44*	2330	.46*
WBR	1	1700	150	.09	190	.11
Right Turn Adjustment			SBR	.01*	SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.77**

20. Golden Lantern & P. Colinas

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2330	.46*	920	.18
NBR	1	1700	1110	.65	820	.48
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1250	.25	2200	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		830		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	530	.31	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.86**

21. Cabot & Paseo de Colinas

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	100	.03*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	420	.12
EBL	1	1700	480	.28*	460	.27*
EBT	2	3400	860	.25	680	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	980	.30*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.65**

22. Cm Capistrano & P. Colinas

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.20}*
NBR	1.5		640	{.12}	910	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		840	
WBT	0	3400	0	.34*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

23. Cm Capistrano & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	1010	.30*
SBT	1	1700	40	.02	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	640	.19	890	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.56**

24. Marguerite & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	610	.36*	330	.19*
NBT	2	3400	570	.17	380	.11
NBR	d	1700	180	.11	30	.02
SBL	1	1700	160	.09	120	.07
SBT	2	3400	570	.17*	590	.17*
SBR	d	1700	330	.19	620	.36
EBL	2	3400	560	.16	710	.21
EBT	2	3400	520	.27*	810	.33*
EBR	0	0	390		300	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.84**

25. Cm Capistrano & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	730	.43*	690	.41*
NBR	1	1700	20	.01	90	.05
SBL	1	1700	150	.09*	150	.09*
SBT	1	1700	610	.36	640	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	240	.14	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.67**

26. Del Obispo & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1260	.37	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	360	.13*	520	.19*
EBR	0	0	90		120	
WBL	2	3400	1240	.36*	1290	.38*
WBT	1	1700	680	.40	760	.45
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.71**

27. Rancho Viejo & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		570	.17*
NBT	1.5	5100	180	.12*	120	.10
NBR	0		60		50	
SBL	1.5		140		330	
SBT	0.5	3400	110	.07*	160	.14*
SBR	1	1700	160	.09	190	.11
EBL	1	1700	230	.14	260	.15
EBT	2	3400	1450	.43*	1600	.47*
EBR	1	1700	730	.43	470	.28
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1620	.32	1260	.25
WBR	1	1700	390	.23	150	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.87**

28. La Novia & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	320	.19	470	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1180	.35*	1690	.50*
EBR	1	1700	390	.23	260	.15
WBL	1	1700	590	.35*	470	.28*
WBT	2	3400	1670	.49	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.91**

30. Cm Capistrano & Del Obispo

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	430	.13*
NBT	1	1700	800	.47*	510	.30
NBR	1	1700	230	.14	320	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	440	.26	790	.46*
SBR	1	1700	690	.41	360	.21
EBL	1	1700	290	.17	390	.23*
EBT	2	3400	1070	.31*	740	.22
EBR	1	1700	430	.25	410	.24
WBL	1	1700	300	.18*	360	.21
WBT	2	3400	660	.19	800	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.11**

31. Cm Capistrano & San Juan Crk

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	910	.27*
NBR	1	1700	510	.30	520	.31
SBL	2	3400	260	.08*	640	.19*
SBT	2	3400	700	.21	1110	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		780	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		530	{.17}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

32. Valle & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	240	.14	330	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	540	.32
EBR	1	1700	390	.23	610	.36
WBL	1	1700	230	.14	170	.10
WBT	1	1700	930	.55*	830	.49*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.91**		**.83**

33. La Novia & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	290	.17*	170	.10*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	480	.28*	410	.24*
SBT	1	1700	160	.09	270	.16
SBR	1	1700	590	.35	420	.25
EBL	1	1700	280	.16*	380	.22*
EBT	1	1700	250	.15	270	.16
EBR	1	1700	70	.04	150	.09
WBL	1	1700	60	.04	70	.04
WBT	1	1700	370	.22*	280	.16*
WBR	1	1700	470	.28	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.88**		**.77**

44. I-5 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	750	.22*	1350	.40*
SBT	0	0	0		0	
SBR	1	1700	360	.21	460	.27
EBL	0	0	0		0	
EBT	3	5100	1100	.22	1760	.35*
EBR	f		450		710	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1480	.29
WBR	f		720		390	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.80**

45. I-5 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	460	.27*	420	.25*
NBT	0	0	0		0	
NBR	1	1700	320	.19	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1740	.34	2560	.50*
EBR	f		230		550	
WBL	0	0	0		0	
WBT	3	5100	2210	.43*	1460	.29
WBR	f		1310		760	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.88**

46. I-5 SB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1210	.24*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		740	.22	1060	.31
EBL	0	0	0		0	
EBT	4	6800	1730	.25*	2560	.38*
EBR	1	1700	160	.09	290	.17
WBL	2	3400	550	.16*	500	.15*
WBT	3	5100	1790	.35	1900	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.96**

47. I-5 NB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.24}*	220	.13*
NBT	0	5100	0	.24	0	
NBR	1.5		680		460	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2040	{.40}*	3530	.69*
EBR	1.5		950	{.38}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1800	.35	2180	.43
WBR	f		1450		1540	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.88**

48. I-5 SB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		500		500	
SBT	0	3400	0	.21*	0	.26*
SBR	0.5		230		400	
EBL	0	0	0		0	
EBT	2	3400	690	.20	1010	.30*
EBR	1	1700	350	.21	310	.18
WBL	1	1700	190	.11	310	.18*
WBT	1	1700	730	.43*	690	.41
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.79**

49. I-5 NB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	330	.19	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	280	.16*
EBT	2	3400	1160	.34*	1230	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	650	.19	710	.21*
WBR	1	1700	520	.31	530	.31
Right Turn Adjustment			NBR	.03*	NBR	.16*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.75**

50. I-5 SB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1150		1080	
SBT	0	5100	0	{.38}*	0	{.37}*
SBR	1.5		960		1000	
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1580	.31*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	250	.15*	230	.14*
WBT	2	3400	960	.28	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.87**

51. I-5 NB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.15}*	250	{.12}*
NBT	0	5100	0	{.15}	0	{.12}
NBR	1.5		630		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	740	.22*	750	.22*
EBT	2	3400	1860	.55	1900	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	940	{.38}*	1030	{.38}*
WBR	1.5		1190		1090	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.35*	1030	.31*
NBR	0	0	20		10	
SBL	2	3400	600	.18*	500	.15*
SBT	2	3400	970	.29	1380	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		850	.25*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		190		400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	160	.09*
NBT	1	1700	130	.08	160	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	80		220	
SBT	1	1700	210	.17*	320	.32*
SBR	1	1700	300	.18	250	.15
EBL	1	1700	420	.25*	520	.31*
EBT	1	1700	40	.05	150	.12
EBR	0	0	40		60	
WBL	0	0	40		50	
WBT	1	1700	280	.19*	70	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

58. SR-241 SB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	840	.25*
SBT	0	5100	0		0	
SBR	1.5		210	{.03}	590	{.22}
EBL	0	0	0		0	
EBT	3	5100	1520	.30*	1740	.34*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	100	.06*	70	.04*
WBT	3	5100	1240	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	100	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	710	.42*	280	.16
EBT	3	5100	1010	.20	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1300	.25*	1140	.22
WBR	1	1700	1590	.94	190	.11
Right Turn Adjustment			WBR	.68*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.41** **.52**

60. SR-241 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	250	.07*	1160	.34*
SBR	1	1700	130	.08	400	.24
EBL	0	0	0		0	
EBT	2	3400	1310	.39	460	.14
EBR	f		830		2070	
WBL	1	1700	150	.09	140	.08
WBT	3	5100	2480	.49*	1750	.34*
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.73**

61. SR-241 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1400	.41*	1120	.33*
NBT	2	3400	1280	.38	470	.14
NBR	1	1700	60	.04	680	.40
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	760	.22*	120	.04
EBT	2	3400	640	.19	570	.17*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	640	.13
WBR	1	1700	430	.25	110	.06
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.62**

70. Greenfield & SR-73 SB Ramps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1290	.49*	540	.26*
NBR	0	0	360		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.03}*	0	{.24}*
EBR	1.5		550		970	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1280	.38*	440	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.47**

72. Cm Capistrano & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	80	.05*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1190	.70*
WBT	0	0	0		0	
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.89**

73. I-5 SB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	290	.17*
SBT	0	0	0		0	
SBR	1	1700	580	.34	700	.41
EBL	0	0	0		0	
EBT	2	3400	1130	.37*	940	.32*
EBR	0	0	130		140	
WBL	0.5		240	{.14}*	290	{.17}*
WBT	1.5	3400	350	.17	650	.28
WBR	0	0	0		0	
Right Turn Adjustment				SBR	.08*	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.79**

74. I-5 NB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		670	{.39}*	740	.44*
EBT	1.5	3400	730	.41	480	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	810	.48*
WBR	1	1700	470	.28	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.05**

75. Rancho Viejo & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	320	.19*
NBT	2	3400	230	.07	270	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	370	.22*
SBR	1	1700	580	.34	760	.45
EBL	1.5		740		470	
EBT	0.5	3400	30	.30*	10	.21*
EBR	0		240		220	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.75**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	430	.13	710	.22*
NBT	3	4800	1320	.28*	1360	.28
NBR	1	1600	230	.14	370	.23
SBL	1	1600	100	.06*	180	.11
SBT	3	4800	910	.19	930	.19*
SBR	1	1600	660	.41	1020	.64
EBL	1	1600	1330	.83*	940	.59*
EBT	2	3200	350	.11	570	.18
EBR	1	1600	370	.23	350	.22
WBL	1	1600	290	.18	290	.18
WBT	2	3200	740	.32*	360	.16*
WBR	0	0	280		160	
Right Turn Adjustment					SBR	.01*

TOTAL CAPACITY UTILIZATION **1.49** **1.17**

38. Talega & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	150	.09	60	.04
SBT	1	1600	30	.51*	30	.29*
SBR	0	0	790		430	
EBL	1	1600	360	.23*	640	.40*
EBT	2	3200	60	.03	230	.08
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	310	.13*	70	.04*
WBR	0	0	100		150	.09

TOTAL CAPACITY UTILIZATION **.88** **.74**

39. Vera Cruz & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	680	.43*	550	.34*
SBT	2	3200	590	.25	160	.10
SBR	0	0	200		210	.13
EBL	1	1600	310	.19*	190	.12*
EBT	2	3200	1580	.54	1230	.39
EBR	0	0	140		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1160	.47*	1440	.65*
WBR	0	0	330		650	

TOTAL CAPACITY UTILIZATION **1.12** **1.22**

40. La Pata & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	880	.55*
NBT	2	3200	20	.01	30	.01
NBR	1	1600	30	.02	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	50	.02*	20	.01*
SBR	f		270		150	
EBL	1	1600	290	.18*	220	.14*
EBT	3	4800	830	.17	500	.10
EBR	1	1600	750	.47	280	.18
WBL	2	3200	20	.01	10	.00
WBT	2.5	6400	190	.04*	550	.11*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.15*		

TOTAL CAPACITY UTILIZATION **.54** **.81**

41. Vista Hermosa & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	250	.16*
NBT	2	3200	20	.01	50	.02
NBR	0	0	10		10	
SBL	2	3200	200	.06	60	.02
SBT	1	1600	80	.05*	20	.01*
SBR	1	1600	110	.07	110	.07
EBL	2	3200	100	.03	220	.07*
EBT	3	4800	470	.10*	200	.04
EBR	1	1600	500	.31	100	.06
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	80	.03	10	.00*
WBR	0	0	140	.09	60	.04
Right Turn Adjustment			EBR	.18*	SBR	.01*

TOTAL CAPACITY UTILIZATION **.38** **.25**

54. I-5 SB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1220	.38*	560	
SBT	0	4800	0		0	{.22}*
SBR	1.5		190	.12	550	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	480	.10	520	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	400	.13*
WBR	f		510		340	

TOTAL CAPACITY UTILIZATION **.50** **.39**

55. I-5 NB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		590	.18	580	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1630	.51*	980	.31
EBR	f		220		220	
WBL	0	0	0		0	
WBT	1.5	4800	720	{.32}	880	{.42}*
WBR	1.5		900		1160	
Right Turn Adjustment			NBR	.12*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.69** **.52**

56. I-5 SB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1610	.50*	900	.28*
SBT	0	0	10		10	
SBR	1	1600	230	.14	350	.22
EBL	0	0	0		0	
EBT	3	4800	860	.18*	820	.17*
EBR	1	1600	160	.10	370	.23
WBL	1	1600	630	.39*	780	.49*
WBT	2	3200	350	.11	920	.29
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.07** **.94**

57. I-5 NB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	340	.21	280	.18
NBR(f)	f		670		560	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	280	.18*
EBT	2	3200	2260	.71*	1410	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	860	.18	1410	.29*
WBR	f		890		1090	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.92**		**.66**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	610	.18*	540	.16*
NBT	3	5100	1210	.24	1160	.23
NBR	1	1700	740	.44	900	.53
SBL	2	3400	270	.08	240	.07
SBT	3	5100	1430	.28*	1360	.27*
SBR	f		1010		510	
EBL	2	3400	810	.24	870	.26
EBT	3	5100	1140	.22*	1880	.37*
EBR	1	1700	420	.25	560	.33
WBL	2	3400	1190	.35*	1060	.31*
WBT	3	5100	1620	.32	1040	.20
WBR	1	1700	440	.26	160	.09
Right Turn Adjustment			Multi	.09*	NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.17** **1.33**

12. Antonio & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	800	.24*	1000	.29*
NBT	3	5100	1720	.34	1300	.25
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1380	.27*	1560	.31*
SBR	f		1340		1200	
EBL	2	3400	740	.22*	1430	.42*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	870	.51
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.07*	EBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **1.16**

29. La Pata & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	310	.18*
NBT	2	3400	1430	.43	1150	.40
NBR	0	0	30		210	
SBL	1	1700	90	.05	130	.08
SBT	2	3400	1480	.44*	1330	.39*
SBR	1	1700	1570	.92	1040	.61
EBL	2	3400	980	.29*	1270	.37*
EBT	1	1700	70	.04	490	.29
EBR	1	1700	460	.27	280	.16
WBL	1	1700	160	.09	40	.02
WBT	1	1700	270	.16*	190	.11*
WBR	1	1700	90	.05	120	.07
Right Turn Adjustment			SBR	.48*	SBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.58** **1.32**

43. Antonio & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	60	.04
NBT	3	5100	1030	.20*	1370	.27*
NBR	f		1340		1380	
SBL	2	3400	670	.20*	940	.28*
SBT	3	5100	1400	.27	1180	.23
SBR	d	1700	40	.02	50	.03
EBL	1	1700	40	.02	50	.03
EBT	1	1700	50	.03*	60	.04*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	1360	.40*	1520	.45*
WBT	1	1700	30	.02	60	.04
WBR	f		850		970	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **1.09**

76. A St & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	300	.18*
NBT	0	0	0		0	
NBR	1	1700	230	.14	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1930	.38	2190	.43*
EBR	d	1700	220	.13	360	.21
WBL	1	1700	110	.06	220	.13*
WBT	3	5100	2470	.48*	1930	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.79**

78. A St & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	200	.12*	320	.19*
SBT	0	0	0		0	
SBR	1	1700	150	.09	130	.08
EBL	1	1700	110	.06*	140	.08*
EBT	3	5100	1950	.38	2240	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	2410	.47*
WBR	d	1700	230	.14	270	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.79**

79. C St & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	500	.15*	450	.13*
NBT	2	3400	330	.10	320	.09
NBR	1	1700	70	.04	60	.04
SBL	2	3400	70	.02	110	.03
SBT	2	3400	160	.05*	290	.09*
SBR	1	1700	480	.28	770	.45
EBL	2	3400	630	.19*	580	.17*
EBT	2	3400	1280	.38	1330	.39
EBR	2	3400	280	.08	580	.17
WBL	2	3400	20	.01	50	.01
WBT	3	5100	1200	.24*	1510	.30*
WBR	1	1700	100	.06	110	.06
Right Turn Adjustment			SBR	.04*	SBR	.19*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.72** **.93**

80. Ortega & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	370	.22*
NBT	2	3400	10	.01	440	.13
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	180	.11*	10	.01*
SBR	2	3400	1010	.30	620	.18
EBL	2	3400	400	.12*	880	.26*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	390	.23	220	.13
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.30*	SBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

81. C St & Talega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	20	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	20	.01*	20	.01*
SBR	0	0	110	.06	190	.11
EBL	1	1700	150	.09*	230	.14*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.05*	SBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.22** **.32**

87. F St & C St

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	10	.01
NBT	3	5100	1080	.21*	850	.17*
NBR	1	1700	150	.09	280	.16
SBL	2	3400	300	.09*	880	.26*
SBT	3	5100	660	.13	1170	.23
SBR	1	1700	270	.16	750	.44
EBL	2	3400	690	.20*	450	.13*
EBT	2	3400	210	.06	430	.13
EBR	d	1700	10	.01	20	.01
WBL	1	1700	250	.15	220	.13
WBT	1.5	5100	420	.25*	320	.15*
WBR	1.5		940	.28	470	
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION **.83** **.76**

89. F St & New Ortega

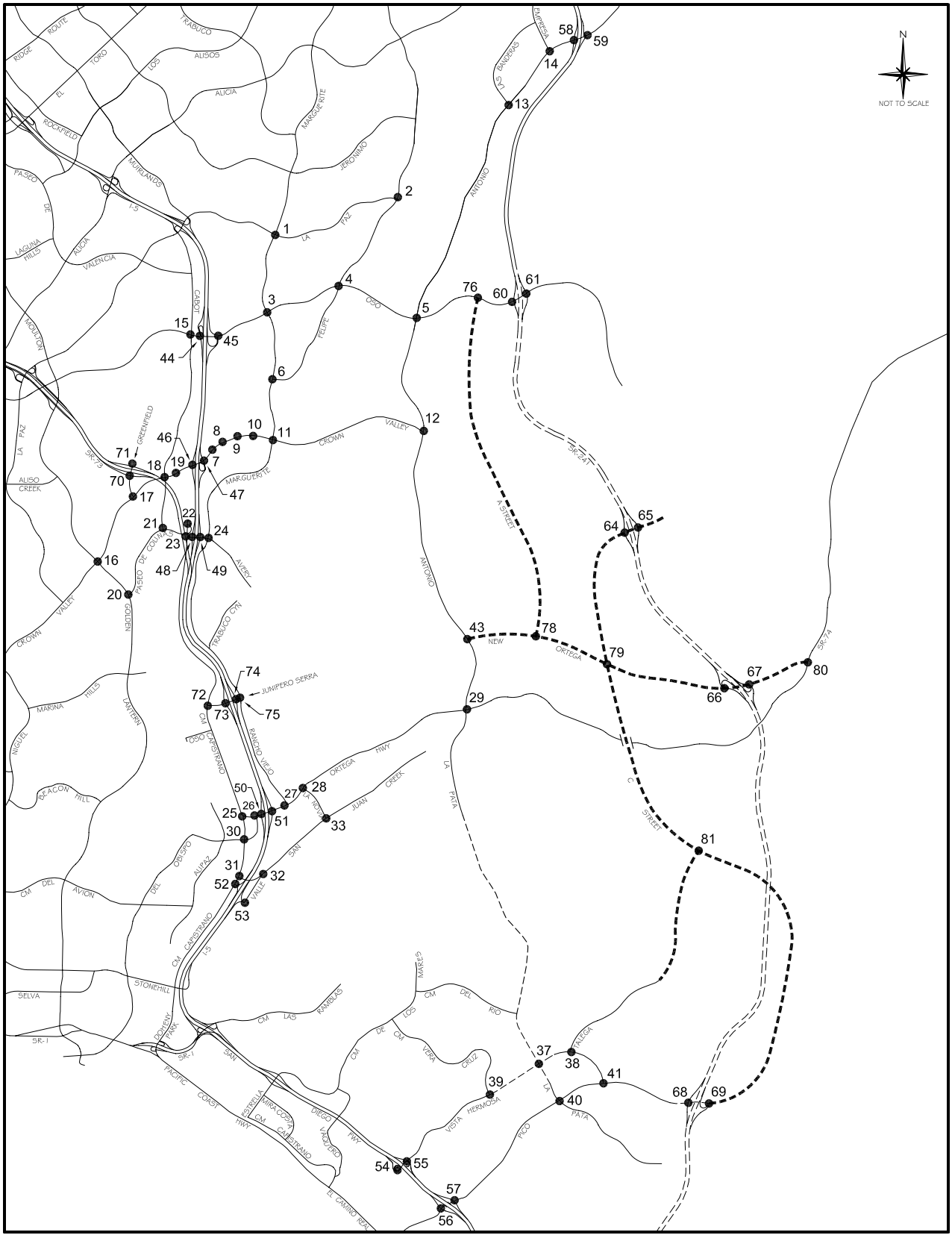
2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		450		1030	.30*
SBT	0	5100	0	.18*	0	
SBR	1.5		460		380	.22
EBL	2	3400	280	.08*	510	.15*
EBT	2	3400	970	.29	1260	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1330	.39*	1190	.35*
WBR	1	1700	970	.57	620	.36
Right Turn Adjustment			WBR	.18*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.86**

ICU Data Set 24

2025 B-5 Alternative
(Committed Circulation System Plus La Pata and FTC-S)



2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	330	.10*
NBT	2	3400	810	.24	1150	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	230	.07
SBT	2	3400	1040	.31*	1080	.32*
SBR	1	1700	210	.12	160	.09
EBL	2	3400	220	.06*	330	.10
EBT	2	3400	310	.09	1020	.30*
EBR	1	1700	110	.06	280	.16
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	450	.13*	350	.10
WBR	d	1700	390	.23	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.83**

2. Olympiad & La Paz

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	210	.12*
NBT	2	3400	670	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	570	.21*
SBR	0	0	180		130	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	110	.06	530	.31
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.60**

3. Marguerite & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	220	.06
NBT	2	3400	840	.25	890	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	240	.07	620	.18*
SBT	2	3400	690	.20*	900	.26
SBR	1	1700	320	.19	160	.09
EBL	2	3400	190	.06*	220	.06
EBT	4	6800	1450	.21	1980	.29*
EBR	d	1700	90	.05	400	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2620	.39*	1560	.23
WBR	d	1700	100	.06	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.82**

4. Felipe & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	110	.06
NBT	2	3400	340	.10*	400	.12*
NBR	1	1700	70	.04	240	.14
SBL	1	1700	320	.19*	480	.28*
SBT	2	3400	400	.12	380	.11
SBR	d	1700	120	.07	210	.12
EBL	1	1700	110	.06	240	.14
EBT	3	5100	1670	.33*	2480	.49*
EBR	d	1700	70	.04	170	.10
WBL	1	1700	290	.17*	240	.14*
WBT	3	5100	2170	.43	1770	.35
WBR	d	1700	610	.36	370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **1.08**

6. Marguerite & Felipe

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	840	.25*	1000	.29*
NBR	1	1700	250	.15	810	.48
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	890	.26	890	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		710		450	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.84**

7. Puerta Real & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	270	.16
SBL	1	1700	150	.09*	200	.12
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	510	.15*	440	.13*
EBT	4	6800	2130	.31	3110	.46
EBR	1	1700	170	.10	390	.23
WBL	2	3400	60	.02	260	.08
WBT	4	6800	2780	.42*	2640	.42*
WBR	0	0	90		230	
Right Turn Adjustment					Multi	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.83**

8. Guevara/Medical Ctr & CVP

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	360	
NBT	1.5	5100	30	.08	20	.11*
NBR	0		100		200	.12
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	40	.08*
SBR	0		60	.04	160	.09
EBL	1	1700	170	.10*	120	.07
EBT	4	6800	2080	.32	3220	.51*
EBR	0	0	120		240	
WBL	2	3400	370	.11	260	.08*
WBT	4	6800	2590	.40*	2610	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.83**

9. Los Altos & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	530	.16
NBT	1	1700	10	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	130	.08*	90	.05
EBT	4	6800	1760	.30	3300	.50*
EBR	0	0	310		100	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	3030	.49*	2310	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

10. Bellogente & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	30	.02
EBT	4	6800	1770	.26	3750	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3730	.56*	2410	.36
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.68**

11. Marguerite & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	830	.24*
NBR	1	1700	480	.28	570	.34
SBL	2	3400	200	.06	550	.16*
SBT	2	3400	770	.23*	620	.18
SBR	1	1700	1040	.61	320	.19
EBL	2	3400	540	.16*	910	.27*
EBT	4	6800	1210	.18	2600	.38
EBR	1	1700	70	.04	300	.18
WBL	2	3400	720	.21	680	.20
WBT	4	6800	2600	.46*	2000	.33*
WBR	0	0	550		250	
Right Turn Adjustment			SBR	.26*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	110	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	590	.35
EBL	2	3400	390	.11	400	.12*
EBT	3	5100	2360	.47*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1100	.23	1420	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.70**

14. Empresa & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		180		330	
EBL	2	3400	840	.25*	160	.05*
EBT	3	5100	970	.19	1140	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	860	.17*	970	.19*
WBR	f		360		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.46**

15. Cabot & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	680	.20*	320	.09*
NBR	1	1700	180	.11	600	.35
SBL	2	3400	300	.09*	680	.20*
SBT	2	3400	270	.08	580	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1110	.22*	1240	.24*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	380	.11*	340	.10*
WBT	3	5100	1460	.29	1210	.24
WBR	1	1700	540	.32	400	.24
Right Turn Adjustment					NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

16. Moulton & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1270	{.25}*	1100	.22
NBR	1.5		590	{.21}	370	{.04}
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	770	.15	1440	.28*
SBR	1	1700	140	.08	190	.11
EBL	2	3400	180	.05	170	.05
EBT	3	5100	1340	.26*	1110	.22*
EBR	1	1700	390	.23	210	.12
WBL	2	3400	620	.18*	810	.24*
WBT	3	5100	870	.17	1480	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.86**

17. Greenfield & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	900	.26*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	280	.16	260	.15
EBL	2	3400	560	.16*	300	.09*
EBT	3	5100	1540	.31	1180	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1450	.28*	1620	.32*
WBR	1	1700	840	.49	790	.46
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	230	.07*	240	.07
SBT	2	3400	110	.06	400	.20*
SBR	0	0	210	.12	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1980	.39	1600	.31
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2070	.41*	2070	.41*
WBR	1	1700	170	.10	240	.14
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.80**

19. Forbes & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	160	.09	220	.13
EBL	1	1700	180	.11*	120	.07*
EBT	4	6800	2260	.35	1980	.30
EBR	0	0	140		40	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2190	.43*	2300	.45*
WBR	1	1700	150	.09	190	.11
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

20. Golden Lantern & P. Colinas

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2240	.44*	880	.17
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1220	.24	2140	.42*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		810		1220	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	540	.32	220	.13
Right Turn Adjustment				NBR	.04*	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.85**

21. Cabot & Paseo de Colinas

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	300	.09	410	.12
EBL	1	1700	480	.28*	460	.27*
EBT	2	3400	850	.25	630	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	970	.29*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.64**

22. Cm Capistrano & P. Colinas

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.13}*	100	{.21}*
NBR	1.5		650		920	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	80	.05	250	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1120		790	
WBT	0	3400	0	.34*	0	.24*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.55**

23. Cm Capistrano & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	310	.18
SBL	2	3400	960	.28*	990	.29*
SBT	1	1700	40	.02	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	650	.19	900	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.55**

24. Marguerite & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	310	.18*
NBT	2	3400	540	.16	360	.11
NBR	d	1700	160	.09	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	560	.16*	580	.17*
SBR	d	1700	330	.19	600	.35
EBL	2	3400	570	.17	670	.20
EBT	2	3400	540	.27*	820	.31*
EBR	0	0	390		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	320	.11
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.79**

25. Cm Capistrano & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	590	.35*	560	.33*
NBR	1	1700	30	.02	100	.06
SBL	1	1700	160	.09*	140	.08*
SBT	1	1700	580	.34	550	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	220	.13	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.57**

26. Del Obispo & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1270	.37	1270	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	410	.15*	540	.19*
EBR	0	0	90		120	
WBL	2	3400	1230	.36*	1330	.39*
WBT	1	1700	690	.41	730	.43
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.71**

27. Rancho Viejo & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	180	.12*	110	.09
NBR	0		60		50	
SBL	1.5		140		270	
SBT	0.5	3400	110	.07*	160	.13*
SBR	1	1700	160	.09	190	.11
EBL	1	1700	160	.09	260	.15
EBT	2	3400	1470	.43*	1690	.50*
EBR	1	1700	730	.43	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1650	.32	1280	.25
WBR	1	1700	370	.22	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.89**

28. La Novia & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	330	.10*	260	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	440	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1200	.35*	1730	.51*
EBR	1	1700	380	.22	250	.15
WBL	1	1700	580	.34*	450	.26*
WBT	2	3400	1720	.51	1170	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.90**

30. Cm Capistrano & Del Obispo

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	440	.13*
NBT	1	1700	710	.42*	420	.25
NBR	1	1700	190	.11	290	.17
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	430	.25	740	.44*
SBR	1	1700	690	.41	260	.15
EBL	1	1700	260	.15	370	.22*
EBT	2	3400	1110	.33*	750	.22
EBR	1	1700	430	.25	420	.25
WBL	1	1700	290	.17*	380	.22
WBT	2	3400	660	.19	820	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.08**

31. Cm Capistrano & San Juan Crk

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	740	.22*	800	.24*
NBR	1	1700	550	.32	540	.32
SBL	2	3400	230	.07*	590	.17*
SBT	2	3400	710	.21	1050	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		790	.23*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		570		520	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.69**

32. Valle & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	220	.13	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	570	.34
EBR	1	1700	410	.24	550	.32
WBL	1	1700	250	.15	150	.09
WBT	1	1700	920	.54*	820	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.82**

33. La Novia & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	280	.16*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	480	.28*	410	.24*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	570	.34	390	.23
EBL	1	1700	260	.15*	350	.21*
EBT	1	1700	250	.15	270	.16
EBR	1	1700	70	.04	150	.09
WBL	1	1700	60	.04	70	.04
WBT	1	1700	390	.23*	290	.17*
WBR	1	1700	450	.26	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.76**

44. I-5 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	740	.22*	1290	.38*
SBT	0	0	0		0	
SBR	1	1700	390	.23	480	.28
EBL	0	0	0		0	
EBT	3	5100	1120	.22	1830	.36*
EBR	f		470		690	
WBL	0	0	0		0	
WBT	3	5100	2010	.39*	1460	.29
WBR	f		680		370	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.79**

45. I-5 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	480	.28*	420	.25*
NBT	0	0	0		0	
NBR	1	1700	300	.18	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1710	.34	2600	.51*
EBR	f		270		510	
WBL	0	0	0		0	
WBT	3	5100	2210	.43*	1410	.28
WBR	f		1300		770	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.87**

46. I-5 SB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1260	.25*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		720	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2480	.36*
EBR	1	1700	170	.10	310	.18
WBL	2	3400	510	.15*	500	.15*
WBT	3	5100	1790	.35	1860	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	200	.12*
NBT	0	5100	0	.25	0	
NBR	1.5		690		490	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2070	{.41}*	3450	.68*
EBR	1.5		950	{.37}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1760	.35	2160	.42
WBR	f		1460		1550	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.87**

48. I-5 SB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		510		470	
SBT	0	3400	0	.22*	0	.26*
SBR	0.5		240		400	
EBL	0	0	0		0	
EBT	2	3400	680	.20	950	.28*
EBR	1	1700	360	.21	340	.20
WBL	1	1700	190	.11	340	.20*
WBT	1	1700	730	.43*	710	.42
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.79**

49. I-5 NB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	320	.19*
NBT	0	0	0		0	
NBR	1	1700	370	.22	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	240	.14*
EBT	2	3400	1150	.34*	1180	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	640	.19	720	.21*
WBR	1	1700	460	.27	510	.30
Right Turn Adjustment			NBR	.05*	NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.72**

50. I-5 SB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1210		1250	
SBT	0	5100	0	{.38}*	0	{.41}*
SBR	1.5		950		1010	
EBL	0	0	0		0	
EBT	3	5100	1500	.29*	1570	.31*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	270	.16*	250	.15*
WBT	2	3400	970	.29	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.92**

51. I-5 NB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.13}*	270	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		570		480	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	820	.24*
EBT	2	3400	1880	.55	1980	.58
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	970	{.39}*	1040	{.39}*
WBR	1.5		1200		1120	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.81**

52. Cm Capistrano & I-5 SB Ramps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1080	.32*	930	.28*
NBR	0	0	20		20	
SBL	2	3400	610	.18*	520	.15*
SBT	2	3400	980	.29	1310	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		850	.25*	1070	.31*
WBT	0	5100	0		0	
WBR	1.5		210		410	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.79**

53. Valle & La Novia/I-5 NB Rmps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	120	.07*
NBT	1	1700	130	.08	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	200	.16*	220	.25*
SBR	1	1700	350	.21	280	.16
EBL	1	1700	390	.23*	490	.29*
EBT	1	1700	40	.05	170	.14
EBR	0	0	40		70	
WBL	0	0	40		40	
WBT	1	1700	300	.20*	80	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.73**

58. SR-241 SB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	800	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1390	.27*	1620	.32*
EBR	1	1700	30	.02	90	.05
WBL	1	1700	150	.09*	140	.08*
WBT	3	5100	1280	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.69**

59. SR-241 NB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	200	.12
EBT	3	5100	960	.19	2190	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1360	.27*	1150	.23
WBR	1	1700	1520	.89	200	.12
Right Turn Adjustment			WBR	.60*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.52**

60. SR-241 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70		200	
SBT	0	5100	0	.03*	0	.12*
SBR	1.5		60		390	
EBL	0	0	0		0	
EBT	2	3400	1100	.32	1020	.30
EBR	1	1700	370	.22	760	.45
WBL	2	3400	160	.05	110	.03
WBT	2	3400	1850	.54*	1150	.34*
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.56**

61. SR-241 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		730	{.23}*	560	{.21}*
NBT	0	3400	0	.23	0	.21
NBR	0.5		60		150	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	540	.32*	70	.04
EBT	2	3400	630	.19	1140	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1280	.38*	660	.19
WBR	1	1700	380	.22	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.60**

70. Greenfield & SR-73 SB Ramps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1300	.49*	530	.27*
NBR	0	0	380		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	500	.15
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		530		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.55**

71. Greenfield & SR-73 NB Ramps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1290	.38*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.49**

72. Cm Capistrano & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1020	.60	840	.49
SBL	1	1700	100	.06*	140	.08*
SBT	1	1700	80	.05	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1050	.62*
WBT	0	0	0		0	
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.80**

73. I-5 SB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	260	.15*
SBT	0	0	0		0	
SBR	1	1700	590	.35	650	.38
EBL	0	0	0		0	
EBT	2	3400	980	.33*	830	.29*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	300	{.18}*
WBT	1.5	3400	350	.18	600	.26
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.74**

74. I-5 NB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		640	.38*	650	.38*
EBT	1.5	3400	610	.36	430	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	760	.45*
WBR	1	1700	410	.24	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.96**

75. Rancho Viejo & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	320	.19*
NBT	2	3400	190	.06	250	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	320	.19*
SBR	1	1700	570	.34	710	.42
EBL	1.5		650		450	
EBT	0.5	3400	30	.27*	10	.19*
EBR	0		240		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.72**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	620	.19*	490	.15*
NBT	3	4800	480	.10	620	.13
NBR	1	1600	190	.12	270	.17
SBL	1	1600	80	.05	70	.04
SBT	3	4800	450	.09*	370	.08*
SBR	1	1600	320	.20	520	.33
EBL	1	1600	510	.32*	330	.21*
EBT	2	3200	300	.09	510	.16
EBR	1	1600	290	.18	320	.20
WBL	1	1600	240	.15	220	.14
WBT	2	3200	640	.24*	400	.15*
WBR	0	0	130		80	
Right Turn Adjustment					SBR	.09*

TOTAL CAPACITY UTILIZATION **.84** **.68**

38. Talega & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	80	.05
SBT	1	1600	30	.42*	30	.25*
SBR	0	0	640		370	
EBL	1	1600	300	.19*	490	.31*
EBT	2	3200	30	.02	120	.04
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	190	.10*	60	.04*
WBR	0	0	140		230	.14

TOTAL CAPACITY UTILIZATION **.72** **.61**

39. Vera Cruz & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	70	.04
NBT	2	3200	80	.03*	270	.09*
NBR	0	0	10		10	
SBL	1	1600	820	.51*	600	.38*
SBT	2	3200	490	.22	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	180	.11*
EBT	2	3200	1220	.41	920	.29
EBR	0	0	100		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	830	.37*	970	.53*
WBR	0	0	350		740	

TOTAL CAPACITY UTILIZATION **1.10** **1.11**

40. La Pata & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	760	.48*
NBT	2	3200	20	.01	30	.01
NBR	1	1600	120	.08	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	60	.02*	20	.01*
SBR	f		130		70	
EBL	1	1600	210	.13	140	.09*
EBT	3	4800	760	.16*	510	.11
EBR	1	1600	610	.38	280	.18
WBL	2	3200	180	.06*	10	.00
WBT	2.5	6400	100	.02	570	.12*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.14*		

TOTAL CAPACITY UTILIZATION **.48** **.70**

41. Vista Hermosa & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06	220	.14*
NBT	2	3200	20	.01*	50	.02
NBR	0	0	10		10	
SBL	2	3200	370	.12*	110	.03
SBT	1	1600	80	.05	20	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03	220	.07*
EBT	3	4800	480	.10*	290	.06
EBR	1	1600	380	.24	90	.06
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	210	.07	10	.00*
WBR	0	0	260	.16	200	.13
Right Turn Adjustment			EBR	.08*	WBR	.03*

TOTAL CAPACITY UTILIZATION **.32** **.25**

54. I-5 SB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1130	.35*	490	
SBT	0	4800	0		0	{.20}*
SBR	1.5		210	.13	540	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	510	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	340	.11*
WBR	f		240		140	

TOTAL CAPACITY UTILIZATION **.46** **.35**

55. I-5 NB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		270	.08	370	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1490	.47*	920	.29
EBR	f		200		220	
WBL	0	0	0		0	
WBT	1.5	4800	460	{.26}	540	.33*
WBR	1.5		840		1040	
Right Turn Adjustment			NBR	.02*	NBR	.08*

TOTAL CAPACITY UTILIZATION **.55** **.42**

56. I-5 SB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1680	.52*	760	.24*
SBT	0	0	10		10	
SBR	1	1600	220	.14	340	.21
EBL	0	0	0		0	
EBT	3	4800	810	.17*	800	.17*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	320	.20*	600	.38*
WBT	2	3200	390	.12	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.89** **.79**

57. I-5 NB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	260	.16	150	.09
NBR(f)	f		610		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16*
EBT	2	3200	2280	.71*	1290	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	550	.11	1270	.26*
WBR	f		740		1110	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.87**		**.61**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	840	.25*	710	.21*
NBT	3	5100	960	.19	940	.18
NBR	1	1700	490	.29	700	.41
SBL	2	3400	180	.05	150	.04
SBT	3	5100	1310	.26*	1120	.22*
SBR	f		1030		530	
EBL	2	3400	850	.25*	910	.27
EBT	3	5100	890	.17	1680	.33*
EBR	1	1700	570	.34	610	.36
WBL	2	3400	1080	.32	860	.25*
WBT	3	5100	1290	.25*	780	.15
WBR	1	1700	330	.19	100	.06
Right Turn Adjustment			EBR	.16*	Multi	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.22** **1.11**

12. Antonio & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	1100	.32*
NBT	3	5100	1540	.30	1300	.25
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1440	.28*	1340	.26*
SBR	f		1220		1060	
EBL	2	3400	670	.20*	1200	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	610	.36	1090	.64
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.16*	EBR	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.97** **1.27**

29. La Pata & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	310	.18*
NBT	2	3400	580	.18	690	.21
NBR	0	0	30		20	
SBL	1	1700	90	.05	120	.07
SBT	2	3400	1000	.29*	530	.16*
SBR	1	1700	1710	1.01	1090	.64
EBL	2	3400	970	.29*	1370	.40*
EBT	1	1700	60	.04	470	.28
EBR	1	1700	490	.29	210	.12
WBL	1	1700	10	.01	40	.02
WBT	1	1700	230	.14*	160	.09*
WBR	1	1700	80	.05	110	.06
Right Turn Adjustment			SBR	.72*	SBR	.48*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.62** **1.36**

43. Antonio & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	60	.04
NBT	3	5100	640	.13*	1030	.20*
NBR	f		860		1290	
SBL	2	3400	1040	.31*	1230	.36*
SBT	3	5100	1220	.24	860	.17
SBR	d	1700	40	.02	50	.03
EBL	1	1700	40	.02	50	.03
EBT	1	1700	50	.03*	60	.04*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	1210	.36*	990	.29*
WBT	1	1700	30	.02	60	.04
WBR	f		1160		1400	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.94**

64. SR-241 SB Ramps & C St

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		240		780	.23*
SBT	0	5100	0	.07*	0	
SBR	1.5		130		320	.19
EBL	0	0	0		0	
EBT	2	3400	620	.19*	1020	.30*
EBR	0	0	10		10	
WBL	1	1700	110	.06*	70	.04*
WBT	2	3400	700	.21	560	.16
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.62**

65. SR-241 NB Ramps & C St

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	50	.03	90	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	260	.08*	300	.09
EBT	2	3400	600	.18	1500	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	800	.24*	630	.19
WBR	1	1700	820	.48	380	.22
Right Turn Adjustment			Multi	.26*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.54**

66. SR-241 SB Ramps & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		220		610	.18*
SBT	0	5100	0	.09*	0	
SBR	1.5		220		230	.14
EBL	0	0	0		0	
EBT	2	3400	970	.29	1410	.43*
EBR	0	0	30		50	
WBL	0	0	0		0	
WBT	2	3400	1330	.39*	1040	.31
WBR	1	1700	480	.28	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.66**

67. SR-241 NB Ramps & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	350	.21	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1080	.32	1990	.59*
EBR	1	1700	120	.07	30	.02
WBL	0	0	0		0	
WBT	2	3400	1780	.74*	1390	.53
WBR	0	0	740		420	
Right Turn Adjustment			NBR	.19*	NBR	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.93**

68. SR-241 SB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		10	.01*	10	.01*
SBT	0	5100	0		0	
SBR	1.5		480	.14	350	.10
EBL	0	0	0		0	
EBT	2	3400	290	.09*	490	.14*
EBR	1	1700	100	.06	220	.13
WBL	1	1700	10	.01*	20	.01*
WBT	2	3400	50	.01	80	.02
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.13*	SBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.29**		**.30**

69. SR-241 NB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	10	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	10	.00*	10	.00
EBR	1	1700	290	.17	490	.29
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	10	.00	20	.01*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.17*	EBR	.29*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.25**		**.40**

76. A St & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	320	.19*
NBT	0	0	0		0	
NBR	1	1700	200	.12	120	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1290	.25	1600	.31*
EBR	d	1700	230	.14	410	.24
WBL	1	1700	90	.05	170	.10*
WBT	3	5100	1800	.35*	1370	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.65**

78. A St & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	230	.14*	360	.21*
SBT	0	0	0		0	
SBR	1	1700	120	.07	130	.08
EBL	1	1700	110	.06*	130	.08*
EBT	3	5100	1840	.36	2450	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2290	.45*	2320	.45*
WBR	d	1700	250	.15	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.79**

79. C St & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16*	520	.15*
NBT	2	3400	190	.06	130	.04
NBR	1	1700	80	.05	50	.03
SBL	2	3400	250	.07	290	.09
SBT	2	3400	80	.02*	200	.06*
SBR	1	1700	590	.35	600	.35
EBL	2	3400	480	.14*	640	.19*
EBT	3	5100	1240	.24	1420	.28
EBR	1	1700	340	.20	620	.36
WBL	2	3400	30	.01	50	.01
WBT	3	5100	1220	.24*	1500	.29*
WBR	1	1700	220	.13	470	.28
Right Turn Adjustment			SBR	.19*	SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.80** **.84**

80. Ortega & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	370	.22*
NBT	2	3400	10	.01	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	50	.03*	10	.01*
SBR	2	3400	1210	.36	630	.19
EBL	2	3400	410	.12*	1060	.31*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	350	.21	220	.13
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.42*	SBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.78**

81. C St & Talega

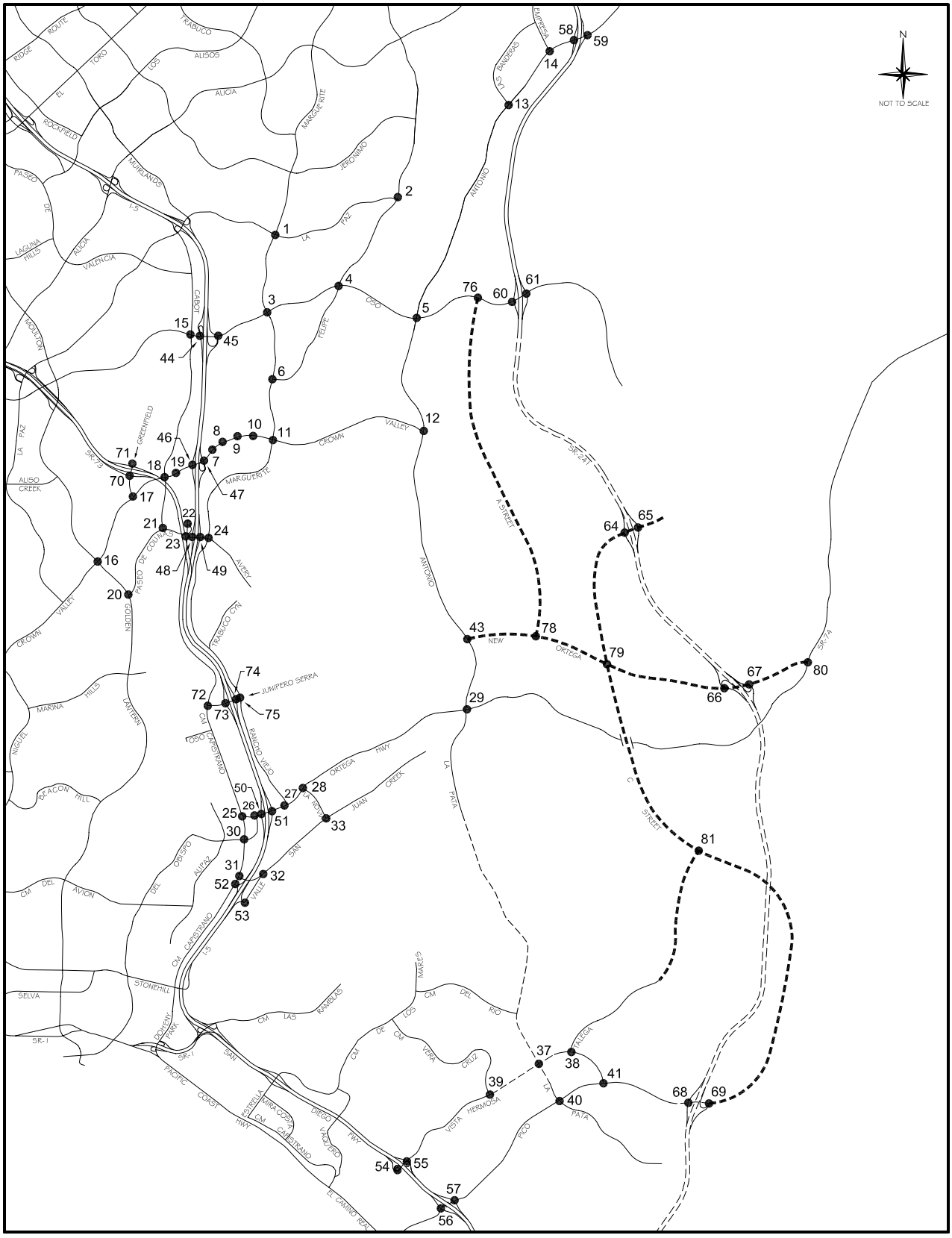
2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	10	.01*	20	.01*
SBR	0	0	40	.02	30	.02
EBL	1	1700	20	.01*	60	.04*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.01*	SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.10** **.13**

ICU Data Set 25

2025 Regional Housing Alternative
(Committed Circulation System Plus La Pata and FTC-S)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- REGIONAL HOUSING
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	330	.10*
NBT	2	3400	810	.24	1130	.33
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	210	.06
SBT	2	3400	1040	.31*	1130	.33*
SBR	1	1700	210	.12	140	.08
EBL	2	3400	230	.07*	360	.11
EBT	2	3400	320	.09	1080	.32*
EBR	1	1700	130	.08	210	.12
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	450	.13*	360	.11
WBR	d	1700	370	.22	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.86**

2. Olympiad & La Paz

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	220	.13*
NBT	2	3400	670	.20	560	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	540	.21*
SBR	0	0	190		160	
EBL	1	1700	120	.07*	270	.16*
EBT	0	0	0		0	
EBR	1	1700	120	.07	550	.32
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.61**

3. Marguerite & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	230	.07
NBT	2	3400	860	.25	890	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	240	.07	580	.17*
SBT	2	3400	700	.21*	920	.27
SBR	1	1700	320	.19	170	.10
EBL	2	3400	190	.06*	220	.06
EBT	4	6800	1410	.21	1820	.27*
EBR	d	1700	90	.05	390	.23
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2450	.36*	1470	.22
WBR	d	1700	80	.05	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.79**

4. Felipe & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	110	.06
NBT	2	3400	350	.10*	390	.11*
NBR	1	1700	70	.04	200	.12
SBL	1	1700	320	.19*	490	.29*
SBT	2	3400	410	.12	370	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	120	.07	230	.14
EBT	3	5100	1620	.32*	2230	.44*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	240	.14*	230	.14*
WBT	3	5100	2010	.39	1630	.32
WBR	d	1700	590	.35	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **1.03**

6. Marguerite & Felipe

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	850	.25*	1030	.30*
NBR	1	1700	280	.16	780	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	900	.26	890	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		440	
WBT	0.5	3400	30	.21*	10	.13*
WBR	1	1700	270	.16	100	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.82**

7. Puerta Real & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	260	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	450	.13*
EBT	4	6800	2160	.32	3010	.44
EBR	1	1700	160	.09	410	.24
WBL	2	3400	50	.01	260	.08
WBT	4	6800	2750	.42*	2650	.42*
WBR	0	0	90		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

8. Guevara/Medical Ctr & CVP

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	350	
NBT	1.5	5100	20	.06	20	.11*
NBR	0		90		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	170	.10*	140	.08
EBT	4	6800	2120	.33	3080	.49*
EBR	0	0	110		250	
WBL	2	3400	360	.11	230	.07*
WBT	4	6800	2520	.39*	2620	.40
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.79**

9. Los Altos & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	160	.09	90	.05
EBT	4	6800	1760	.30*	3180	.48*
EBR	0	0	310		100	
WBL	1	1700	460	.27*	180	.11*
WBT	4	6800	2960	.48	2290	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	100	.06*	40	.02
EBT	4	6800	1780	.26	3610	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2380	.35
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.66**

11. Marguerite & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	510	.15	840	.25*
NBR	1	1700	450	.26	550	.32
SBL	2	3400	190	.06	560	.16*
SBT	2	3400	750	.22*	610	.18
SBR	1	1700	1040	.61	320	.19
EBL	2	3400	560	.16*	880	.26*
EBT	4	6800	1190	.18	2490	.37
EBR	1	1700	70	.04	290	.17
WBL	2	3400	670	.20	620	.18
WBT	4	6800	2560	.46*	1970	.33*
WBR	0	0	540		260	
Right Turn Adjustment			SBR	.27*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	110	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	440	.26	580	.34
EBL	2	3400	360	.11	400	.12*
EBT	3	5100	2370	.47*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1070	.22	1430	.30*
WBR	0	0	50		90	
Right Turn Adjustment					SBR	.20*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.70**

14. Empresa & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	60	.09*	20	.15*
SBR	f		180		330	
EBL	2	3400	870	.26*	160	.05
EBT	3	5100	940	.18	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	850	.17*	980	.19
WBR	f		360		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.47**

15. Cabot & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	680	.20*	320	.09*
NBR	1	1700	190	.11	590	.35
SBL	2	3400	310	.09*	670	.20*
SBT	2	3400	270	.08	590	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1090	.21	1170	.23*
EBR	1	1700	130	.08	80	.05
WBL	2	3400	340	.10	320	.09*
WBT	3	5100	1400	.27*	1190	.23
WBR	1	1700	520	.31	400	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.85**

16. Moulton & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	240	.07*
NBT	2.5	6800	1320	{.26}*	1100	.22
NBR	1.5		590	{.21}	360	.21
SBL	2	3400	120	.04*	200	.06
SBT	3	5100	790	.15	1510	.30*
SBR	1	1700	130	.08	170	.10
EBL	2	3400	190	.06	160	.05
EBT	3	5100	1350	.26*	1110	.22*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	610	.18*	810	.24*
WBT	3	5100	850	.17	1450	.28
WBR	1	1700	190	.11	150	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.88**

17. Greenfield & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	930	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	250	.15
EBL	2	3400	570	.17*	300	.09*
EBT	3	5100	1560	.31	1140	.23
EBR	0	0	20		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1440	.28*	1590	.31*
WBR	1	1700	820	.48	770	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	160	.05
NBR	1	1700	370	.22	320	.19
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	100	.06	390	.19*
SBR	0	0	190	.11	260	
EBL	2	3400	290	.09*	320	.09*
EBT	3	5100	1990	.39	1580	.31
EBR	1	1700	120	.07	170	.10
WBL	2	3400	170	.05	340	.10
WBT	3	5100	2050	.40*	2030	.40*
WBR	1	1700	160	.09	250	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.78**

19. Forbes & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	220	.13
EBL	1	1700	190	.11*	130	.08*
EBT	4	6800	2270	.35	1960	.29
EBR	0	0	140		30	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2160	.42*	2260	.44*
WBR	1	1700	120	.07	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.73**

20. Golden Lantern & P. Colinas

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2320	.45*	870	.17
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1260	.25	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	530	.31	240	.14
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.03**		**.86**

21. Cabot & Paseo de Colinas

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	310	.09	410	.12
EBL	1	1700	480	.28*	450	.26*
EBT	2	3400	860	.25	650	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	440	.15*	980	.30*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.65**

22. Cm Capistrano & P. Colinas

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	100	{.20}*
NBR	1.5		640	{.12}	910	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1110		820	
WBT	0	3400	0	.34*	0	.25*
WBR	0.5		50		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.56**

23. Cm Capistrano & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	90	.05	310	.18
SBL	2	3400	940	.28*	1010	.30*
SBT	1	1700	50	.03	40	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	650	.19	890	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.56**

24. Marguerite & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	300	.18*
NBT	2	3400	550	.16	350	.10
NBR	d	1700	160	.09	30	.02
SBL	1	1700	150	.09	120	.07
SBT	2	3400	560	.16*	600	.18*
SBR	d	1700	340	.20	580	.34
EBL	2	3400	590	.17	720	.21
EBT	2	3400	530	.27*	810	.31*
EBR	0	0	400		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	350	.12
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.80**

25. Cm Capistrano & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	610	.36*	540	.32*
NBR	1	1700	40	.02	90	.05
SBL	1	1700	170	.10*	140	.08*
SBT	1	1700	570	.34	520	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	220	.13*
WBT	0	0	0		0	
WBR	1	1700	230	.14	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.58**

26. Del Obispo & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1210	.36	1320	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	430	.15*	540	.19*
EBR	0	0	80		120	
WBL	2	3400	1250	.37*	1300	.38*
WBT	1	1700	710	.42	790	.46
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

27. Rancho Viejo & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	120	.10
NBR	0		70		50	
SBL	1.5		140		270	
SBT	0.5	3400	110	.07*	160	.13*
SBR	1	1700	160	.09	180	.11
EBL	1	1700	160	.09	260	.15
EBT	2	3400	1330	.39*	1760	.52*
EBR	1	1700	710	.42	470	.28
WBL	1	1700	80	.05*	70	.04*
WBT	3	5100	1670	.33	1250	.25
WBR	1	1700	420	.25	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.91**

28. La Novia & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11*	270	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	450	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1070	.31*	1790	.53*
EBR	1	1700	380	.22	270	.16
WBL	1	1700	580	.34*	460	.27*
WBT	2	3400	1750	.51	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.93**

30. Cm Capistrano & Del Obispo

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	440	.13*
NBT	1	1700	730	.43*	400	.24
NBR	1	1700	190	.11	310	.18
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	420	.25	660	.39*
SBR	1	1700	690	.41	320	.19
EBL	1	1700	250	.15	350	.21
EBT	2	3400	1040	.31*	770	.23*
EBR	1	1700	460	.27	430	.25
WBL	1	1700	300	.18*	380	.22*
WBT	2	3400	670	.20	790	.23
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.02**

31. Cm Capistrano & San Juan Crk

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	780	.23*	800	.24*
NBR	1	1700	510	.30	550	.32
SBL	2	3400	240	.07*	600	.18*
SBT	2	3400	710	.21	1060	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		790	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		540	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

32. Valle & San Juan Creek

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	520	.31*
NBT	0	0	0		0	
NBR	1	1700	220	.13	290	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	590	.35
EBR	1	1700	390	.23	560	.33
WBL	1	1700	250	.15	150	.09
WBT	1	1700	930	.55*	810	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.84**

33. La Novia & San Juan Creek

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	270	.16*	170	.10*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	470	.28*	470	.28*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	570	.34	370	.22
EBL	1	1700	240	.14*	350	.21*
EBT	1	1700	270	.16	300	.18
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	310	.18*
WBR	1	1700	500	.29	370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.82**

44. I-5 SB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	720	.21*	1270	.37*
SBT	0	0	0		0	
SBR	1	1700	350	.21	450	.26
EBL	0	0	0		0	
EBT	3	5100	1120	.22	1730	.34*
EBR	f		470		710	
WBL	0	0	0		0	
WBT	3	5100	1930	.38*	1450	.28
WBR	f		680		370	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.76**

45. I-5 NB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	280	.16	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	2430	.48*
EBR	f		290		560	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	1380	.27
WBR	f		1260		740	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.85**

46. I-5 SB Ramps & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1290	.25*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		690	.20	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2450	.36*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	500	.15*	500	.15*
WBT	3	5100	1750	.34	1850	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.25}*	240	{.14}*
NBT	0	5100	0	.25	0	.14
NBR	1.5		710		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2090	{.41}*	3410	.67*
EBR	1.5		960	{.38}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2110	.41
WBR	f		1480		1610	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.86**

48. I-5 SB Ramps & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		510		460	
SBT	0	3400	0	.21*	0	.25*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	670	.20	970	.29*
EBR	1	1700	350	.21	340	.20
WBL	1	1700	200	.12	330	.19*
WBT	1	1700	740	.44*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.78**

49. I-5 NB Ramps & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	390	.23	600	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	270	.16*
EBT	2	3400	1140	.34*	1160	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	660	.19	720	.21*
WBR	1	1700	450	.26	510	.30
Right Turn Adjustment			NBR	.05*	NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.75**

50. I-5 SB Ramps & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1150		1300	
SBT	0	5100	0	{.38}*	0	{.42}*
SBR	1.5		970		1050	
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1610	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	250	.15*	230	.14*
WBT	2	3400	1000	.29	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.93**

51. I-5 NB Ramps & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.12}*	280	{.13}*
NBT	0	5100	0	{.12}	0	{.13}
NBR	1.5		540		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	850	.25*
EBT	2	3400	1770	.52	2050	.60
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	960	{.39}*	1000	{.38}*
WBR	1.5		1220		1120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.81**

52. Cm Capistrano & I-5 SB Ramps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1080	.32*	930	.28*
NBR	0	0	20		20	
SBL	2	3400	620	.18*	550	.16*
SBT	2	3400	970	.29	1300	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1080	.32*
WBT	0	5100	0		0	
WBR	1.5		210		420	.25
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.81**

53. Valle & La Novia/I-5 NB Rmps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	1	1700	120	.07	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		200	
SBT	1	1700	180	.15*	220	.25*
SBR	1	1700	350	.21	280	.16
EBL	1	1700	410	.24*	520	.31*
EBT	1	1700	40	.05	170	.14
EBR	0	0	50		70	
WBL	0	0	30		40	
WBT	1	1700	310	.20*	80	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.74**

58. SR-241 SB Ramps & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	420	.25
EBL	0	0	0		0	
EBT	3	5100	1370	.27*	1640	.32*
EBR	1	1700	30	.02	70	.04
WBL	1	1700	150	.09*	120	.07*
WBT	3	5100	1270	.25	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.69**

59. SR-241 NB Ramps & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	630	.37*	200	.12
EBT	3	5100	920	.18	2260	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1360	.27*	1140	.22
WBR	1	1700	1520	.89	200	.12
Right Turn Adjustment			WBR	.60*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.31** **.53**

60. SR-241 SB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70		200	
SBT	0	5100	0	.02*	0	.10*
SBR	1.5		40		330	
EBL	0	0	0		0	
EBT	2	3400	1020	.30	940	.28
EBR	1	1700	340	.20	520	.31
WBL	2	3400	150	.04	90	.03
WBT	2	3400	1620	.48*	1040	.31*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.46**

61. SR-241 NB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		530	{.17}*	470	{.18}*
NBT	0	3400	0	.17	0	.18
NBR	0.5		50		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	460	.27*	50	.03
EBT	2	3400	630	.19	1080	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1240	.36*	640	.19
WBR	1	1700	380	.22	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.55**

70. Greenfield & SR-73 SB Ramps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1270	.48*	520	.27*
NBR	0	0	370		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		520		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1260	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.47**

72. Cm Capistrano & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1010	.59	810	.48
SBL	1	1700	100	.06*	130	.08*
SBT	1	1700	80	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1030	.61*
WBT	0	0	0		0	
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment			NBR	.17*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.79**

73. I-5 SB Ramps & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	580	.34	630	.37
EBL	0	0	0		0	
EBT	2	3400	980	.33*	790	.28*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	330	{.19}*
WBT	1.5	3400	340	.17	600	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.74**

74. I-5 NB Ramps & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		620	.36*	610	.36*
EBT	1.5	3400	590	.35	460	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	790	.46*
WBR	1	1700	450	.26	310	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.95**

75. Rancho Viejo & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	420	.25*	350	.21*
NBT	2	3400	200	.06	230	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	240	.14*	320	.19*
SBR	1	1700	580	.34	740	.44
EBL	1.5		640		470	
EBT	0.5	3400	30	.26*	10	.20*
EBR	0		230		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.76**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3200	640	.20*	600	.19*
NBT	3	4800	520	.11	710	.15
NBR	1	1600	180	.11	250	.16
SBL	1	1600	90	.06	50	.03
SBT	3	4800	580	.12*	400	.08*
SBR	1	1600	330	.21	500	.31
EBL	1	1600	480	.30*	340	.21*
EBT	2	3200	300	.09	470	.15
EBR	1	1600	350	.22	380	.24
WBL	1	1600	230	.14	220	.14
WBT	2	3200	620	.23*	410	.16*
WBR	0	0	110		110	
Right Turn Adjustment					SBR	.07*

TOTAL CAPACITY UTILIZATION **.85** **.71**

38. Talega & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	210	.13	90	.06
SBT	1	1600	30	.42*	30	.24*
SBR	0	0	640		360	
EBL	1	1600	290	.18*	470	.29*
EBT	2	3200	50	.03	140	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	180	.10*	150	.09*
WBR	0	0	130		210	.13

TOTAL CAPACITY UTILIZATION **.71** **.63**

39. Vera Cruz & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	70	.03*	240	.08*
NBR	0	0	10		10	
SBL	1	1600	850	.53*	630	.39*
SBT	2	3200	470	.21	150	.09
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	170	.11*
EBT	2	3200	1220	.41	920	.29
EBR	0	0	80		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	830	.37*	1030	.57*
WBR	0	0	360		790	

TOTAL CAPACITY UTILIZATION **1.12** **1.15**

40. La Pata & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	150	.09*	750	.47*
NBT	2	3200	10	.00	30	.01
NBR	1	1600	190	.12	120	.08
SBL	2	3200	40	.01	20	.01
SBT	2	3200	90	.03*	10	.00*
SBR	f		140		60	
EBL	1	1600	200	.13	130	.08*
EBT	3	4800	1000	.21*	830	.17
EBR	1	1600	600	.38	280	.18
WBL	2	3200	220	.07*	40	.01
WBT	2.5	6400	470	.10	800	.17*
WBR	1.5		30		10	
Right Turn Adjustment			EBR	.10*		

TOTAL CAPACITY UTILIZATION **.50** **.72**

41. Vista Hermosa & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	150	.09*
NBT	2	3200	10	.01*	40	.02
NBR	0	0	10		10	
SBL	2	3200	430	.13*	150	.05
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	90	.03*	200	.06*
EBT	3	4800	1020	.21	980	.20
EBR	1	1600	310	.19	10	.01
WBL	1	1600	10	.01	10	.01
WBT	3	4800	770	.22*	630	.20*
WBR	0	0	300		340	.21

TOTAL CAPACITY UTILIZATION **.39** **.36**

54. I-5 SB Ramps & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1190	.37*	650	
SBT	0	4800	0		0	{.24}*
SBR	1.5		180	.11	530	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	340	.11*
WBR	f		230		140	

TOTAL CAPACITY UTILIZATION **.48** **.39**

55. I-5 NB Ramps & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		250	.08	360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1550	.48*	1070	.33
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	450	{.26}	540	.34*
WBR	1.5		860		1080	
Right Turn Adjustment			NBR	.02*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.56** **.44**

56. I-5 SB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1700	.53*	840	.26*
SBT	0	0	10		10	
SBR	1	1600	230	.14	350	.22
EBL	0	0	0		0	
EBT	3	4800	870	.18*	850	.18*
EBR	1	1600	160	.10	410	.26
WBL	1	1600	310	.19*	580	.36*
WBT	2	3200	470	.15	1030	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.90** **.80**

57. I-5 NB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	260	.16	150	.09
NBR(f)	f		600		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	250	.16
EBT	2	3200	2360	.74*	1420	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	630	.13	1310	.27
WBR	f		990		1250	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.90**		**.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	820	.24*	670	.20*
NBT	3	5100	990	.19	920	.18
NBR	1	1700	520	.31	630	.37
SBL	2	3400	180	.05	130	.04
SBT	3	5100	1280	.25*	1140	.22*
SBR	f		1030		530	
EBL	2	3400	830	.24*	940	.28
EBT	3	5100	840	.16	1340	.26*
EBR	1	1700	580	.34	650	.38
WBL	2	3400	900	.26	770	.23*
WBT	3	5100	1090	.21*	700	.14
WBR	1	1700	310	.18	90	.05
Right Turn Adjustment			EBR	.15*	EBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.14** **1.08**

12. Antonio & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	920	.27*	1070	.31*
NBT	3	5100	1610	.32	1230	.24
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1350	.26*	1430	.28*
SBR	f		1120		950	
EBL	2	3400	620	.18*	1140	.34*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	570	.34	1050	.62
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.16*	EBR	.27*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **1.26**

29. La Pata & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	310	.18*
NBT	2	3400	550	.17	600	.20
NBR	0	0	20		70	
SBL	1	1700	30	.02	110	.06
SBT	2	3400	920	.27*	490	.14*
SBR	1	1700	1510	.89	1100	.65
EBL	2	3400	960	.28*	1280	.38*
EBT	1	1700	40	.02	630	.37
EBR	1	1700	450	.26	200	.12
WBL	1	1700	110	.06	20	.01
WBT	1	1700	430	.25*	150	.09*
WBR	1	1700	110	.06	40	.02
Right Turn Adjustment			SBR	.62*	SBR	.51*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.35**

43. Antonio & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	3	5100	740	.15*	980	.19*
NBR	f		740		1070	
SBL	2	3400	940	.28*	1140	.34*
SBT	3	5100	1100	.22	940	.18
SBR	d	1700	40	.02	40	.02
EBL	1	1700	40	.02	50	.03
EBT	1	1700	60	.04*	60	.04*
EBR	1	1700	60	.04	60	.04
WBL	2	3400	980	.29*	860	.25*
WBT	1	1700	30	.02	60	.04
WBR	f		1140		1250	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.87**

64. SR-241 SB Ramps & C St

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		130		380	
SBT	0	5100	0	.05*	0	.13*
SBR	1.5		100		300	
EBL	0	0	0		0	
EBT	2	3400	560	.17*	540	.16*
EBR	0	0	10		10	
WBL	1	1700	50	.03*	40	.02*
WBT	2	3400	310	.09	340	.10
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.30** **.36**

65. SR-241 NB Ramps & C St

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	50	.03	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	320	.09*	210	.06
EBT	2	3400	370	.11	710	.21*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	350	.10*	370	.11
WBR	1	1700	380	.22	200	.12
Right Turn Adjustment		Multi		.14*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.30**

66. SR-241 SB Ramps & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		300	.09*	620	.18*
SBT	0	5100	0		0	
SBR	1.5		120	.07	160	.09
EBL	0	0	0		0	
EBT	2	3400	1030	.31	1200	.36*
EBR	0	0	30		30	
WBL	0	0	0		0	
WBT	2	3400	1090	.32*	1080	.32
WBR	1	1700	510	.30	420	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.59**

67. SR-241 NB Ramps & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		10		10	
NBT	0	3400	0	.12*	0	.18*
NBR	1.5		390		610	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1280	.38	1800	.53
EBR	1	1700	50	.03	20	.01
WBL	0	0	0		0	
WBT	2	3400	1590	.70*	1490	.59*
WBR	0	0	780		520	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.82**

68. SR-241 SB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		310		230	
SBT	0	5100	0	.13*	0	.11*
SBR	1.5		350		330	
EBL	0	0	0		0	
EBT	2	3400	1040	.31*	1440	.42*
EBR	1	1700	90	.05	200	.12
WBL	1	1700	90	.05*	120	.07*
WBT	2	3400	910	.27	1070	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.65**

69. SR-241 NB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	80	.05	90	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1060	.31*	1250	.37*
EBR	1	1700	290	.17	420	.25
WBL	1	1700	270	.16*	300	.18*
WBT	2	3400	960	.28	1110	.33
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.65**

76. A St & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	150	.09	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1230	.24*	1300	.25*
EBR	d	1700	270	.16	330	.19
WBL	1	1700	140	.08*	140	.08*
WBT	3	5100	1500	.29	1240	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.53**

78. A St & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	210	.12*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	130	.08	130	.08
EBL	1	1700	80	.05*	130	.08*
EBT	3	5100	1650	.32	2130	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2020	.40*	2040	.40*
WBR	d	1700	200	.12	280	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.69**

79. C St & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	740	.22*
NBT	2	3400	220	.06	160	.05
NBR	1	1700	130	.08	130	.08
SBL	2	3400	120	.04	140	.04
SBT	2	3400	100	.03*	250	.07*
SBR	1	1700	360	.21	380	.22
EBL	2	3400	330	.10*	370	.11*
EBT	2	3400	1090	.32	1070	.31
EBR	1	1700	490	.29	900	.53
WBL	2	3400	60	.02	70	.02
WBT	2	3400	1050	.31*	1210	.36*
WBR	1	1700	160	.09	210	.12
Right Turn Adjustment			SBR	.08*	SBR	.04*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.77** **.85**

80. Ortega & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	540	.16*
NBT	2	3400	10	.01	320	.10
NBR	0	0	10		30	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	130	.08*	10	.01*
SBR	2	3400	1070	.31	600	.18
EBL	2	3400	390	.11*	880	.26*
EBT	1	1700	50	.03	170	.10
EBR	1	1700	560	.33	520	.31
WBL	1	1700	20	.01	10	.01
WBT	1	1700	220	.14*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.32*	SBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.71**

81. C St & Talega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	270	.08	420	.13
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	310	.10*	440	.14*
SBR	0	0	30		30	
EBL	1	1700	10	.01*	30	.02*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.18** **.23**

1. Marguerite & La Paz

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	310	.09*
NBT	2	3400	800	.24	1100	.32
NBR	d	1700	140	.08	180	.11
SBL	2	3400	120	.04	190	.06
SBT	2	3400	1010	.30*	1100	.32*
SBR	1	1700	180	.11	130	.08
EBL	2	3400	200	.06*	330	.10
EBT	2	3400	320	.09	1030	.30*
EBR	1	1700	120	.07	260	.15
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	460	.14*	380	.11
WBR	d	1700	350	.21	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.82**

2. Olympiad & La Paz

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	340	.20*	170	.10*
NBT	2	3400	850	.25	750	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	650	.26*	770	.29*
SBR	0	0	230		210	
EBL	1	1700	150	.09*	310	.18*
EBT	0	0	0		0	
EBR	1	1700	120	.07	430	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.62**

3. Marguerite & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	210	.06
NBT	2	3400	870	.26	820	.24*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	220	.06	730	.21*
SBT	2	3400	680	.20*	820	.24
SBR	1	1700	320	.19	170	.10
EBL	2	3400	180	.05*	290	.09*
EBT	4	6800	1340	.20	1640	.24
EBR	d	1700	100	.06	430	.25
WBL	2	3400	110	.03	160	.05
WBT	4	6800	2370	.35*	1410	.21*
WBR	d	1700	100	.06	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.80**

4. Felipe & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	120	.07
NBT	2	3400	390	.11*	440	.13*
NBR	1	1700	60	.04	190	.11
SBL	1	1700	360	.21*	530	.31*
SBT	2	3400	470	.14	480	.14
SBR	d	1700	150	.09	250	.15
EBL	1	1700	140	.08*	260	.15
EBT	3	5100	1490	.29	2150	.42*
EBR	d	1700	80	.05	140	.08
WBL	1	1700	230	.14	200	.12*
WBT	3	5100	1870	.37*	1530	.30
WBR	d	1700	680	.40	420	.25
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**1.03**

6. Marguerite & Felipe

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	20	.01
NBT	2	3400	880	.26*	930	.27*
NBR	1	1700	280	.16	820	.48
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	870	.26	820	.24
SBR	d	1700	20	.01	50	.03
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.06*
EBR	0	0	30		50	
WBL	1.5		700		500	
WBT	0.5	3400	40	.22*	10	.15*
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.64** **.85**

7. Puerta Real & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	460	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	220	.13
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	420	.12
EBT	4	6800	2080	.31	3060	.45*
EBR	1	1700	170	.10	390	.23
WBL	2	3400	40	.01	320	.09*
WBT	4	6800	2670	.40*	2550	.41
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.79**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	.09*	340	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		290	.17
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	160	.09
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2050	.32	3070	.49*
EBR	0	0	120		270	
WBL	2	3400	350	.10	210	.06*
WBT	4	6800	2410	.38*	2630	.40
WBR	0	0	140		70	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.63** **.79**

9. Los Altos & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	510	.15
NBT	1	1700	20	.06*	20	.19*
NBR	0	0	90		300	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	80	.05
EBT	4	6800	1700	.29	3250	.49*
EBR	0	0	300		90	
WBL	1	1700	450	.26	190	.11*
WBT	4	6800	2830	.46*	2290	.34
WBR	0	0	290		20	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.70** **.98**

10. Bellogente & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1720	.25	3700	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3530	.53*	2410	.36
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.68**

11. Marguerite & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	520	.15	680	.20*
NBR	1	1700	470	.28	720	.42
SBL	2	3400	210	.06	320	.09*
SBT	2	3400	770	.23*	670	.20
SBR	1	1700	1000	.59	440	.26
EBL	2	3400	540	.16*	970	.29*
EBT	4	6800	1150	.17	2530	.37
EBR	1	1700	70	.04	270	.16
WBL	2	3400	660	.19	610	.18
WBT	4	6800	2440	.36*	1890	.28*
WBR	d	1700	600	.35	240	.14
Right Turn Adjustment			SBR	.24*	NBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.10** **.93**

13. Banderas & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	560	.33
EBL	2	3400	400	.12	380	.11*
EBT	3	5100	2320	.46*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1080	.22	1370	.28*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.20*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.67**

14. Empresa & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		180		290	
EBL	2	3400	830	.24*	140	.04
EBT	3	5100	930	.18	1130	.22*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	830	.16*	970	.19
WBR	f		290		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.46**

15. Cabot & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	180	.05
NBT	2	3400	690	.20*	320	.09*
NBR	1	1700	220	.13	580	.34
SBL	2	3400	300	.09*	670	.20*
SBT	2	3400	250	.07	590	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04*	130	.04
EBT	3	5100	1000	.20	1260	.25*
EBR	1	1700	130	.08	60	.04
WBL	2	3400	370	.11	270	.08*
WBT	3	5100	1430	.28*	1100	.22
WBR	1	1700	520	.31	410	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.86**

16. Moulton & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1220	{.24}*	1140	.22
NBR	1.5		530	{.18}	310	.18
SBL	2	3400	110	.03*	230	.07
SBT	3	5100	850	.17	1380	.27*
SBR	1	1700	130	.08	130	.08
EBL	2	3400	110	.03	150	.04
EBT	3	5100	1240	.24*	1020	.20*
EBR	1	1700	410	.24	220	.13
WBL	2	3400	590	.17*	630	.19*
WBT	3	5100	830	.16	1310	.26
WBR	1	1700	170	.10	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.78**

17. Greenfield & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	900	.26*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	220	.13	240	.14
EBL	2	3400	550	.16*	210	.06*
EBT	3	5100	1380	.27	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1430	.28*	1380	.27*
WBR	1	1700	830	.49	810	.48
Right Turn Adjustment			WBR	.02*	WBR	.01*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.68**

18. Cabot & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	360	.11*	150	.04
NBR	1	1700	380	.22	310	.18
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	120	.07	370	.18*
SBR	0	0	190	.11	250	
EBL	2	3400	280	.08*	340	.10*
EBT	3	5100	1880	.37	1530	.30
EBR	1	1700	80	.05	160	.09
WBL	2	3400	150	.04	350	.10
WBT	3	5100	2060	.40*	1880	.37*
WBR	1	1700	160	.09	220	.13
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.74**

19. Forbes & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	100	.06
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	160	.09	210	.12
EBL	1	1700	170	.10*	140	.08*
EBT	4	6800	2210	.35	1880	.28
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2160	.42*	2130	.42*
WBR	1	1700	120	.07	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.69**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2180	.43*	920	.18
NBR	2	3400	930	.27	510	.15
SBL	1	1700	420	.25*	240	.14
SBT	3	5100	1280	.25	2000	.39*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1070	
WBT	0.5	3400	10	.21*	10	.32*
WBR	1	1700	480	.28	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.78**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	270	.08	420	.12
EBL	1	1700	550	.32*	410	.24*
EBT	2	3400	610	.18	390	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	310	.10*	820	.25*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.57**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.14}*	90	{.20}*
NBR	1.5		500	{.11}	790	
SBL	1	1700	20	.01*	70	.04*
SBT	1	1700	80	.05	310	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790		540	
WBT	0	3400	0	.24*	0	.17*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.46**

23. Cm Capistrano & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	90	.05*
NBR	1	1700	590	.35	510	.30
SBL	2	3400	670	.20*	770	.23*
SBT	1	1700	20	.01	100	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	690	.41*
WBT	0	0	0		0	
WBR	2	3400	560	.16	770	.23
Right Turn Adjustment			NBR	.19*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

24. Marguerite & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	290	.17*
NBT	2	3400	560	.16	330	.10
NBR	d	1700	170	.10	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	540	.16*	470	.14*
SBR	d	1700	310	.18	780	.46
EBL	2	3400	640	.19	670	.20
EBT	2	3400	600	.30*	820	.31*
EBR	0	0	410		250	
WBL	1	1700	50	.03*	190	.11*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.86**

25. Cm Capistrano & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	340	.20	550	.32*
NBR	1	1700	10	.01	80	.05
SBL	1	1700	130	.08	160	.09*
SBT	1	1700	610	.36*	390	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	90	.05*	90	.05*
WBT	0	0	0		0	
WBR	1	1700	210	.12	250	.15
Right Turn Adjustment					WBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.54**

26. Del Obispo & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1040	.31	1040	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	320	.12*	540	.19*
EBR	0	0	100		120	
WBL	2	3400	970	.29*	1180	.35*
WBT	1	1700	630	.37	590	.35
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.66**

27. Rancho Viejo & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11	560	.16*
NBT	1	1700	190	.11*	130	.08
NBR	1	1700	70	.04	60	.04
SBL	1.5		230		350	
SBT	0.5	3400	120	.10*	170	.15*
SBR	1	1700	160	.09	170	.10
EBL	1	1700	150	.09	250	.15
EBT	2	3400	1410	.41*	1800	.53*
EBR	1	1700	700	.41	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1500	.29	1300	.25
WBR	1	1700	740	.44	230	.14
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.93**

28. La Novia & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	500	.15*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	40	.02	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1240	.36	1800	.53*
EBR	1	1700	390	.23	380	.22
WBL	1	1700	240	.14	140	.08*
WBT	2	3400	1770	.52*	1240	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.75**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	430	.13*
NBT	1	1700	560	.33	430	.25
NBR	1	1700	250	.15	270	.16
SBL	1	1700	50	.03	60	.04
SBT	1	1700	430	.25*	620	.36*
SBR	1	1700	650	.38	70	.04
EBL	1	1700	60	.04	280	.16*
EBT	2	3400	830	.24*	590	.17
EBR	1	1700	430	.25	510	.30
WBL	2	3400	240	.07*	390	.11
WBT	2	3400	500	.15	690	.20*
WBR	1	1700	70	.04	40	.02
Right Turn Adjustment		SBR		.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.90**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	510	.15*	740	.22*
NBR	1	1700	530	.31	760	.45
SBL	2	3400	250	.07*	830	.24*
SBT	2	3400	640	.19	940	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1050		830	.24*
WBT	0	5100	0	{.36}*	0	
WBR	1.5		860		620	{.18}
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.80**

32. Valle & San Juan Creek

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	.18*	540	.16*
NBT	0	5100	0		0	
NBR	1.5		160		300	{.13}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	420	.23	940	.46*
EBR	0	0	350		640	
WBL	1	1700	240	.14	110	.06*
WBT	2	3400	1310	.39*	910	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.73**

33. La Novia & San Juan Creek

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	210	.12*	140	.08*
NBR	1	1700	170	.10	80	.05
SBL	1	1700	250	.15*	410	.24*
SBT	1	1700	150	.09	200	.12
SBR	1	1700	500	.29	280	.16
EBL	1	1700	190	.11*	250	.15
EBT	2	3400	320	.09	770	.23*
EBR	d	1700	60	.04	140	.08
WBL	1	1700	80	.05	130	.08*
WBT	2	3400	860	.25*	450	.13
WBR	d	1700	510	.30	230	.14
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.68**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	710	.21*	980	.29*
SBT	0	0	0		0	
SBR	1	1700	380	.22	410	.24
EBL	0	0	0		0	
EBT	3	5100	1050	.21	1920	.38*
EBR	f		460		610	
WBL	0	0	0		0	
WBT	3	5100	1960	.38*	1370	.27
WBR	f		620		340	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	420	.25*	400	.24*
NBT	0	0	0		0	
NBR	1	1700	270	.16	450	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1620	.32	2450	.48*
EBR	f		260		440	
WBL	0	0	0		0	
WBT	3	5100	2160	.42*	1300	.25
WBR	f		1130		710	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.79**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1270	.25*	2090	.41*
SBT	0	8500	0		0	
SBR	2.5		660	.19	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1670	.25*	2360	.35*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	470	.14*	510	.15*
WBT	3	5100	1760	.35	1700	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.96**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		570	{.25}*	200	.12*
NBT	0	5100	0	.25	0	
NBR	1.5		680		460	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2030	{.40}*	3430	.67*
EBR	1.5		950	{.37}	1010	.59
WBL	0	0	0		0	
WBT	3	5100	1680	.33	2020	.40
WBR	f		1430		1550	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.86**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	510	.15*	490	.14*
SBT	0	0	0		0	
SBR	1	1700	230	.14	610	.36
EBL	0	0	0		0	
EBT	1.5	5100	980	.29*	970	.29*
EBR	1.5		260	.15	300	.18
WBL	1	1700	180	.11*	350	.21*
WBT	2	3400	680	.20	790	.23
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.71**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.13}*	270	{.14}*
NBT	0	5100	0	.13	0	{.14}
NBR	1.5		380		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	220	.13	270	.16*
EBT	2	3400	1280	.38*	1200	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	620	.18	880	.26*
WBR	f		440		470	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.61**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1290		1510	.44*
SBT	0	5100	0	{.40}*	0	
SBR	1.5		900		860	{.42}
EBL	0	0	0		0	
EBT	3	5100	1190	.23*	1340	.26*
EBR	1	1700	170	.10	240	.14
WBL	1	1700	160	.09*	200	.12*
WBT	2	3400	700	.21	910	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.87**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.15}*	270	{.14}*
NBT	0	5100	0	{.15}	0	.14
NBR	1.5		530		420	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	640	.19	720	.21
EBT	2	3400	1830	.54*	2130	.63*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	610	{.35}	850	{.38}
WBR	1.5		1390		1280	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.82**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	1090	.33*
NBR	0	0	20		40	
SBL	2	3400	610	.18*	480	.14*
SBT	2	3400	1080	.32	1280	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		770	.23*	1030	.30*
WBT	0	5100	0		0	
WBR	1.5		200		410	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.82**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	110	.06*
NBT	1	1700	140	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		230	
SBT	1	1700	140	.12*	230	.27*
SBR	1	1700	340	.20	290	.17
EBL	1	1700	420	.25*	530	.31*
EBT	1	1700	40	.05	150	.12
EBR	0	0	40		50	
WBL	0	0	30		40	
WBT	1	1700	310	.20*	80	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.76**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	810	.24*
SBT	0	5100	0		0	
SBR	1.5		180	{.03}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1350	.26*	1620	.32*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	120	.07*	120	.07*
WBT	3	5100	1170	.23	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.68**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		50	.01*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		120		110	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	580	.17*	200	.06
EBT	3	5100	960	.19	2200	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	1140	.22
WBR	1	1700	1540	.91	200	.12
Right Turn Adjustment			WBR	.66*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.13** **.51**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	210	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	280	
EBL	0	0	0		0	
EBT	2	3400	910	.27	530	.16
EBR	1	1700	240	.14	280	.16
WBL	2	3400	30	.01	30	.01
WBT	2	3400	1030	.30*	640	.19*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.34**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.09}*	280	{.09}*
NBT	0	3400	0	.09	0	.09
NBR	0.5		20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	440	.26*	20	.01
EBT	2	3400	540	.16	710	.21*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	780	.23*	370	.11
WBR	1	1700	410	.24	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.35**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1390	.49*	550	.24*
NBR	0	0	260		280	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	440	.13	380	.11
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		530		940	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.53**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1380	.41*	450	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	310	.18*	310	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.42**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	160	.05*	250	.07*
NBR	1	1700	1060	.62	820	.48
SBL	2	3400	540	.16*	330	.10*
SBT	2	3400	210	.06	410	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	860	.25*	1120	.33*
WBT	0	0	0		0	
WBR	1	1700	190	.11	610	.36
Right Turn Adjustment			NBR	.32*	NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.83** **.63**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200		260	.15*
SBT	0	5100	0	{.06}*	0	
SBR	1.5		560		790	.23
EBL	0	0	0		0	
EBT	2	3400	1200	.35*	890	.26*
EBR	d	1700	380	.22	260	.15
WBL	1	1700	240	.14*	280	.16*
WBT	2	3400	500	.15	940	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.62**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	320	.09*
NBT	0	0	0		0	
NBR	1	1700	300	.18	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	710	.21*	630	.19*
EBT	2	3400	700	.21	520	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	630	{.22}*	890	.26*
WBR	1.5		550		240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.59**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Current MPAH Buildout)

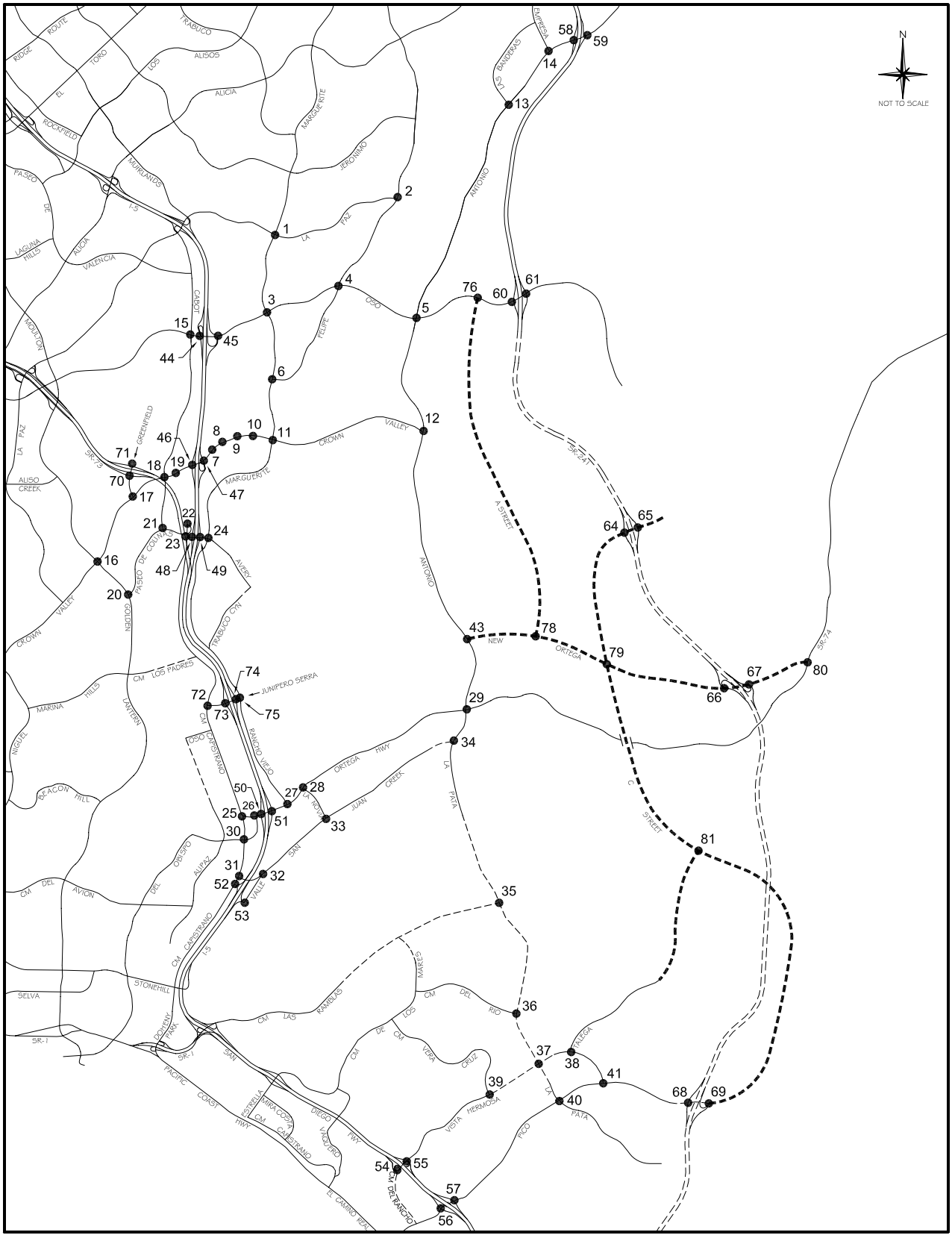
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	580	.17*	460	.14*
NBT	2	3400	350	.11	240	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	220	{.08}*	360	{.15}*
SBR	1.5		580		660	
EBL	1.5		620		460	
EBT	0.5	3400	30	.29*	10	.21*
EBR	0		340		250	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.56**

ICU Data Set 27

2025 Proposed Project
(MPAH Buildout with Proposed MPAH Amendments)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(MPAH BUILDOUT WITH
PROPOSED MPAH AMENDMENTS)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	330	.10*
NBT	2	3400	810	.24	1080	.32
NBR	d	1700	140	.08	180	.11
SBL	2	3400	120	.04	200	.06
SBT	2	3400	1000	.29*	1070	.31*
SBR	1	1700	170	.10	140	.08
EBL	2	3400	200	.06*	340	.10
EBT	2	3400	320	.09	1010	.30*
EBR	1	1700	110	.06	270	.16
WBL	2	3400	340	.10	190	.06*
WBT	2	3400	480	.14*	360	.11
WBR	d	1700	310	.18	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.82**

2. Olympiad & La Paz

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	170	.10*
NBT	2	3400	830	.24	740	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	640	.26*	750	.28*
SBR	0	0	260		210	
EBL	1	1700	150	.09*	290	.17*
EBT	0	0	0		0	
EBR	1	1700	110	.06	460	.27
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.62**

3. Marguerite & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	220	.06
NBT	2	3400	850	.25	850	.25*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	210	.06	620	.18*
SBT	2	3400	690	.20*	890	.26
SBR	1	1700	330	.19	180	.11
EBL	2	3400	190	.06*	240	.07
EBT	4	6800	1370	.20	1750	.26*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2400	.35*	1410	.21
WBR	d	1700	100	.06	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.78**

4. Felipe & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	400	.12*	480	.14*
NBR	1	1700	60	.04	140	.08
SBL	1	1700	360	.21*	500	.29*
SBT	2	3400	470	.14	440	.13
SBR	d	1700	130	.08	240	.14
EBL	1	1700	130	.08*	230	.14
EBT	3	5100	1510	.30	2170	.43*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	200	.12	200	.12*
WBT	3	5100	1960	.38*	1530	.30
WBR	d	1700	600	.35	390	.23
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**1.03**

6. Marguerite & Felipe

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	860	.25*	980	.29*
NBR	1	1700	290	.17	790	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	890	.26	890	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		480	
WBT	0.5	3400	40	.21*	20	.15*
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.83**

7. Puerta Real & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	460	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	260	.15
SBL	1	1700	160	.09*	200	.12
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	440	.13*
EBT	4	6800	2110	.31	2960	.44
EBR	1	1700	170	.10	390	.23
WBL	2	3400	50	.01	290	.09
WBT	4	6800	2660	.40*	2510	.40*
WBR	0	0	80		240	
Right Turn Adjustment					Multi	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.80**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		180	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2090	.32	3040	.48*
EBR	0	0	110		240	
WBL	2	3400	350	.10	220	.06*
WBT	4	6800	2430	.38*	2510	.38
WBR	0	0	150		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.77**

9. Los Altos & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	510	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09	90	.05
EBT	4	6800	1730	.30*	3090	.47*
EBR	0	0	310		100	
WBL	1	1700	450	.26*	180	.11*
WBT	4	6800	2860	.46	2170	.32
WBR	0	0	290		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.95**

10. Bellogente & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1750	.26	3520	.52*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3550	.54*	2280	.34
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.65**

11. Marguerite & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	110	.03
NBT	2	3400	530	.16	760	.22*
NBR	1	1700	480	.28	570	.34
SBL	2	3400	210	.06	570	.17*
SBT	2	3400	760	.22*	610	.18
SBR	1	1700	1020	.60	350	.21
EBL	2	3400	560	.16*	920	.27*
EBT	4	6800	1160	.17	2390	.35
EBR	1	1700	80	.05	270	.16
WBL	2	3400	650	.19	620	.18
WBT	4	6800	2450	.36*	1850	.27*
WBR	d	1700	550	.32	250	.15
Right Turn Adjustment			SBR	.26*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.11** **.98**

13. Banderas & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	440	.26	550	.32
EBL	2	3400	390	.11	370	.11*
EBT	3	5100	2310	.46*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1070	.22	1340	.28*
WBR	0	0	50		90	
Right Turn Adjustment					SBR	.19*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.66**

14. Empresa & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		290	
EBL	2	3400	830	.24*	150	.04
EBT	3	5100	940	.18	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02*
WBT	3	5100	850	.17*	960	.19
WBR	f		330		300	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.47**

15. Cabot & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	180	.05
NBT	2	3400	690	.20*	320	.09*
NBR	1	1700	220	.13	580	.34
SBL	2	3400	300	.09*	680	.20*
SBT	2	3400	260	.08	600	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04*	130	.04
EBT	3	5100	1010	.20	1170	.23*
EBR	1	1700	130	.08	70	.04
WBL	2	3400	360	.11	270	.08*
WBT	3	5100	1380	.27*	1080	.21
WBR	1	1700	520	.31	400	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.84**

16. Moulton & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1230	{.24}*	1130	.22
NBR	1.5		520	{.18}	310	.18
SBL	2	3400	110	.03*	200	.06
SBT	3	5100	850	.17	1450	.28*
SBR	1	1700	120	.07	170	.10
EBL	2	3400	140	.04	150	.04
EBT	3	5100	1250	.25*	1010	.20*
EBR	1	1700	420	.25	230	.14
WBL	2	3400	580	.17*	570	.17*
WBT	3	5100	830	.16	1300	.25
WBR	1	1700	160	.09	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.77**

17. Greenfield & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	920	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	240	.14	190	.11
EBL	2	3400	550	.16*	200	.06*
EBT	3	5100	1370	.27	1130	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1390	.27*	1360	.27*
WBR	1	1700	850	.50	820	.48
Right Turn Adjustment			WBR	.04*	WBR	.01*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.81** **.69**

18. Cabot & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	360	.11*	160	.05
NBR	1	1700	370	.22	300	.18
SBL	2	3400	230	.07*	240	.07
SBT	2	3400	120	.07	380	.19*
SBR	0	0	180	.11	250	
EBL	2	3400	280	.08*	310	.09*
EBT	3	5100	1890	.37	1560	.31
EBR	1	1700	80	.05	160	.09
WBL	2	3400	150	.04	340	.10
WBT	3	5100	2050	.40*	1870	.37*
WBR	1	1700	160	.09	240	.14
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.74**

19. Forbes & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	170	.10	210	.12
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2200	.34	1910	.29
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2150	.42*	2110	.41*
WBR	1	1700	130	.08	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.69**

20. Golden Lantern & P. Colinas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2180	.43*	920	.18
NBR	2	3400	930	.27	520	.15
SBL	1	1700	420	.25*	240	.14
SBT	3	5100	1280	.25	2000	.39*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1070	
WBT	0.5	3400	10	.21*	10	.32*
WBR	1	1700	480	.28	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.78**

21. Cabot & Paseo de Colinas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	270	.08	410	.12
EBL	1	1700	540	.32*	410	.24*
EBT	2	3400	620	.18	390	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	310	.10*	820	.25*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.57**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.14}*	100	{.20}*
NBR	1.5		500	{.11}	790	
SBL	1	1700	20	.01*	80	.05*
SBT	1	1700	80	.05	300	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800		560	
WBT	0	3400	0	.24*	0	.17*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.47**

23. Cm Capistrano & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	90	.05*
NBR	1	1700	590	.35	510	.30
SBL	2	3400	680	.20*	780	.23*
SBT	1	1700	20	.01	90	.05
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	690	.41*
WBT	0	0	0		0	
WBR	2	3400	550	.16	790	.23
Right Turn Adjustment			NBR	.19*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

24. Marguerite & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	290	.17*
NBT	2	3400	560	.16	330	.10
NBR	d	1700	170	.10	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	550	.16*	480	.14*
SBR	d	1700	310	.18	740	.44
EBL	2	3400	610	.18	610	.18
EBT	2	3400	650	.31*	840	.32*
EBR	0	0	410		260	
WBL	1	1700	50	.03*	200	.12*
WBT	2	3400	220	.09	270	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.84**

25. Cm Capistrano & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	360	.21	540	.32*
NBR	1	1700	10	.01	80	.05
SBL	1	1700	140	.08	170	.10*
SBT	1	1700	600	.35*	390	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	90	.05*	100	.06*
WBT	0	0	0		0	
WBR	1	1700	210	.12	260	.15
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.54**

26. Del Obispo & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1060	.31	1050	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	340	.13*	550	.20*
EBR	0	0	100		120	
WBL	2	3400	1040	.31*	1180	.35*
WBT	1	1700	640	.38	610	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.67**

27. Rancho Viejo & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11	560	.16*
NBT	1	1700	180	.11*	130	.08
NBR	1	1700	70	.04	60	.04
SBL	1.5		230		350	
SBT	0.5	3400	120	.10*	170	.15*
SBR	1	1700	160	.09	170	.10
EBL	1	1700	150	.09	250	.15
EBT	2	3400	1360	.40*	1770	.52*
EBR	1	1700	700	.41	480	.28
WBL	1	1700	100	.06*	60	.04*
WBT	3	5100	1490	.29	1250	.25
WBR	1	1700	730	.43	230	.14
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.92**

28. La Novia & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	40	.02	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1190	.35	1750	.51*
EBR	1	1700	380	.22	390	.23
WBL	1	1700	240	.14	140	.08*
WBT	2	3400	1730	.51*	1210	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.73**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	430	.13*
NBT	1	1700	580	.34	420	.25
NBR	1	1700	250	.15	280	.16
SBL	1	1700	50	.03	60	.04
SBT	1	1700	420	.25*	620	.36*
SBR	1	1700	650	.38	70	.04
EBL	1	1700	60	.04	280	.16*
EBT	2	3400	840	.25*	600	.18
EBR	1	1700	440	.26	510	.30
WBL	2	3400	280	.08*	390	.11
WBT	2	3400	510	.15	690	.20*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.90**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	540	.16*	740	.22*
NBR	1	1700	500	.29	740	.44
SBL	2	3400	240	.07*	800	.24*
SBT	2	3400	670	.20	960	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		970		820	.24*
WBT	0	5100	0	{.34}*	0	
WBR	1.5		850		600	{.17}
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.79**

32. Valle & San Juan Creek

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		610	.18*	540	.16*
NBT	0	5100	0		0	
NBR	1.5		160		300	{.13}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	390	.22	890	.45*
EBR	0	0	350		640	
WBL	1	1700	220	.13	100	.06*
WBT	2	3400	1200	.35*	880	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.72**

33. La Novia & San Juan Creek

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	250	.15*	140	.08*
NBR	1	1700	170	.10	80	.05
SBL	1	1700	230	.14*	420	.25*
SBT	1	1700	150	.09	200	.12
SBR	1	1700	490	.29	280	.16
EBL	1	1700	190	.11*	240	.14
EBT	2	3400	280	.08	730	.21*
EBR	d	1700	60	.04	140	.08
WBL	1	1700	80	.05	130	.08*
WBT	2	3400	750	.22*	420	.12
WBR	d	1700	510	.30	210	.12
Right Turn Adjustment		SBR	.02*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.67**

44. I-5 SB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	710	.21*	1190	.35*
SBT	0	0	0		0	
SBR	1	1700	370	.22	390	.23
EBL	0	0	0		0	
EBT	3	5100	1060	.21	1770	.35*
EBR	f		470		670	
WBL	0	0	0		0	
WBT	3	5100	1910	.37*	1360	.27
WBR	f		650		380	
Right Turn Adjustment		SBR	.01*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.75**

45. I-5 NB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	470	.28*	410	.24*
NBT	0	0	0		0	
NBR	1	1700	280	.16	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1630	.32	2470	.48*
EBR	f		260		490	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	1320	.26
WBR	f		1210		700	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.80**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1290	.25*	1860	.36*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1660	.24*	2400	.35*
EBR	1	1700	160	.09	310	.18
WBL	2	3400	470	.14*	500	.15*
WBT	3	5100	1720	.34	1670	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.91**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	180	.11*
NBT	0	5100	0	.25	0	
NBR	1.5		700		480	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2050	{.40}*	3310	.65*
EBR	1.5		950	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1650	.32	1990	.39
WBR	f		1450		1540	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.84**

48. I-5 SB Ramps & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	510	.15*	500	.15*
SBT	0	0	0		0	
SBR	1	1700	210	.12	610	.36
EBL	0	0	0		0	
EBT	1.5	5100	980	.29*	980	.29*
EBR	1.5		260	.15	300	.18
WBL	1	1700	180	.11*	330	.19*
WBT	2	3400	690	.20	800	.24
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.71**

49. I-5 NB Ramps & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.13}*	270	{.13}*
NBT	0	5100	0	.13	0	{.13}
NBR	1.5		390		470	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	220	.13	260	.15*
EBT	2	3400	1290	.38*	1220	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	630	.19	870	.26*
WBR	f		440		430	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.59**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1230		1460	.43*
SBT	0	5100	0	{.39}*	0	
SBR	1.5		900		860	{.42}
EBL	0	0	0		0	
EBT	3	5100	1220	.24*	1360	.27*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	190	.11*	200	.12*
WBT	2	3400	780	.23	930	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.87**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.14}*	270	{.13}*
NBT	0	5100	0	{.14}	0	.13
NBR	1.5		520		410	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	660	.19*	720	.21
EBT	2	3400	1780	.52	2110	.62*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	700	{.35}*	860	{.38}
WBR	1.5		1290		1230	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.80**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	1070	.33*
NBR	0	0	20		40	
SBL	2	3400	600	.18*	490	.14*
SBT	2	3400	1040	.31	1290	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1050	.31*
WBT	0	5100	0		0	
WBR	1.5		200		410	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.83**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	110	.06*
NBT	1	1700	140	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		230	
SBT	1	1700	140	.12*	230	.27*
SBR	1	1700	320	.19	290	.17
EBL	1	1700	420	.25*	540	.32*
EBT	1	1700	40	.05	150	.12
EBR	0	0	40		50	
WBL	0	0	30		40	
WBT	1	1700	280	.18*	80	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.77**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	820	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1360	.27*	1640	.32*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	150	.09*	130	.08*
WBT	3	5100	1250	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.69**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	40	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	600	.18*	210	.06
EBT	3	5100	950	.19	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1330	.26*	1150	.23
WBR	1	1700	1560	.92	200	.12
Right Turn Adjustment			WBR	.64*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.15** **.53**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	200	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	320	
EBL	0	0	0		0	
EBT	2	3400	1000	.29	930	.27*
EBR	1	1700	310	.18	540	.32
WBL	2	3400	150	.04	90	.03*
WBT	2	3400	1570	.46*	980	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.45**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		480	{.16}*	410	{.16}*
NBT	0	3400	0	.16	0	.16
NBR	0.5		60		150	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	460	.27*	20	.01
EBT	2	3400	620	.18	1080	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1250	.37*	640	.19
WBR	1	1700	380	.22	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.53**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1380	.48*	560	.25*
NBR	0	0	260		290	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	430	.13	380	.11
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		530		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.53**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1370	.40*	460	.14*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	310	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.43**

72. Cm Capistrano & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	170	.05*	240	.07*
NBR	1	1700	1060	.62	820	.48
SBL	2	3400	540	.16*	330	.10*
SBT	2	3400	210	.06	420	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	870	.26*	1120	.33*
WBT	0	0	0		0	
WBR	1	1700	190	.11	620	.36
Right Turn Adjustment			NBR	.31*	NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.83** **.63**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190		260	.15*
SBT	0	5100	0	{.06}*	0	
SBR	1.5		570		800	.24
EBL	0	0	0		0	
EBT	2	3400	1200	.35*	890	.26*
EBR	d	1700	380	.22	260	.15
WBL	1	1700	240	.14*	280	.16*
WBT	2	3400	500	.15	950	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.62**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	320	.09*
NBT	0	0	0		0	
NBR	1	1700	240	.14	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	700	.21*	650	.19*
EBT	2	3400	700	.21	500	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	640	.22*	900	.26*
WBR	1.5		500		250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.59**

75. Rancho Viejo & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16*	460	.14*
NBT	2	3400	390	.12	230	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	220	{.09}*	380	{.15}*
SBR	1.5		580		670	
EBL	1.5		570		460	
EBT	0.5	3400	30	.28*	10	.21*
EBR	0		340		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.59**		**.56**

San Clemente Intersections

35. La Pata & Las Ramblas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	40	.03*
NBT	2	3200	720	.23	600	.19
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	640	.20*	790	.25*
SBR	1	1600	150	.09	340	.21
EBL	0.5		400	.25*	170	
EBT	0	3200	0		0	{.14}*
EBR	1.5		80	.05	310	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.42**

36. La Pata & Del Rio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	570	.36*
NBT	2	3200	770	.24	630	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	700	.22*	1050	.33*
SBR	1	1600	10	.01	40	.03
EBL	0.5		40		10	.01*
EBT	0	3200	0	{.19}*	0	
EBR	1.5		710		430	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.52** **.70**

37. La Pata & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	610	.19*
NBT	3	4800	510	.11	1060	.22
NBR	1	1600	140	.09	220	.14
SBL	1	1600	140	.09	140	.09
SBT	3	4800	920	.19*	690	.14*
SBR	1	1600	170	.11	210	.13
EBL	1	1600	140	.09*	170	.11*
EBT	2	3200	280	.09	380	.12
EBR	1	1600	400	.25	320	.20
WBL	1	1600	220	.14	210	.13
WBT	2	3200	630	.24*	420	.16*
WBR	0	0	140		90	

TOTAL CAPACITY UTILIZATION **.70** **.60**

38. Talega & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	90	.06
SBT	1	1600	30	.40*	30	.24*
SBR	0	0	610		360	
EBL	1	1600	290	.18*	380	.24*
EBT	2	3200	60	.03	170	.06
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	240	.12*	130	.08*
WBR	0	0	140		250	.16

TOTAL CAPACITY UTILIZATION **.71** **.57**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	30	.02
NBT	2	3200	70	.03*	110	.04*
NBR	0	0	10		20	
SBL	1	1600	380	.24*	200	.13*
SBT	2	3200	160	.10	60	.04
SBR	0	0	190	.12	170	.11
EBL	1	1600	310	.19*	130	.08*
EBT	2	3200	1180	.39	750	.24
EBR	0	0	60		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	740	.29*	1050	.42*
WBR	0	0	180		290	

TOTAL CAPACITY UTILIZATION **.75** **.67**

40. La Pata & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	690	.43*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	220	.14	140	.09
SBL	2	3200	40	.01	50	.02
SBT	2	3200	70	.02*	10	.00*
SBR	f		200		50	
EBL	1	1600	170	.11	140	.09*
EBT	3	4800	910	.19*	780	.16
EBR	1	1600	520	.33	270	.17
WBL	2	3200	340	.11*	40	.01
WBT	2.5	6400	470	.10	750	.16*
WBR	1.5		40		10	
Right Turn Adjustment			EBR	.07*		

TOTAL CAPACITY UTILIZATION **.48** **.68**

41. Vista Hermosa & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	170	.11*
NBT	2	3200	10	.00*	30	.01
NBR	0	0	0		0	
SBL	2	3200	400	.13*	140	.04
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03*	210	.07*
EBT	3	4800	980	.20	960	.20
EBR	1	1600	310	.19	40	.03
WBL	1	1600	0	.00	0	.00
WBT	3	4800	810	.23*	570	.18*
WBR	0	0	300		290	.18

TOTAL CAPACITY UTILIZATION **.39** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1060	.33*	530	
SBT	0	4800	0		0	{.22}*
SBR	1.5		200	.13	550	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	460	.10	530	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	350	.11*
WBR	f		220		150	

TOTAL CAPACITY UTILIZATION **.45** **.37**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		290	.09	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1450	.45*	950	.30
EBR	f		200		230	
WBL	0	0	0		0	
WBT	1.5	4800	430	{.25}	580	.33*
WBR	1.5		820		1000	
Right Turn Adjustment			NBR	.03*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.54** **.43**

56. I-5 SB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1620	.51*	740	.23*
SBT	0	0	10		10	
SBR	1	1600	230	.14	320	.20
EBL	0	0	0		0	
EBT	3	4800	830	.17*	840	.18*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	600	.38*
WBT	2	3200	450	.14	980	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.87** **.79**

57. I-5 NB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	290	.18	150	.09
NBR(f)	f		570		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16*
EBT	2	3200	2230	.70*	1320	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	620	.13	1280	.27*
WBR	f		960		1180	
Right Turn Adjustment			NBR	.09*		

TOTAL CAPACITY UTILIZATION **.88** **.61**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	860	.25*	730	.21*
NBT	3	5100	970	.19	980	.19
NBR	1	1700	470	.28	580	.34
SBL	2	3400	150	.04	110	.03
SBT	3	5100	1330	.26*	1100	.22*
SBR	f		1000		490	
EBL	2	3400	800	.24*	850	.25
EBT	3	5100	720	.14	1290	.25*
EBR	f		650		670	
WBL	2	3400	900	.26	740	.22*
WBT	3	5100	1000	.20*	570	.11
WBR	1	1700	300	.18	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.95**

12. Antonio & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	1010	.30*
NBT	3	5100	1640	.32	1380	.27
NBR	1	1700	10	.01	20	.01
SBL	2	3400	10	.00	10	.00
SBT	3	5100	1550	.30*	1450	.28*
SBR	f		1040		870	
EBL	2	3400	600	.18*	1070	.31*
EBT	2	3400	20	.01	40	.01
EBR	f		580		1010	
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.95**

29. La Pata & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	320	.09
NBT	2	3400	810	.24	1160	.34*
NBR	1	1700	60	.04	70	.04
SBL	2	3400	60	.02	70	.02*
SBT	2	3400	1580	.46*	860	.25
SBR	1	1700	1330	.78	860	.51
EBL	2	3400	730	.21*	1120	.33*
EBT	2	3400	40	.01	380	.11
EBR	1	1700	410	.24	290	.17
WBL	2	3400	60	.02	60	.02
WBT	2	3400	190	.06*	110	.03*
WBR	1	1700	50	.03	60	.04
Right Turn Adjustment		SBR		.32*	Multi	.25*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.19** **1.02**

34. La Pata & San Juan

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	140	.08*
NBT	2	3400	740	.22	780	.23
NBR	0	0	20		10	
SBL	1	1700	120	.07	60	.04
SBT	2	3400	880	.26*	800	.24*
SBR	1	1700	570	.34	320	.19
EBL	1	1700	200	.12*	570	.34*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	130	.08	320	.19
WBL	1	1700	10	.01	20	.01
WBT	1	1700	10	.02*	20	.09*
WBR	0	0	30		130	
Right Turn Adjustment		SBR		.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.80**

43. Antonio & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	90	.05
NBT	3	5100	690	.14*	1190	.23*
NBR	f		760		1300	
SBL	2	3400	1020	.30*	1170	.34*
SBT	3	5100	1350	.26	930	.18
SBR	d	1700	30	.02	60	.04
EBL	1	1700	50	.03	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	90	.05	70	.04
WBL	2	3400	1210	.36*	980	.29*
WBT	1	1700	40	.02	60	.04
WBR	f		1160		1290	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.95**

64. SR-241 SB Ramps & C St

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		130		360	
SBT	0	5100	0	.05*	0	.14*
SBR	1.5		130		350	
EBL	0	0	0		0	
EBT	2	3400	490	.15*	580	.17*
EBR	0	0	10		10	
WBL	1	1700	50	.03*	40	.02*
WBT	2	3400	320	.09	260	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.28** **.38**

65. SR-241 NB Ramps & C St

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	20	.01	50	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	310	.09*	260	.08
EBT	2	3400	310	.09	680	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	370	.11*	300	.09
WBR	1	1700	390	.23	170	.10
Right Turn Adjustment			WBR	.12*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.38** **.28**

66. SR-241 SB Ramps & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160		450	
SBT	0	5100	0	.06*	0	.14*
SBR	1.5		160		250	
EBL	0	0	0		0	
EBT	2	3400	800	.25	1130	.34*
EBR	0	0	50		40	
WBL	0	0	0		0	
WBT	2	3400	1020	.30*	830	.24
WBR	1	1700	550	.32	370	.22
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.53**

67. SR-241 NB Ramps & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	350	.21	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	800	.24	1540	.45
EBR	1	1700	170	.10	40	.02
WBL	0	0	0		0	
WBT	2	3400	1550	.61*	1180	.45*
WBR	0	0	520		340	
Right Turn Adjustment			NBR	.20*	NBR	.31*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.87**		**.82**

68. SR-241 SB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290		240	
SBT	0	5100	0	.14*	0	.10*
SBR	1.5		440		260	
EBL	0	0	0		0	
EBT	2	3400	900	.26*	1430	.42*
EBR	1	1700	90	.05	230	.14
WBL	1	1700	70	.04*	90	.05*
WBT	2	3400	900	.26	1000	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.62**

69. SR-241 NB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	70	.04	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	220		450	
EBT	2	3400	960	.35*	1220	.49*
EBR	1	1700	0	.00	0	.00
WBL	1	1700	260	.15*	280	.16*
WBT	2	3400	920	.27	1010	.30
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.75**

76. A St & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	50	.03*
NBT	0	0	0		0	
NBR	1	1700	70	.04	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1270	.25	1390	.27*
EBR	d	1700	20	.01	110	.06
WBL	1	1700	20	.01	60	.04*
WBT	3	5100	1560	.31*	1240	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.39**

78. A St & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1830	.36	2530	.50*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2390	.47*	2320	.45
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.57**

79. C St & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	800	.24*	780	.23*
NBT	2	3400	250	.07	150	.04
NBR	1	1700	100	.06	80	.05
SBL	2	3400	120	.04	130	.04
SBT	2	3400	120	.04*	260	.08*
SBR	1	1700	370	.22	320	.19
EBL	2	3400	290	.09*	350	.10*
EBT	2	3400	890	.26	1210	.36
EBR	1	1700	540	.32	940	.55
WBL	2	3400	40	.01	70	.02
WBT	2	3400	1140	.34*	1160	.34*
WBR	1	1700	110	.06	250	.15
Right Turn Adjustment			SBR	.09*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.85** **.81**

80. Ortega & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	310	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	110	.06*	10	.01
SBR	2	3400	1100	.32	660	.19
EBL	2	3400	380	.11*	980	.29*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	110	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	110	.07*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.26*	SBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.64**

81. C St & Talega

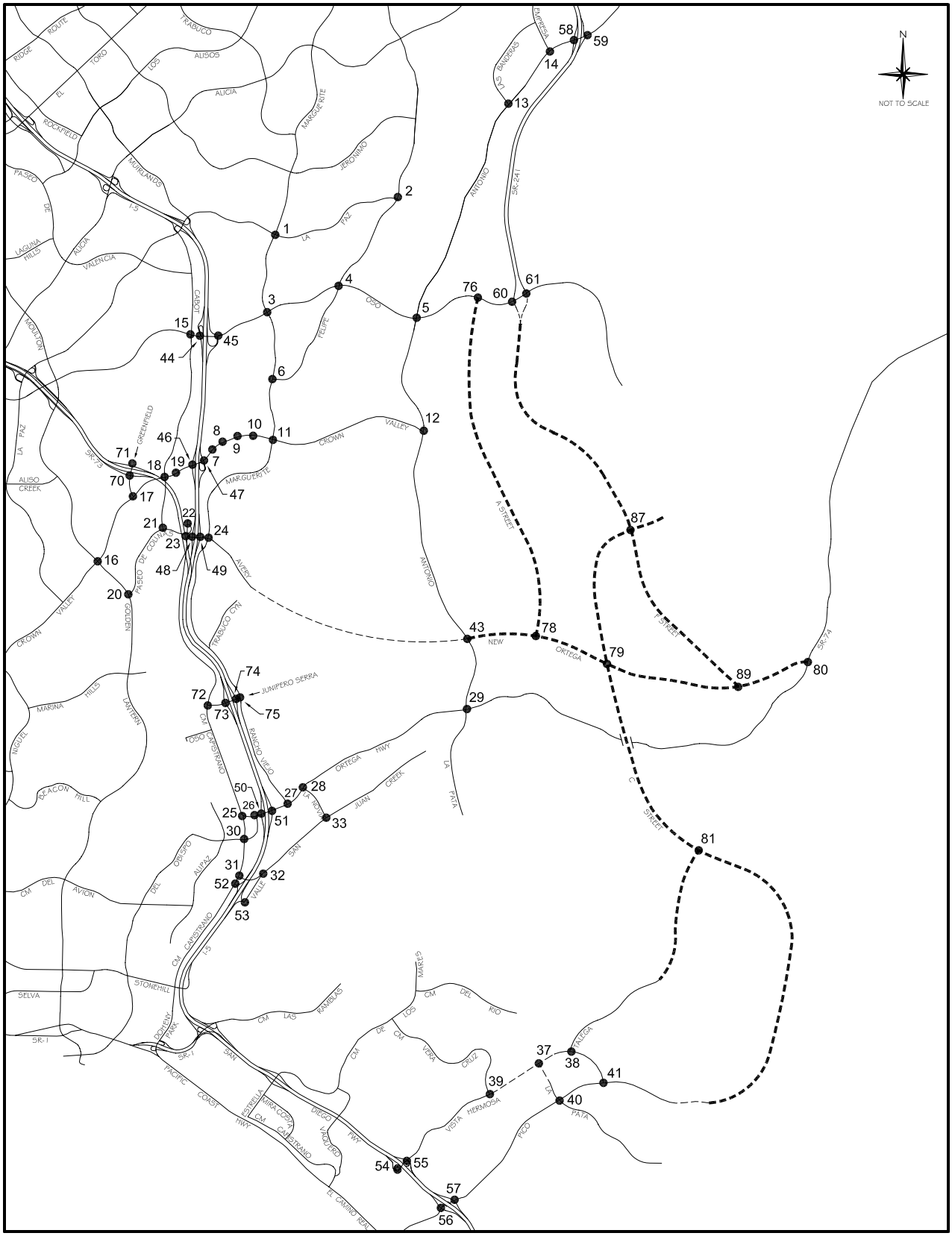
2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	330	.10*	410	.12*
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04*
SBT	2	3400	350	.11	440	.14
SBR	0	0	40		30	
EBL	1	1700	20	.01*	50	.03*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.05*	10	.04*
WBR	0	0	70		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.23** **.28**

ICU Data Set 28

2025 Proposed Project
(Committed Circulation System Plus Avery Extension)


N
NOT TO SCALE
Legend
Future Roadway
Project Roadway
2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM
PLUS AVERY EXTENSION)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	820	.24	1170	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1040	.31*	1120	.33*
SBR	1	1700	210	.12	160	.09
EBL	2	3400	220	.06*	340	.10
EBT	2	3400	320	.09	1020	.30*
EBR	1	1700	120	.07	270	.16
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	350	.10
WBR	d	1700	380	.22	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.83**

2. Olympiad & La Paz

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	210	.12*
NBT	2	3400	660	.19	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	560	.21*
SBR	0	0	180		140	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	510	.30
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.59**

3. Marguerite & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	440	.13*	220	.06
NBT	2	3400	840	.25	920	.27*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	190	.06	550	.16*
SBT	2	3400	740	.22*	880	.26
SBR	1	1700	330	.19	200	.12
EBL	2	3400	200	.06*	250	.07
EBT	4	6800	1390	.20	1700	.25*
EBR	d	1700	130	.08	440	.26
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2370	.35*	1440	.21
WBR	d	1700	120	.07	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.77**

4. Felipe & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	120	.07
NBT	2	3400	360	.11*	390	.11*
NBR	1	1700	70	.04	90	.05
SBL	1	1700	310	.18*	550	.32*
SBT	2	3400	420	.12	390	.11
SBR	d	1700	140	.08	230	.14
EBL	1	1700	110	.06*	240	.14
EBT	3	5100	1520	.30	2040	.40*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	130	.08	210	.12*
WBT	3	5100	1900	.37*	1530	.30
WBR	d	1700	580	.34	370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.00**

6. Marguerite & Felipe

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	20	.01
NBT	2	3400	830	.24	1060	.31*
NBR	1	1700	280	.16	670	.39
SBL	1	1700	110	.06	370	.22*
SBT	2	3400	980	.29*	900	.26
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		570		450	
WBT	0.5	3400	30	.18*	20	.14*
WBR	1	1700	310	.18	100	.06
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.78**

7. Puerta Real & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	490	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	160	.09
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	540	.16*	430	.13*
EBT	4	6800	2000	.29	2980	.44
EBR	1	1700	170	.10	430	.25
WBL	2	3400	30	.01	260	.08
WBT	4	6800	2710	.41*	2500	.40*
WBR	0	0	70		230	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.79**

8. Guevara/Medical Ctr & CVP

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		330	.10*	390	
NBT	1.5	5100	30	.05	20	.12*
NBR	0		60		260	.15
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	1930	.30	2890	.47*
EBR	0	0	130		300	
WBL	2	3400	350	.10	170	.05*
WBT	4	6800	2400	.37*	2450	.37
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.76**

9. Los Altos & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	520	.15
NBT	1	1700	20	.06*	20	.16*
NBR	0	0	80		260	
SBL	0	0	50		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	140	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1540	.27	2990	.46*
EBR	0	0	320		120	
WBL	1	1700	420	.25	180	.11*
WBT	4	6800	2830	.46*	2030	.30
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.92**

10. Bellogente & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1540	.23	3380	.50*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3500	.53*	2140	.32
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.63**

11. Marguerite & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07*	160	.05
NBT	2	3400	550	.16	830	.24*
NBR	1	1700	400	.24	510	.30
SBL	2	3400	190	.06	480	.14*
SBT	2	3400	810	.24*	670	.20
SBR	1	1700	930	.55	360	.21
EBL	2	3400	560	.16*	820	.24*
EBT	4	6800	960	.14	2320	.34
EBR	1	1700	70	.04	310	.18
WBL	2	3400	550	.16	490	.14
WBT	4	6800	2450	.44*	1660	.28*
WBR	0	0	510		220	
Right Turn Adjustment			SBR	.19*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.15** **.95**

13. Banderas & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	480	.28	610	.36
EBL	2	3400	470	.14	430	.13*
EBT	3	5100	2480	.49*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1110	.23	1620	.33*
WBR	0	0	40		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.75**

14. Empresa & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		460	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		170		340	
EBL	2	3400	850	.25*	170	.05*
EBT	3	5100	1050	.21	1100	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	840	.16*	1120	.22*
WBR	f		280		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.48**

15. Cabot & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	730	.21*	360	.11*
NBR	1	1700	160	.09	580	.34
SBL	2	3400	300	.09*	720	.21*
SBT	2	3400	280	.08	620	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1120	.22	1270	.25*
EBR	1	1700	150	.09	70	.04
WBL	2	3400	350	.10	330	.10*
WBT	3	5100	1470	.29*	1240	.24
WBR	1	1700	540	.32	420	.25
Right Turn Adjustment					NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.87**

16. Moulton & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07	240	.07*
NBT	2.5	6800	1400	{.27}*	1150	.23
NBR	1.5		610	{.22}	370	.22
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	830	.16	1600	.31*
SBR	1	1700	130	.08	180	.11
EBL	2	3400	160	.05	150	.04
EBT	3	5100	1340	.26*	1110	.22*
EBR	1	1700	400	.24	250	.15
WBL	2	3400	610	.18*	790	.23*
WBT	3	5100	870	.17	1460	.29
WBR	1	1700	190	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.88**

17. Greenfield & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	950	.28*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	250	.15	240	.14
EBL	2	3400	550	.16*	270	.08*
EBT	3	5100	1570	.31	1200	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1480	.29*	1610	.32*
WBR	1	1700	850	.50	780	.46
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.81** **.76**

18. Cabot & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	90	.05*
NBT	2	3400	340	.10*	200	.06
NBR	1	1700	390	.23	320	.19
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	120	.07	410	.20*
SBR	0	0	200	.12	280	
EBL	2	3400	300	.09*	300	.09*
EBT	3	5100	1970	.39	1670	.33
EBR	1	1700	140	.08	180	.11
WBL	2	3400	160	.05	350	.10
WBT	3	5100	2120	.42*	2040	.40*
WBR	1	1700	170	.10	270	.16
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.79**

19. Forbes & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	50	.03*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	80	.05	220	.13*
SBT	1	1700	40	.02*	20	.01
SBR	1	1700	190	.11	270	.16
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2280	.36	2050	.31
EBR	0	0	140		40	
WBL	1	1700	70	.04	50	.03
WBT	3	5100	2230	.44*	2250	.44*
WBR	1	1700	120	.07	180	.11
Right Turn Adjustment			SBR	.01*	SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.76**

20. Golden Lantern & P. Colinas

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2410	.47*	950	.19
NBR	1	1700	1100	.65	800	.47
SBL	1	1700	430	.25*	300	.18
SBT	3	5100	1260	.25	2300	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	560	.33	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.88**

21. Cabot & Paseo de Colinas

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	140	.04*	160	.05*
SBT	0	0	0		0	
SBR	2	3400	310	.09	410	.12
EBL	1	1700	490	.29*	520	.31*
EBT	2	3400	850	.25	620	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	480	.17*	980	.30*
WBR	0	0	100		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.71**

22. Cm Capistrano & P. Colinas

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	230	{.15}*	90	{.21}*
NBR	1.5		720		940	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	80	.05	200	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1160		800	
WBT	0	3400	0	.35*	0	.25*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.57**

23. Cm Capistrano & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	120	.07*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	980	.29*	920	.27*
SBT	1	1700	50	.03	70	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	720	.21	910	.27
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.53**

24. Marguerite & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	300	.18*
NBT	2	3400	580	.17	370	.11
NBR	d	1700	240	.14	60	.04
SBL	1	1700	250	.15	300	.18
SBT	2	3400	590	.17*	550	.16*
SBR	d	1700	240	.14	640	.38
EBL	2	3400	480	.14*	680	.20
EBT	2	3400	900	.39	1810	.60*
EBR	0	0	410		220	
WBL	1	1700	80	.05	260	.15*
WBT	2	3400	1240	.44*	630	.24
WBR	0	0	260		200	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.14**

25. Cm Capistrano & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	750	.44*	740	.44*
NBR	1	1700	70	.04	160	.09
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	590	.35	670	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	200	.12*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	200	.12	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.70**

26. Del Obispo & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1250	.37	1280	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	500	.17*	620	.22*
EBR	0	0	80		120	
WBL	2	3400	1280	.38*	1310	.39*
WBT	1	1700	730	.43	710	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.75**

27. Rancho Viejo & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	130	.11
NBR	0		70		50	
SBL	1.5		140		270	
SBT	0.5	3400	110	.07*	160	.13*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	180	.11	280	.16
EBT	2	3400	1480	.44*	1580	.46*
EBR	1	1700	710	.42	490	.29
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1610	.32	1290	.25
WBR	1	1700	410	.24	130	.08
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .73 .84

28. La Novia & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	540	.32	610	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1230	.36*	1590	.47*
EBR	1	1700	370	.22	280	.16
WBL	1	1700	620	.36*	600	.35*
WBT	2	3400	1660	.49	1140	.34
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .97

30. Cm Capistrano & Del Obispo

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	440	.13*
NBT	1	1700	850	.50*	590	.35
NBR	1	1700	260	.15	340	.20
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	490	.29	880	.52*
SBR	1	1700	700	.41	310	.18
EBL	1	1700	300	.18	420	.25*
EBT	2	3400	1010	.30*	720	.21
EBR	1	1700	450	.26	400	.24
WBL	1	1700	360	.21*	380	.22
WBT	2	3400	660	.19	820	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.19

31. Cm Capistrano & San Juan Crk

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	970	.29*	980	.29*
NBR	1	1700	440	.26	500	.29
SBL	2	3400	250	.07*	670	.20*
SBT	2	3400	770	.23	1150	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		910		810	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		530	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .78

32. Valle & San Juan Creek

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	540	.32	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	470	.28
EBR	1	1700	330	.19	700	.41
WBL	1	1700	250	.15	300	.18
WBT	1	1700	960	.56*	860	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.85**

33. La Novia & San Juan Creek

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	140	.08
NBT	1	1700	300	.18*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	460	.27*	400	.24*
SBT	1	1700	160	.09	280	.16
SBR	1	1700	620	.36	590	.35
EBL	1	1700	550	.32*	540	.32*
EBT	1	1700	260	.15	290	.17
EBR	1	1700	60	.04	120	.07
WBL	1	1700	60	.04	70	.04
WBT	1	1700	410	.24*	290	.17*
WBR	1	1700	450	.26	350	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.06** **.88**

44. I-5 SB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	680	.20*	1140	.34*
SBT	0	0	0		0	
SBR	1	1700	410	.24	460	.27
EBL	0	0	0		0	
EBT	3	5100	1140	.22	1840	.36*
EBR	f		450		740	
WBL	0	0	0		0	
WBT	3	5100	1970	.39*	1520	.30
WBR	f		750		380	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.75**

45. I-5 NB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	410	.24*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	310	.18	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	2390	.47*
EBR	f		270		600	
WBL	0	0	0		0	
WBT	3	5100	2310	.45*	1420	.28
WBR	f		1020		660	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.83**

46. I-5 SB Ramps & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1160	.23*	1780	.35*
SBT	0	8500	0		0	
SBR	2.5		690	.20	1050	.31
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2520	.37*
EBR	1	1700	170	.10	350	.21
WBL	2	3400	630	.19*	580	.17*
WBT	3	5100	1790	.35	1800	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.94**

47. I-5 NB Ramps & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		590	{.25}*	260	.15*
NBT	0	5100	0	.25	0	
NBR	1.5		670		520	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1970	{.39}*	3340	.65*
EBR	1.5		950	{.37}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1830	.36	2120	.42
WBR	f		1330		1440	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.85**

48. I-5 SB Ramps & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		730		1160	
SBT	0	3400	0	.24*	0	.46*
SBR	0.5		90		390	
EBL	0	0	0		0	
EBT	2	3400	750	.22	910	.27*
EBR	1	1700	310	.18	320	.19
WBL	1	1700	230	.14	320	.19*
WBT	1	1700	940	.55*	730	.43
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.97**

49. I-5 NB Ramps & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	320	.19	630	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	20	.01	130	.08
EBT	2	3400	1490	.44*	1980	.58*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	930	.27	800	.24
WBR	1	1700	960	.56	790	.46
Right Turn Adjustment		Multi		.06*	NBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **1.00**

50. I-5 SB Ramps & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1030		900	
SBT	0	5100	0	{.32}*	0	{.30}*
SBR	1.5		990		930	
EBL	0	0	0		0	
EBT	3	5100	1570	.31*	1650	.32*
EBR	1	1700	180	.11	260	.15
WBL	1	1700	480	.28*	380	.22*
WBT	2	3400	1030	.30	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.89**

51. I-5 NB Ramps & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.16}*	250	{.13}*
NBT	0	5100	0	{.16}	0	{.13}
NBR	1.5		690		560	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	800	.24*	730	.21*
EBT	2	3400	1800	.53	1810	.53
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1230	{.38}*	1220	{.38}*
WBR	1.5		890		920	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1230	.36*	1120	.33*
NBR	0	0	10		10	
SBL	2	3400	700	.21*	590	.17*
SBT	2	3400	980	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		180		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.85**

53. Valle & La Novia/I-5 NB Rmps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	320	.19*	170	.10*
NBT	1	1700	200	.12	290	.17
NBR	1	1700	20	.01	60	.04
SBL	0	0	70		220	
SBT	1	1700	200	.16*	530	.44*
SBR	1	1700	270	.16	250	.15
EBL	1	1700	650	.38*	630	.37*
EBT	1	1700	40	.04	150	.11
EBR	0	0	30		40	
WBL	0	0	50		60	
WBT	1	1700	270	.19*	60	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.97** **1.03**

58. SR-241 SB Ramps & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.01}	510	{.19}
EBL	0	0	0		0	
EBT	3	5100	1490	.29*	1620	.32*
EBR	1	1700	10	.01	20	.01
WBL	1	1700	110	.06*	70	.04*
WBT	3	5100	1210	.24	1070	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.66**

59. SR-241 NB Ramps & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		50	{.00}	130	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	660	.39*	210	.12
EBT	3	5100	1020	.20	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1290	.25*	1140	.22
WBR	1	1700	1620	.95	200	.12
Right Turn Adjustment			WBR	.69*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.39** **.53**

60. SR-241 SB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02	190	.06
SBT	2	3400	310	.09*	880	.26*
SBR	1	1700	100	.06	230	.14
EBL	0	0	0		0	
EBT	2	3400	1030	.30*	420	.12
EBR	f		660		1500	
WBL	1	1700	180	.11*	140	.08
WBT	3	5100	1870	.37	1340	.26*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.57**

61. SR-241 NB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	780	.23	760	.22*
NBT	2	3400	1080	.32*	500	.15
NBR	1	1700	60	.04	690	.41
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	500	.15*	80	.02
EBT	2	3400	610	.18	510	.15*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	620	.12
WBR	1	1700	360	.21	100	.06
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.61**

70. Greenfield & SR-73 SB Ramps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	520	.25*
NBR	0	0	340		340	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	470	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		520		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.54**

71. Greenfield & SR-73 NB Ramps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1320	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	320	.19*	400	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.47**

72. Cm Capistrano & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	80	.05*	100	.06
NBR	1	1700	1110	.65	960	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	250	.15*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1190	.70*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.90**

73. I-5 SB Ramps & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	230	.14*	360	.21*
SBT	0	0	0		0	
SBR	1	1700	570	.34	730	.43
EBL	0	0	0		0	
EBT	2	3400	1060	.35*	960	.32*
EBR	0	0	130		140	
WBL	0.5		250	{.15}*	360	{.21}*
WBT	1.5	3400	370	.18	660	.30
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.84**

74. I-5 NB Ramps & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	370	.22	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		630	{.37}*	750	.44*
EBT	1.5	3400	680	.39	570	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	580	.34*	880	.52*
WBR	1	1700	520	.31	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.09**

75. Rancho Viejo & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	380	.22*
NBT	2	3400	200	.06	230	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	270	.16*
SBR	1	1700	640	.38	850	.50
EBL	1.5		760		510	
EBT	0.5	3400	30	.31*	10	.23*
EBR	0		250		270	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.17*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.78** **.84**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	890	.28*
NBT	3	4800	650	.14	530	.11
NBR	1	1600	240	.15	450	.28
SBL	1	1600	30	.02	60	.04
SBT	3	4800	210	.04*	290	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	520	.16	730	.23
EBR	1	1600	690	.43	540	.34
WBL	1	1600	380	.24	230	.14
WBT	2	3200	880	.31*	610	.23*
WBR	0	0	120		110	

TOTAL CAPACITY UTILIZATION **1.09** **1.00**

38. Talega & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	160	.10	30	.02
SBT	1	1600	30	.63*	30	.37*
SBR	0	0	970		560	
EBL	1	1600	500	.31*	820	.51*
EBT	2	3200	90	.04	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	270	.10*	110	.07*
WBR	0	0	60		160	.10

TOTAL CAPACITY UTILIZATION **1.05** **.96**

39. Vera Cruz & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	70	.04
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	690	.43*	700	.44*
SBT	2	3200	470	.21	200	.13
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	200	.13*
EBT	2	3200	1590	.53	1190	.38
EBR	0	0	120		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1150	.47*	1380	.63*
WBR	0	0	360		650	

TOTAL CAPACITY UTILIZATION **1.13** **1.31**

40. La Pata & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	780	.49*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	100	.06	10	.01
SBL	2	3200	10	.00	30	.01
SBT	2	3200	30	.01*	10	.00*
SBR	f		190		70	
EBL	1	1600	210	.13	150	.09*
EBT	3	4800	990	.21*	710	.15
EBR	1	1600	610	.38	230	.14
WBL	2	3200	140	.04*	10	.00
WBT	2.5	6400	470	.10	730	.15*
WBR	1.5		10		20	
Right Turn Adjustment			EBR	.09*		

TOTAL CAPACITY UTILIZATION **.45** **.73**

41. Vista Hermosa & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	200	.13*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	280	.09*	90	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	110	.07	70	.04
EBL	2	3200	50	.02	250	.08*
EBT	3	4800	1000	.21*	730	.15
EBR	1	1600	370	.23	50	.03
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	620	.17	460	.13*
WBR	0	0	180		180	

TOTAL CAPACITY UTILIZATION **.32** **.35**

54. I-5 SB Ramps & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1580	.49*	830	
SBT	0	4800	0		0	{.28}*
SBR	1.5		190	.12	560	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	450	.09	480	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	380	.12*
WBR	f		230		180	

TOTAL CAPACITY UTILIZATION **.61** **.44**

55. I-5 NB Ramps & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.04*	40	.03*
NBT	0	4800	0		0	
NBR	1.5		380	.12	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1940	.61*	1280	.40*
EBR	f		200		220	
WBL	0	0	0		0	
WBT	1.5	4800	470	.29	610	.38
WBR	1.5		1120	.35	1460	.46
Right Turn Adjustment			NBR	.08*	Multi	.13*

TOTAL CAPACITY UTILIZATION **.73** **.56**

56. I-5 SB Ramps & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1770	.55*	1140	.36*
SBT	0	0	10		10	
SBR	1	1600	240	.15	360	.23
EBL	0	0	0		0	
EBT	3	4800	860	.18*	860	.18*
EBR	1	1600	160	.10	410	.26
WBL	1	1600	430	.27*	800	.50*
WBT	2	3200	510	.16	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **1.04**

57. I-5 NB Ramps & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	280	.18*
NBT	0	0	0		0	
NBR	1	1600	320	.20	200	.13
NBR(f)	f		640		400	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2450	.77*	1710	.53*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	800	.17	1490	.31
WBR	f		1200		1300	
Right Turn Adjustment			NBR	.11*		
TOTAL CAPACITY UTILIZATION				**.97**		**.71**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	610	.18*	490	.14*
NBT	3	5100	980	.19	1020	.20
NBR	1	1700	520	.31	630	.37
SBL	2	3400	300	.09	290	.09
SBT	3	5100	1280	.25*	1220	.24*
SBR	f		1010		530	
EBL	2	3400	850	.25*	840	.25
EBT	3	5100	910	.18	1380	.27*
EBR	1	1700	380	.22	460	.27
WBL	2	3400	930	.27	700	.21*
WBT	3	5100	1090	.21*	770	.15
WBR	1	1700	490	.29	170	.10
Right Turn Adjustment			Multi	.11*	NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.05** **.99**

12. Antonio & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	530	.16*	550	.16*
NBT	3	5100	1390	.27	900	.18
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	950	.19*	1210	.24*
SBR	f		1330		980	
EBL	2	3400	630	.19*	1360	.40*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	280	.16	570	.34
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.86**

29. La Pata & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	230	.14
NBT	1	1700	90	.06	180	.12*
NBR	0	0	10		20	
SBL	1	1700	130	.08	270	.16*
SBT	2	3400	210	.12*	70	.04
SBR	0	0	1470	.86	1130	.66
EBL	2	3400	1060	.31*	1260	.37*
EBT	1	1700	320	.19	860	.51
EBR	1	1700	570	.34	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	550	.32*	500	.29*
WBR	1	1700	300	.18	100	.06
Right Turn Adjustment			SBR	.74*	SBR	.52*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.69** **1.51**

43. Antonio & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	200	.06
NBT	3	5100	640	.13*	800	.16*
NBR	f		480		700	
SBL	2	3400	570	.17*	640	.19*
SBT	3	5100	840	.16	670	.13
SBR	d	1700	130	.08	60	.04
EBL	1	1700	40	.02*	120	.07
EBT	2	3400	470	.14	1130	.33*
EBR	1	1700	170	.10	280	.16
WBL	2	3400	600	.18	620	.18*
WBT	2	3400	1130	.33*	770	.23
WBR	1	1700	580	.34	660	.39
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.91**

76. A St & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1700	40	.02	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	1760	.35*
EBR	d	1700	20	.01	70	.04
WBL	1	1700	10	.01	40	.02*
WBT	3	5100	1940	.38*	1530	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.44**

78. A St & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	30	.02	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1520	.30	2440	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2280	.45*	2040	.40
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.54**

79. C St & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1070	.31*	890	.26*
NBT	2	3400	720	.21	640	.19
NBR	1	1700	110	.06	230	.14
SBL	2	3400	50	.01	60	.02
SBT	2	3400	530	.16*	700	.21*
SBR	1	1700	360	.21	280	.16
EBL	2	3400	230	.07	340	.10
EBT	2	3400	550	.16*	910	.27*
EBR	2	3400	660	.19	1160	.34
WBL	2	3400	230	.07*	110	.03*
WBT	3	5100	780	.15	830	.16
WBR	1	1700	70	.04	60	.04
Right Turn Adjustment			EBR	.03*	EBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.78** **.89**

80. Ortega & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	40	.02
NBT	2	3400	140	.05	790	.26*
NBR	0	0	30		80	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	610	.36*	280	.16
SBR	2	3400	640	.19	340	.10
EBL	2	3400	240	.07*	550	.16*
EBT	1	1700	40	.02	70	.04
EBR	1	1700	50	.03	30	.02
WBL	1	1700	70	.04	40	.02
WBT	1	1700	60	.04*	60	.04*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.52**

81. C St & Talega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	890	.26	980	.29
NBR	0	0	10		10	
SBL	1	1700	30	.02	60	.04
SBT	2	3400	900	.40*	980	.42*
SBR	0	0	460		460	
EBL	1	1700	460	.27*	460	.27*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.79**

87. F St & C St

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	740	.15*	600	.12*
NBR	1	1700	70	.04	120	.07
SBL	2	3400	150	.04*	390	.11*
SBT	3	5100	460	.09	770	.15
SBR	1	1700	540	.32	780	.46
EBL	2	3400	760	.22*	640	.19*
EBT	2	3400	110	.03	230	.07
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	250	.13*	170	.07*
WBR	1.5		410		200	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.59** **.59**

89. F St & New Ortega

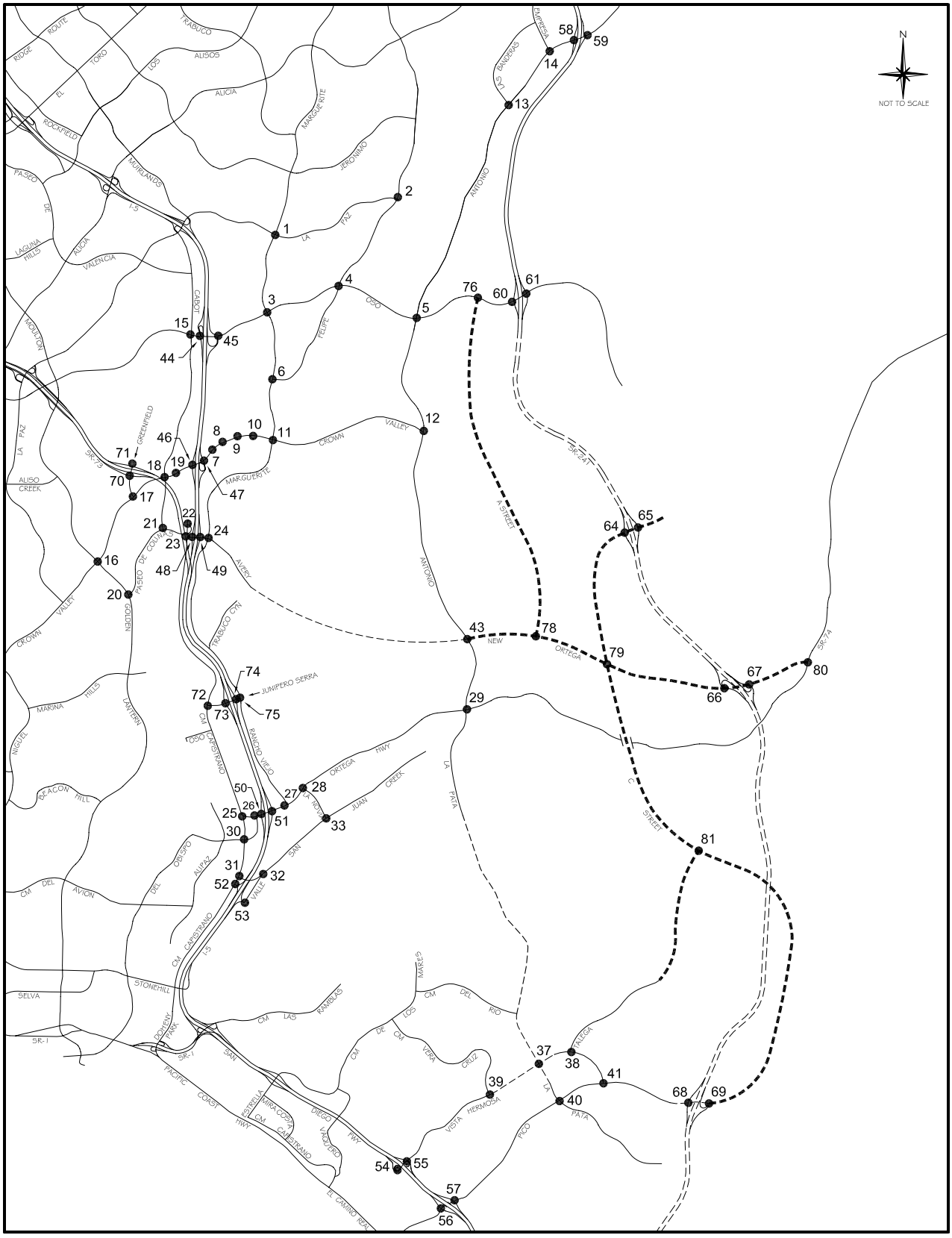
2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		280		540	
SBT	0	5100	0	.11*	0	.17*
SBR	1.5		280		340	
EBL	2	3400	290	.09*	330	.10
EBT	2	3400	500	.15	1060	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1020	.30*	730	.21
WBR	1	1700	510	.30	390	.23
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.55**

ICU Data Set 29

2025 Proposed Project
(Committed Circulation System plus La Pata and FTC-S and Avery Extension)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA AND FTC-S AND AVERY EXTENSION)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05*	320	.09
NBT	2	3400	820	.24	1150	.34*
NBR	d	1700	130	.08	170	.10
SBL	2	3400	130	.04	230	.07*
SBT	2	3400	1040	.31*	1090	.32
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	340	.10
EBT	2	3400	320	.09	950	.28*
EBR	1	1700	120	.07	280	.16
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	490	.14*	340	.10
WBR	d	1700	340	.20	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.80**

2. Olympiad & La Paz

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	190	.11*
NBT	2	3400	650	.19	560	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	560	.21*
SBR	0	0	190		140	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	450	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.55**

3. Marguerite & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	240	.07
NBT	2	3400	840	.25	870	.26*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	210	.06	680	.20*
SBT	2	3400	720	.21*	840	.25
SBR	1	1700	330	.19	170	.10
EBL	2	3400	170	.05*	250	.07
EBT	4	6800	1250	.18	1520	.22*
EBR	d	1700	130	.08	550	.32
WBL	2	3400	110	.03	160	.05*
WBT	4	6800	2320	.34*	1320	.19
WBR	d	1700	160	.09	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.78**

4. Felipe & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	140	.08	120	.07
NBT	2	3400	310	.09*	370	.11*
NBR	1	1700	70	.04	80	.05
SBL	1	1700	340	.20*	410	.24*
SBT	2	3400	400	.12	380	.11
SBR	d	1700	130	.08	210	.12
EBL	1	1700	110	.06*	230	.14
EBT	3	5100	1410	.28	2170	.43*
EBR	d	1700	80	.05	160	.09
WBL	1	1700	140	.08	200	.12*
WBT	3	5100	1900	.37*	1460	.29
WBR	d	1700	550	.32	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.95**

6. Marguerite & Felipe

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	20	.01
NBT	2	3400	780	.23	1030	.30*
NBR	1	1700	250	.15	650	.38
SBL	1	1700	110	.06	370	.22*
SBT	2	3400	960	.28*	840	.25
SBR	d	1700	30	.02	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	50	.05*	50	.06*
EBR	0	0	30		50	
WBL	1.5		560		430	
WBT	0.5	3400	30	.17*	10	.13*
WBR	1	1700	330	.19	100	.06
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.57** **.76**

7. Puerta Real & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	490	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	160	.09
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	540	.16*	410	.12
EBT	4	6800	1970	.29	3030	.45*
EBR	1	1700	170	.10	430	.25
WBL	2	3400	40	.01	250	.07*
WBT	4	6800	2640	.40*	2450	.39
WBR	0	0	70		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.77**

8. Guevara/Medical Ctr & CVP

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		330	.10*	410	
NBT	1.5	5100	30	.05	20	.13*
NBR	0		60		250	.15
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	1880	.30	2940	.48*
EBR	0	0	140		300	
WBL	2	3400	330	.10	160	.05*
WBT	4	6800	2350	.37*	2370	.36
WBR	0	0	140		70	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.63** **.78**

9. Los Altos & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	520	.15
NBT	1	1700	20	.05*	20	.17*
NBR	0	0	70		270	
SBL	0	0	50		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	130	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1490	.27	3030	.46*
EBR	0	0	320		120	
WBL	1	1700	430	.25	180	.11*
WBT	4	6800	2750	.45*	1940	.29
WBR	0	0	290		20	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.68** **.93**

10. Bellogente & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1490	.22	3430	.51*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3420	.52*	2040	.30
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.64**

11. Marguerite & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07*	160	.05
NBT	2	3400	530	.16	810	.24*
NBR	1	1700	390	.23	490	.29
SBL	2	3400	210	.06	380	.11*
SBT	2	3400	790	.23*	660	.19
SBR	1	1700	880	.52	360	.21
EBL	2	3400	530	.16*	760	.22*
EBT	4	6800	940	.14	2440	.36
EBR	1	1700	70	.04	300	.18
WBL	2	3400	570	.17	450	.13
WBT	4	6800	2410	.43*	1570	.27*
WBR	0	0	490		260	
Right Turn Adjustment			SBR	.17*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.11** **.89**

13. Banderas & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	50	.03*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	480	.28	580	.34
EBL	2	3400	400	.12	430	.13*
EBT	3	5100	2340	.46*	1310	.26
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1140	.23	1390	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.18*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.69**

14. Empresa & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	60	.09*	20	.15*
SBR	f		190		330	
EBL	2	3400	860	.25*	160	.05
EBT	3	5100	930	.18	1180	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	880	.17*	960	.19
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.47**

15. Cabot & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	210	.06
NBT	2	3400	710	.21*	320	.09*
NBR	1	1700	160	.09	590	.35
SBL	2	3400	300	.09*	710	.21*
SBT	2	3400	270	.08	590	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1110	.22	1250	.25*
EBR	1	1700	150	.09	70	.04
WBL	2	3400	370	.11	300	.09*
WBT	3	5100	1520	.30*	1210	.24
WBR	1	1700	510	.30	410	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.88**

16. Moulton & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07	240	.07*
NBT	2.5	6800	1320	{.26}*	1090	.21
NBR	1.5		610	{.22}	360	.21
SBL	2	3400	120	.04*	220	.06
SBT	3	5100	800	.16	1490	.29*
SBR	1	1700	130	.08	150	.09
EBL	2	3400	170	.05	160	.05
EBT	3	5100	1330	.26*	1090	.21*
EBR	1	1700	400	.24	240	.14
WBL	2	3400	620	.18*	790	.23*
WBT	3	5100	900	.18	1440	.28
WBR	1	1700	200	.12	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.85**

17. Greenfield & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	930	.27*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	270	.16	250	.15
EBL	2	3400	570	.17*	300	.09*
EBT	3	5100	1550	.31	1160	.23
EBR	0	0	20		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1500	.29*	1580	.31*
WBR	1	1700	790	.46	770	.45
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	330	.10*	190	.06
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	240	.07
SBT	2	3400	110	.06	380	.19*
SBR	0	0	210	.12	270	
EBL	2	3400	290	.09*	280	.08*
EBT	3	5100	1960	.38	1640	.32
EBR	1	1700	140	.08	170	.10
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2070	.41*	2030	.40*
WBR	1	1700	160	.09	270	.16
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.77**

19. Forbes & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	150	.09
NBT	1	1700	20	.01	50	.03*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	180	.11	260	.15
EBL	1	1700	180	.11*	130	.08*
EBT	4	6800	2270	.35	2030	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2190	.43*	2240	.44*
WBR	1	1700	130	.08	190	.11
Right Turn Adjustment			SBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.75**

20. Golden Lantern & P. Colinas

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2290	.45*	850	.17
NBR	1	1700	1090	.64	760	.45
SBL	1	1700	430	.25*	290	.17
SBT	3	5100	1220	.24	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	550	.32	240	.14
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.86**

21. Cabot & Paseo de Colinas

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	130	.04*	130	.04*
SBT	0	0	0		0	
SBR	2	3400	300	.09	400	.12
EBL	1	1700	490	.29*	500	.29*
EBT	2	3400	840	.25	590	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.16*	980	.30*
WBR	0	0	80		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.68**

22. Cm Capistrano & P. Colinas

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	90	{.22}*
NBR	1.5		680		940	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	70	.04	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1140		750	
WBT	0	3400	0	.35*	0	.23*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.55**

23. Cm Capistrano & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	970	.29*	890	.26*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	690	.20	920	.27
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.52**

24. Marguerite & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	290	.17*
NBT	2	3400	510	.15	330	.10
NBR	d	1700	170	.10	40	.02
SBL	1	1700	260	.15	290	.17
SBT	2	3400	550	.16*	510	.15*
SBR	d	1700	220	.13	600	.35
EBL	2	3400	530	.16*	600	.18
EBT	2	3400	1060	.43	1830	.59*
EBR	0	0	410		190	
WBL	1	1700	70	.04	120	.07*
WBT	2	3400	1280	.45*	760	.29
WBR	0	0	250		230	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **1.03**

25. Cm Capistrano & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	530	.31*	530	.31*
NBR	1	1700	50	.03	110	.06
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	560	.33	500	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	200	.12*
WBT	0	0	0		0	
WBR	1	1700	200	.12	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.57**

26. Del Obispo & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	90	.05*
NBT	0	0	0		0	
NBR	2	3400	1230	.36	1330	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	450	.16*	560	.20*
EBR	0	0	80		120	
WBL	2	3400	1270	.37*	1310	.39*
WBT	1	1700	710	.42	790	.46
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.74**

27. Rancho Viejo & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	170	.12*	110	.10
NBR	0		70		60	
SBL	1.5		150		210	
SBT	0.5	3400	100	.07*	140	.10*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	150	.09	260	.15
EBT	2	3400	1320	.39*	1610	.47*
EBR	1	1700	720	.42	510	.30
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1530	.30	1230	.24
WBR	1	1700	350	.21	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .68 .83

28. La Novia & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	330	.10*	260	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1080	.32*	1590	.47*
EBR	1	1700	370	.22	260	.15
WBL	1	1700	570	.34*	430	.25*
WBT	2	3400	1590	.47	1110	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .85

30. Cm Capistrano & Del Obispo

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	440	.13*
NBT	1	1700	690	.41*	380	.22
NBR	1	1700	190	.11	320	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	430	.25	680	.40*
SBR	1	1700	700	.41	270	.16
EBL	1	1700	220	.13	350	.21
EBT	2	3400	1050	.31*	760	.22*
EBR	1	1700	450	.26	430	.25
WBL	1	1700	320	.19*	390	.23*
WBT	2	3400	670	.20	790	.23
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .98 1.03

31. Cm Capistrano & San Juan Crk

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	730	.21*	810	.24*
NBR	1	1700	520	.31	590	.35
SBL	2	3400	220	.06*	530	.16*
SBT	2	3400	730	.21	1070	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		770	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		530	{.19}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .68

32. Valle & San Juan Creek

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	220	.13	320	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	510	.30
EBR	1	1700	370	.22	600	.35
WBL	1	1700	220	.13	140	.08
WBT	1	1700	900	.53*	800	.47*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.81**

33. La Novia & San Juan Creek

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	260	.15*	160	.09*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	470	.28*	410	.24*
SBT	1	1700	160	.09	280	.16
SBR	1	1700	540	.32	370	.22
EBL	1	1700	260	.15*	360	.21*
EBT	1	1700	250	.15	270	.16
EBR	1	1700	60	.04	120	.07
WBL	1	1700	60	.04	70	.04
WBT	1	1700	390	.23*	280	.16*
WBR	1	1700	460	.27	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.75**

44. I-5 SB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	650	.19*	1130	.33*
SBT	0	0	0		0	
SBR	1	1700	420	.25	450	.26
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1840	.36*
EBR	f		500		720	
WBL	0	0	0		0	
WBT	3	5100	1990	.39*	1480	.29
WBR	f		660		340	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.74**

45. I-5 NB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	260	.15	450	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1570	.31	2420	.47*
EBR	f		280		550	
WBL	0	0	0		0	
WBT	3	5100	2220	.44*	1320	.26
WBR	f		1040		620	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.81**

46. I-5 SB Ramps & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1200	.24*	1890	.37*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1690	.25*	2480	.36*
EBR	1	1700	190	.11	370	.22
WBL	2	3400	500	.15*	500	.15*
WBT	3	5100	1750	.34	1790	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.93**

47. I-5 NB Ramps & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		610	{.24}*	260	{.15}*
NBT	0	5100	0	.24	0	.15
NBR	1.5		630		480	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1990	{.39}*	3410	.67*
EBR	1.5		940	{.37}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1660	.33	2030	.40
WBR	f		1420		1480	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.87**

48. I-5 SB Ramps & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		890		1240	
SBT	0	3400	0	.29*	0	.48*
SBR	0.5		110		390	
EBL	0	0	0		0	
EBT	2	3400	740	.22	860	.25
EBR	1	1700	300	.18	340	.20
WBL	1	1700	190	.11	310	.18
WBT	1	1700	890	.52*	750	.44*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.97**

49. I-5 NB Ramps & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	380	.22	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	20	.01	130	.08
EBT	2	3400	1640	.48*	2000	.59*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	830	.24	770	.23
WBR	1	1700	1050	.62	910	.54
Right Turn Adjustment		Multi		.11*	NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.96**

50. I-5 SB Ramps & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1090		1130	
SBT	0	5100	0	{.37}*	0	{.39}*
SBR	1.5		960		1040	
EBL	0	0	0		0	
EBT	3	5100	1510	.30*	1640	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	240	.14*	250	.15*
WBT	2	3400	1020	.30	1070	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.91**

51. I-5 NB Ramps & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.13}*	280	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		560		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	860	.25*	810	.24*
EBT	2	3400	1740	.51	1950	.57
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	980	{.36}*	1030	{.37}*
WBR	1.5		1080		1060	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.79**

52. Cm Capistrano & I-5 SB Ramps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1040	.31*	970	.29*
NBR	0	0	20		30	
SBL	2	3400	630	.19*	530	.16*
SBT	2	3400	960	.28	1310	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		820	.24*	1080	.32*
WBT	0	5100	0		0	
WBR	1.5		210		420	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.82**

53. Valle & La Novia/I-5 NB Rmps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	1	1700	120	.07	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	150	.13*	230	.26*
SBR	1	1700	330	.19	300	.18
EBL	1	1700	430	.25*	530	.31*
EBT	1	1700	40	.05	170	.14
EBR	0	0	40		60	
WBL	0	0	40		40	
WBT	1	1700	320	.21*	80	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.75**

58. SR-241 SB Ramps & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	810	.24*
SBT	0	5100	0		0	
SBR	1.5		180	{.04}	380	.22
EBL	0	0	0		0	
EBT	3	5100	1350	.26*	1660	.33*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	140	.08*	130	.08*
WBT	3	5100	1250	.25	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.70**

59. SR-241 NB Ramps & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		60	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		130		120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	580	.34*	210	.12
EBT	3	5100	960	.19	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1330	.26*	1160	.23
WBR	1	1700	1550	.91	200	.12
Right Turn Adjustment			WBR	.63*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.53**

60. SR-241 SB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	180	
SBT	0	5100	0		0	{.09}*
SBR	1.5		20	.01	330	
EBL	0	0	0		0	
EBT	2	3400	1020	.30	960	.28*
EBR	1	1700	240	.14	470	.28
WBL	2	3400	150	.04	90	.03*
WBT	2	3400	1570	.46*	900	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.45**

61. SR-241 NB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		400	{.13}*	320	{.14}*
NBT	0	3400	0	.13	0	.14
NBR	0.5		50		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	470	.28*	40	.02
EBT	2	3400	620	.18	1090	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1310	.39*	650	.19
WBR	1	1700	340	.20	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.51**

70. Greenfield & SR-73 SB Ramps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1280	.48*	520	.26*
NBR	0	0	350		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	490	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		520		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1270	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.48**

72. Cm Capistrano & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05
NBR	1	1700	920	.54	790	.46
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	90	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	930	.55*
WBT	0	0	0		0	
WBR	1	1700	80	.05	210	.12
Right Turn Adjustment			NBR	.12*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.74**

73. I-5 SB Ramps & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	310	.18*
SBT	0	0	0		0	
SBR	1	1700	570	.34	550	.32
EBL	0	0	0		0	
EBT	2	3400	870	.29*	770	.27*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	280	{.16}*
WBT	1.5	3400	360	.18	580	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.66**

74. I-5 NB Ramps & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		550	{.32}*	620	.36*
EBT	1.5	3400	580	.33	460	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	730	.43*
WBR	1	1700	440	.26	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.92**

75. Rancho Viejo & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	350	.21*
NBT	2	3400	160	.05	210	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	220	.13*	240	.14*
SBR	1	1700	630	.37	690	.41
EBL	1.5		610		480	
EBT	0.5	3400	30	.26*	10	.20*
EBR	0		230		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.04*	SBR	.12*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.71** **.73**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	620	.19*	570	.18*
NBT	3	4800	730	.15	770	.16
NBR	1	1600	180	.11	260	.16
SBL	1	1600	90	.06	140	.09
SBT	3	4800	560	.12*	650	.14*
SBR	1	1600	290	.18	520	.33
EBL	1	1600	530	.33*	310	.19*
EBT	2	3200	290	.09	430	.13
EBR	1	1600	320	.20	350	.22
WBL	1	1600	240	.15	220	.14
WBT	2	3200	560	.24*	380	.15*
WBR	0	0	220		100	
Right Turn Adjustment					SBR	.05*

TOTAL CAPACITY UTILIZATION **.88** **.71**

38. Talega & Vista Hermosa

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	90	.06
SBT	1	1600	30	.43*	30	.25*
SBR	0	0	650		370	
EBL	1	1600	300	.19*	480	.30*
EBT	2	3200	40	.02	140	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	210	.11*	90	.06*
WBR	0	0	140		230	.14

TOTAL CAPACITY UTILIZATION **.74** **.62**

39. Vera Cruz & Vista Hermosa

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	70	.04
NBT	2	3200	70	.03*	230	.08*
NBR	0	0	10		10	
SBL	1	1600	850	.53*	570	.36*
SBT	2	3200	470	.21	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	190	.12*
EBT	2	3200	1230	.41	890	.28
EBR	0	0	80		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	750	.33*	990	.55*
WBR	0	0	320		780	

TOTAL CAPACITY UTILIZATION **1.08** **1.11**

40. La Pata & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	750	.47*
NBT	2	3200	40	.01	20	.01
NBR	1	1600	170	.11	110	.07
SBL	2	3200	40	.01	170	.05
SBT	2	3200	50	.02*	40	.01*
SBR	f		140		70	
EBL	1	1600	210	.13	120	.08*
EBT	3	4800	920	.19*	720	.15
EBR	1	1600	610	.38	280	.18
WBL	2	3200	250	.08*	10	.00
WBT	2.5	6400	340	{.07}	740	.15*
WBR	1.5		170	{.03}	50	
Right Turn Adjustment			EBR	.12*		

TOTAL CAPACITY UTILIZATION **.50** **.71**

41. Vista Hermosa & Pico

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	180	.11*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	410	.13*	140	.04
SBT	1	1600	80	.05	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	100	.03*	210	.07*
EBT	3	4800	900	.19	960	.20
EBR	1	1600	300	.19	40	.03
WBL	1	1600	10	.01	10	.01
WBT	3	4800	810	.23*	550	.17*
WBR	0	0	310		290	.18

TOTAL CAPACITY UTILIZATION **.40** **.36**

54. I-5 SB Ramps & Vista Hermosa

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1170	.37*	560	
SBT	0	4800	0		0	.21*
SBR	1.5		200	.13	470	
EBL	1	1600	50	.03*	40	.03*
EBT	3	4800	430	.09	520	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	340	.11*
WBR	f		230		160	

TOTAL CAPACITY UTILIZATION **.48** **.35**

55. I-5 NB Ramps & Vista Hermosa

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		270	.08	370	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1540	.48*	990	.31
EBR	f		190		220	
WBL	0	0	0		0	
WBT	1.5	4800	450	{.25}	560	.33*
WBR	1.5		800		1030	
Right Turn Adjustment			NBR	.02*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.56** **.43**

56. I-5 SB Ramps & Pico

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1670	.52*	780	.24*
SBT	0	0	10		10	
SBR	1	1600	250	.16	340	.21
EBL	0	0	0		0	
EBT	3	4800	870	.18*	790	.16*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	580	.36*
WBT	2	3200	410	.13	1020	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.89** **.76**

57. I-5 NB Ramps & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	270	.17	150	.09
NBR(f)	f		590		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	250	.16*
EBT	2	3200	2320	.73*	1300	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	550	.11	1290	.27*
WBR	f		930		1220	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.90**		**.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	640	.19*
NBT	3	5100	990	.19	1140	.22
NBR	1	1700	480	.28	650	.38
SBL	2	3400	150	.04	120	.04
SBT	3	5100	1450	.28*	1140	.22*
SBR	f		990		530	
EBL	2	3400	840	.25*	820	.24
EBT	3	5100	690	.14	1180	.23*
EBR	1	1700	540	.32	670	.39
WBL	2	3400	900	.26	700	.21*
WBT	3	5100	1000	.20*	550	.11
WBR	1	1700	300	.18	70	.04
Right Turn Adjustment			EBR	.13*	Multi	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.11** **1.07**

12. Antonio & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	640	.19*	590	.17*
NBT	3	5100	1500	.29	1320	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1420	.28*	1550	.30*
SBR	f		1170		780	
EBL	2	3400	570	.17*	1260	.37*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	310	.18	590	.35
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.90**

29. La Pata & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	350	.21*	340	.20*
NBT	1	1700	830	.51	770	.46
NBR	0	0	40		20	
SBL	1	1700	60	.04	100	.06
SBT	2	3400	1110	.65*	720	.42*
SBR	0	0	1480	.87	1090	.64
EBL	2	3400	920	.27*	1170	.34*
EBT	1	1700	40	.02	430	.25
EBR	1	1700	460	.27	400	.24
WBL	1	1700	10	.01	50	.03
WBT	1	1700	220	.13*	100	.06*
WBR	1	1700	60	.04	80	.05
Right Turn Adjustment			SBR	.22*	SBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.53** **1.29**

43. Antonio & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07	260	.08
NBT	3	5100	810	.16*	1160	.23*
NBR	f		660		810	
SBL	2	3400	690	.20*	750	.22*
SBT	3	5100	1250	.25	940	.18
SBR	d	1700	70	.04	60	.04
EBL	1	1700	40	.02	70	.04
EBT	2	3400	590	.17*	1170	.34*
EBR	1	1700	260	.15	340	.20
WBL	2	3400	830	.24*	800	.24*
WBT	2	3400	1220	.36	870	.26
WBR	1	1700	610	.36	810	.48
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **1.08**

64. SR-241 SB Ramps & C St

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		110		310	
SBT	0	5100	0	.04*	0	.12*
SBR	1.5		110		320	
EBL	0	0	0		0	
EBT	2	3400	470	.14*	590	.18*
EBR	0	0	10		10	
WBL	1	1700	60	.04*	40	.02*
WBT	2	3400	380	.11	300	.09
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.27** **.37**

65. SR-241 NB Ramps & C St

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	30	.02	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	280	.08*	220	.06
EBT	2	3400	300	.09	670	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	420	.12*	330	.10
WBR	1	1700	330	.19	140	.08
Right Turn Adjustment			Multi	.08*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.34** **.29**

66. SR-241 SB Ramps & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		140		420	
SBT	0	5100	0	.05*	0	.13*
SBR	1.5		140		240	
EBL	0	0	0		0	
EBT	2	3400	800	.25	1160	.35*
EBR	0	0	60		40	
WBL	0	0	0		0	
WBT	2	3400	1050	.31*	870	.26
WBR	1	1700	560	.33	380	.22
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.53**

67. SR-241 NB Ramps & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	360	.21	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23	1540	.45
EBR	1	1700	150	.09	40	.02
WBL	0	0	0		0	
WBT	2	3400	1580	.61*	1220	.45*
WBR	0	0	500		300	
Right Turn Adjustment			NBR	.20*	NBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.84**

68. SR-241 SB Ramps & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		280		250	
SBT	0	5100	0	.14*	0	.10*
SBR	1.5		440		270	
EBL	0	0	0		0	
EBT	2	3400	860	.25*	1360	.40*
EBR	1	1700	90	.05	220	.13
WBL	1	1700	70	.04*	100	.06*
WBT	2	3400	820	.24	950	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.61**

69. SR-241 NB Ramps & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	70	.04*
NBT	0	0	0		0	
NBR	1	1700	70	.04	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	930	.27*	1170	.34*
EBR	1	1700	220	.13	440	.26
WBL	1	1700	250	.15*	270	.16*
WBT	2	3400	840	.25	970	.29
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.59**

76. A St & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1230	.24	1370	.27*
EBR	d	1700	20	.01	90	.05
WBL	1	1700	20	.01	50	.03*
WBT	3	5100	1550	.30*	1180	.23
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.37**

78. A St & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	30	.02	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1930	.38	2710	.53*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2620	.51*	2460	.48
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.60**

79. C St & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	830	.24*
NBT	2	3400	240	.07	140	.04
NBR	1	1700	100	.06	70	.04
SBL	2	3400	120	.04	120	.04
SBT	2	3400	110	.03*	260	.08*
SBR	1	1700	430	.25	360	.21
EBL	2	3400	300	.09*	410	.12*
EBT	2	3400	920	.27	1210	.36
EBR	1	1700	580	.34	1030	.61
WBL	2	3400	40	.01	60	.02
WBT	2	3400	1180	.35*	1200	.35*
WBR	1	1700	100	.06	240	.14
Right Turn Adjustment			SBR	.13*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.92** **.85**

80. Ortega & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	320	.10*
NBR	0	0	10		20	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	100	.06*	10	.01
SBR	2	3400	1110	.33	660	.19
EBL	2	3400	380	.11*	1020	.30*
EBT	1	1700	70	.04	130	.08
EBR	1	1700	110	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.27*	SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.64**

81. C St & Talega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	420	.13*	450	.14*
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04*
SBT	2	3400	380	.13	500	.16
SBR	0	0	50		30	
EBL	1	1700	20	.01*	50	.03*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.25** **.30**

1. Marguerite & La Paz

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05*	300	.09
NBT	2	3400	780	.23	1270	.37*
NBR	d	1700	160	.09	220	.13
SBL	2	3400	130	.04	250	.07*
SBT	2	3400	820	.24*	1120	.33
SBR	1	1700	360	.21	260	.15
EBL	2	3400	260	.08*	420	.12
EBT	2	3400	310	.09	820	.24*
EBR	1	1700	150	.09	360	.21
WBL	2	3400	290	.09	260	.08*
WBT	2	3400	550	.16*	530	.16
WBR	d	1700	210	.12	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.81**

2. Olympiad & La Paz

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	100	.06*
NBT	2	3400	610	.18	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	600	.27*	470	.20*
SBR	0	0	320		210	
EBL	1	1700	160	.09*	270	.16*
EBT	0	0	0		0	
EBR	1	1700	110	.06	160	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.47**

3. Marguerite & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	300	.18*
NBT	2	3400	690	.20	890	.26
NBR	d	1700	60	.04	100	.06
SBL	1	1700	160	.09	240	.14
SBT	2	3400	740	.22*	800	.24*
SBR	d	1700	320	.19	300	.18
EBL	1	1700	210	.12*	310	.18
EBT	3	5100	860	.17	1810	.35*
EBR	d	1700	240	.14	550	.32
WBL	1	1700	80	.05	150	.09*
WBT	3	5100	1970	.39*	1140	.22
WBR	d	1700	60	.04	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.91**

4. Felipe & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	70	.04
NBT	2	3400	290	.09*	350	.10*
NBR	1	1700	120	.07	40	.02
SBL	1	1700	340	.20*	290	.17*
SBT	2	3400	480	.14	310	.09
SBR	d	1700	340	.20	170	.10
EBL	1	1700	200	.12*	280	.16*
EBT	3	5100	1110	.22	1310	.26
EBR	d	1700	90	.05	110	.06
WBL	1	1700	90	.05	70	.04
WBT	3	5100	1690	.33*	1120	.22*
WBR	d	1700	430	.25	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.70**

6. Marguerite & Felipe

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	30	.02
NBT	2	3400	640	.19*	900	.26*
NBR	1	1700	380	.22	510	.30
SBL	1	1700	140	.08*	280	.16*
SBT	2	3400	780	.23	820	.24
SBR	d	1700	20	.01	40	.02
EBL	1	1700	80	.05	60	.04*
EBT	1	1700	80	.07*	50	.04
EBR	0	0	40		20	
WBL	1.5		770	{.23}*	370	
WBT	0.5	3400	10	.23	10	.11*
WBR	1	1700	450	.26	140	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.62**

7. Puerta Real & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	550	.16*
NBT	1	1700	90	.05*	50	.03
NBR	1	1700	40	.02	120	.07
SBL	1	1700	60	.04*	110	.06
SBT	1	1700	60	.04	80	.05*
SBR	2	3400	240	.07	660	.19
EBL	2	3400	620	.18*	320	.09
EBT	3	5100	1530	.30	2010	.39*
EBR	1	1700	280	.16	680	.40
WBL	1	1700	60	.04	110	.06*
WBT	3	5100	1740	.35*	1620	.33
WBR	0	0	50		60	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.76**

8. El Regateo/Medical Ctr & CVP

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.08}*	470	.14*
NBT	1.5	5100	40	.08	30	.07
NBR	0		100		90	
SBL	0.5		20		70	
SBT	1.5	3400	30	.03*	40	.06*
SBR	0		90	.05	180	.11
EBL	1	1700	160	.09*	150	.09
EBT	3	5100	1060	.21	1610	.32*
EBR	1	1700	410	.24	480	.28
WBL	1	1700	150	.09	120	.07*
WBT	3	5100	1500	.31*	1140	.23
WBR	0	0	100		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.64**

9. Los Altos & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	120	.07*
NBT	1	1700	10	.01	10	.05
NBR	0	0	10		70	
SBL	0	0	40		150	
SBT	1	1700	10	.03*	10	.09*
SBR	1	1700	30	.02	70	.04
EBL	1	1700	100	.06*	70	.04
EBT	3	5100	990	.21	1690	.33*
EBR	0	0	90		10	
WBL	1	1700	160	.09	30	.02*
WBT	3	5100	1660	.35*	1110	.23
WBR	0	0	130		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

10. Bellogente & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	30	.02	80	.05
SBT	1	1700	10	.05*	10	.05*
SBR	0	0	80		80	
EBL	1	1700	160	.09*	60	.04
EBT	3	5100	870	.17	1840	.36*
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01*
WBT	3	5100	1850	.38*	1110	.23
WBR	0	0	110		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.48**

11. Marguerite & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08*	120	.07
NBT	2	3400	390	.16	690	.33*
NBR	0	0	160		430	
SBL	1	1700	120	.07	330	.19*
SBT	2	3400	870	.26*	640	.19
SBR	f		360		340	
EBL	2	3400	180	.05	660	.19
EBT	2	3400	650	.19*	1070	.31*
EBR	1	1700	80	.05	200	.12
WBL	1	1700	440	.26*	280	.16*
WBT	3	5100	1480	.29	700	.14
WBR	d	1700	170	.10	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **1.04**

13. Banderas & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	10	.01
NBT	2	3400	40	.02	10	.01*
NBR	0	0	50	.03	10	
SBL	1	1700	80	.05	60	.04*
SBT	2	3400	170	.05*	50	.01
SBR	1	1700	520	.31	730	.43
EBL	2	3400	640	.19*	280	.08*
EBT	3	5100	1560	.32	970	.19
EBR	0	0	60		20	
WBL	2	3400	200	.06	40	.01
WBT	3	5100	920	.19*	1200	.26*
WBR	0	0	30		120	
Right Turn Adjustment			SBR	.12*	SBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.77**

14. Empresa & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		40	
NBT	1	1700	80	.11*	50	.05*
NBR	1	1700	160	.09	40	.02
SBL	1.5		100	{.05}*	270	{.10}*
SBT	0.5	3400	70	.05	70	.10
SBR	f		90		270	
EBL	2	3400	310	.09	140	.04*
EBT	3	5100	1000	.20*	900	.18
EBR	d	1700	100	.06	20	.01
WBL	1	1700	180	.11*	70	.04
WBT	3	5100	800	.16	900	.18*
WBR	f		240		180	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.42**

15. Cabot & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	60	.02	90	.03
NBT	2	3400	330	.10*	320	.09*
NBR	1	1700	260	.15	430	.25
SBL	2	3400	290	.09*	630	.19*
SBT	2	3400	130	.04	410	.12
SBR	1	1700	70	.04	160	.09
EBL	2	3400	120	.04*	140	.04
EBT	3	5100	1200	.24	1230	.24*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	270	.08	290	.09*
WBT	3	5100	1670	.33*	1020	.20
WBR	1	1700	520	.31	540	.32
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.75**

16. Moulton & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05	160	.05*
NBT	2.5	6800	970	{.19}*	700	.14
NBR	1.5		450	{.17}	260	
SBL	2	3400	200	.06*	150	.04
SBT	3	5100	430	.08	930	.18*
SBR	1	1700	90	.05	110	.06
EBL	2	3400	150	.04	140	.04
EBT	3	5100	1250	.25*	950	.19*
EBR	1	1700	270	.16	150	.09
WBL	2	3400	440	.13*	720	.21*
WBT	3	5100	810	.16	1400	.27
WBR	1	1700	160	.09	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.68**

17. Greenfield & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	80	.05*	40	.03*
NBR	0		60		20	
SBL	2	3400	600	.18*	730	.21*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	240	.14	320	.19
EBL	2	3400	500	.15*	200	.06*
EBT	3	5100	1460	.29	960	.19
EBR	0	0	30		30	
WBL	1	1700	20	.01	50	.03
WBT	3	5100	1260	.25*	1430	.28*
WBR	1	1700	620	.36	670	.39
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.63**

18. Cabot & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	130	.08*
NBT	2	3400	300	.09*	170	.05
NBR	1	1700	460	.27	230	.14
SBL	2	3400	140	.04*	230	.07
SBT	2	3400	80	.05	320	.18*
SBR	0	0	90	.05	300	
EBL	2	3400	250	.07*	220	.06*
EBT	3	5100	1500	.29	1500	.29
EBR	1	1700	110	.06	190	.11
WBL	2	3400	120	.04	500	.15
WBT	3	5100	1220	.26*	1950	.43*
WBR	0	0	90		240	
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.80**

19. Forbes & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	120	.07
NBT	1	1700	10	.01*	20	.01*
NBR	1	1700	80	.05	150	.09
SBL	1	1700	80	.05*	210	.12*
SBT	1	1700	10	.01	10	.01
SBR	1	1700	70	.04	180	.11
EBL	1	1700	100	.06	110	.06*
EBT	4	6800	1900	.29*	1810	.27
EBR	0	0	100		40	
WBL	1	1700	150	.09*	60	.04
WBT	3	5100	1300	.28	2390	.50*
WBR	0	0	150		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.74**

20. Golden Lantern & P. Colinas

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	1770	.52*	830	.24
NBR	1	1700	1110	.65	550	.32
SBL	1	1700	310	.18*	140	.08
SBT	2	3400	1090	.32	1670	.49*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		670		1250	
WBT	0.5	3400	10	.20*	10	.37*
WBR	1	1700	370	.22	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.97**		**.93**

21. Cabot & Paseo de Colinas

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	50	.01*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	170	.05	540	.16
EBL	1	1700	500	.29*	350	.21*
EBT	2	3400	700	.21	410	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	280	.11*	790	.26*
WBR	0	0	90		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.46**		**.56**

22. Cm Capistrano & P. Colinas

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.14}*	170	{.21}*
NBR	1.5		400	{.06}	790	
SBL	1	1700	70	.04*	120	.07*
SBT	1	1700	110	.06	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		750		590	
WBT	0	3400	0	.24*	0	.19*
WBR	0.5		50		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.52**

23. Cm Capistrano & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	40	.02*	90	.05*
NBR	1	1700	80	.05	270	.16
SBL	2	3400	750	.22*	790	.23*
SBT	1	1700	30	.02	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	230	.14*	220	.13*
WBT	0	0	0		0	
WBR	1	1700	510	.30	880	.52
Right Turn Adjustment					Multi	.23*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.69**

24. Marguerite & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	350	.21*	240	.14*
NBT	2	3400	500	.15	280	.08
NBR	d	1700	50	.03	20	.01
SBL	1	1700	140	.08	120	.07
SBT	2	3400	520	.15*	410	.12*
SBR	d	1700	270	.16	640	.38
EBL	2	3400	550	.16	530	.16
EBT	2	3400	580	.29*	840	.31*
EBR	0	0	400		210	
WBL	1	1700	50	.03*	30	.02*
WBT	2	3400	220	.09	360	.13
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.75**

25. Cm Capistrano & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	390	.23*	380	.22*
NBR	1	1700	50	.03	110	.06
SBL	1	1700	150	.09*	120	.07*
SBT	1	1700	490	.29	460	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	140	.08*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.46**

26. Del Obispo & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	70	.04*
NBT	0	0	0		0	
NBR	2	3400	1050	.31	960	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	410	.14*	430	.15*
EBR	0	0	50		70	
WBL	2	3400	810	.24*	1150	.34*
WBT	1	1700	380	.22	450	.26
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.58**

27. Rancho Viejo & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	{.10}*	480	.14*
NBT	1.5	5100	140	.10	100	.09
NBR	0		50		50	
SBL	1.5		190		200	
SBT	0.5	3400	170	.11*	140	.10*
SBR	1	1700	160	.09	240	.14
EBL	1	1700	160	.09	170	.10
EBT	2	3400	1210	.36*	1360	.40*
EBR	1	1700	500	.29	460	.27
WBL	1	1700	70	.04*	60	.04*
WBT	3	5100	1190	.23	900	.18
WBR	1	1700	240	.14	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.73**

28. La Novia & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	210	.12	120	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1100	.32*	1410	.41*
EBR	1	1700	350	.21	200	.12
WBL	1	1700	240	.14*	110	.06*
WBT	2	3400	940	.28	790	.23
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.61**

30. Cm Capistrano & Del Obispo

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	420	.12*
NBT	1	1700	120	.07	100	.06
NBR	1	1700	150	.09	130	.08
SBL	1	1700	50	.03	50	.03
SBT	1	1700	200	.12*	250	.15*
SBR	1	1700	380	.22	370	.22
EBL	1	1700	300	.18*	360	.21*
EBT	2	3400	600	.18	610	.18
EBR	1	1700	230	.14	330	.19
WBL	1	1700	70	.04	190	.11
WBT	2	3400	640	.19*	740	.22*
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.75**

31. Cm Capistrano & San Juan Crk

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	300	.09*	400	.12*
NBR	1	1700	240	.14	410	.24
SBL	2	3400	180	.05*	350	.10*
SBT	2	3400	390	.11	610	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		460		440	
WBT	0	5100	0	{.15}*	0	{.15}*
WBR	1.5		380		450	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.34** **.43**

32. Valle & San Juan Creek

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	440	.26*
NBT	0	0	0		0	
NBR	1	1700	140	.08	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	300	.18	420	.25
EBR	1	1700	230	.14	520	.31
WBL	1	1700	100	.06	120	.07
WBT	1	1700	680	.40*	600	.35*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.66**

33. La Novia & San Juan Creek

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	80	.05
NBT	1	1700	200	.12*	120	.07*
NBR	1	1700	90	.05	10	.01
SBL	1	1700	260	.15*	150	.09*
SBT	1	1700	130	.08	190	.11
SBR	1	1700	310	.18	320	.19
EBL	1	1700	140	.08*	220	.13*
EBT	1	1700	200	.12	140	.08
EBR	1	1700	30	.02	110	.06
WBL	1	1700	70	.04	20	.01
WBT	1	1700	310	.18*	90	.05*
WBR	1	1700	300	.18	130	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.39**

44. I-5 SB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	620	.18*	1230	.36*
SBT	0	0	0		0	
SBR	1	1700	470	.28	450	.26
EBL	0	0	0		0	
EBT	3	5100	1230	.24	1780	.35*
EBR	f		520		520	
WBL	0	0	0		0	
WBT	3	5100	1990	.39*	1400	.27
WBR	f		500		430	
Right Turn Adjustment			SBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.76**

45. I-5 NB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	570	.34*
NBT	0	0	0		0	
NBR	1	1700	550	.32	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1360	.27	2550	.50*
EBR	f		520		460	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1260	.25
WBR	f		1300		620	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.89**

46. I-5 SB Ramps & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		930	.18*	1540	
SBT	0	6800	0		0	{.37}*
SBR	1.5		510	{.17}	1140	
EBL	0	0	0		0	
EBT	4	6800	1820	.27*	1860	.27*
EBR	1	1700	240	.14	310	.18
WBL	2	3400	390	.11*	540	.16*
WBT	3	5100	1090	.21	1450	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.85**

47. I-5 NB Ramps & Crown Valley

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		500	{.20}*	280	{.15}*
NBT	0	5100	0	.20	0	.15
NBR	1.5		520		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1910	{.37}*	2550	.50*
EBR	1.5		840	{.34}	850	.50
WBL	0	0	0		0	
WBT	3	5100	980	.19	1710	.34
WBR	f		1080		1120	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

48. I-5 SB Ramps & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		630		580	
SBT	0	3400	0	.27*	0	.32*
SBR	0.5		280		500	
EBL	0	0	0		0	
EBT	2	3400	600	.24*	790	.31*
EBR	0	0	230		270	
WBL	1	1700	180	.11*	360	.21*
WBT	1	1700	460	.27	600	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.89**

49. I-5 NB Ramps & Avery

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	240	.14*
NBT	0	0	0		0	
NBR	1	1700	540	.32	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	240	.14*	280	.16*
EBT	2	3400	990	.29	1090	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	400	.24*	720	.42*
WBR	1	1700	440	.26	520	.31
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.77**

50. I-5 SB & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590	.17*	880	
SBT	0	5100	0		0	{.26}*
SBR	1.5		600	{.11}	850	
EBL	0	0	0		0	
EBT	3	5100	1310	.29*	1170	.27*
EBR	0	0	150		220	
WBL	1	1700	340	.20*	430	.25*
WBT	2	3400	590	.17	750	.22
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.83**

51. I-5 NB & Ortega

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		140		220	
NBT	0	3400	0	{.23}*	0	{.23}*
NBR	1.5		740		640	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	770	.23*	700	.21*
EBT	2	3400	1130	.33	1350	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	790	.23*	960	.28*
WBR	1	1700	860	.51	660	.39
Right Turn Adjustment			WBR	.24*	WBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.81**

52. Cm Capistrano & I-5 SB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	350	.11	590	.18
NBR	0	0	20		20	
SBL	2	3400	350	.10	490	.14
SBT	1	1700	500	.29*	560	.33*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	640	.38*	780	.46*
WBT	0	0	0		0	
WBR	1	1700	190	.11	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.84**

53. Valle & La Novia/I-5 NB Rmps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		50	{.03}*
NBT	1	1700	120	.09*	150	.12
NBR	1	1700	10	.01	10	.01
SBL	0	0	20	{.01}*	80	
SBT	1	1700	120	.08	300	.22*
SBR	1	1700	190	.11	260	.15
EBL	1	1700	340	.20*	460	.27*
EBT	1	1700	20	.03	80	.06
EBR	0	0	30		30	
WBL	0	0	10		10	
WBT	1	1700	160	.10*	40	.03*
WBR	1	1700	70	.04	60	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.60**

58. SR-241 SB Ramps & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		100		530	.16*
SBT	0	5100	0	{.04}*	0	
SBR	1.5		160		390	{.14}
EBL	0	0	0		0	
EBT	3	5100	1250	.25*	1190	.23*
EBR	1	1700	10	.01	20	.01
WBL	1	1700	30	.02*	60	.04*
WBT	3	5100	1060	.21	760	.15
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.36** **.48**

59. SR-241 NB Ramps & Antonio

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		20	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		50		60	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	390	.23*	170	.10
EBT	3	5100	960	.19	1550	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1070	.21*	810	.16
WBR	1	1700	620	.36	130	.08
Right Turn Adjustment			WBR	.14*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.37**

60. SR-241 SB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		80	.05*	250	.07*
SBT	0	5100	0		0	
SBR	1.5		250	.07	320	{.07}
EBL	0	0	0		0	
EBT	2	3400	1030	.30	1010	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1250	.37*	490	.14
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.42**

61. SR-241 NB Ramps & Oso

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	390	.23*	170	.10
EBT	2	3400	590	.17	1060	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1070	.43*	470	.17
WBR	0	0	390		100	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.36**

70. Greenfield & SR-73 SB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1000	.41*	320	.19*
NBR	0	0	380		320	
SBL	1	1700	30	.02*	20	.01*
SBT	2	3400	460	.14	510	.15
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		220	{.00}	740	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.45**

71. Greenfield & SR-73 NB Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	980	.29*	270	.08*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	370	.22*	430	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.44**

72. Cm Capistrano & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	110	.06*	50	.03*
NBR	1	1700	480	.28	420	.25
SBL	1	1700	30	.02*	70	.04*
SBT	1	1700	60	.04	110	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	380	.22*	590	.35*
WBT	0	0	0		0	
WBR	1	1700	70	.04	40	.02
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.47**

73. I-5 SB Ramps & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	300	.18*	330	.19*
SBT	0	0	0		0	
SBR	1	1700	350	.21	470	.28
EBL	0	0	0		0	
EBT	2	3400	440	.17*	530	.21*
EBR	0	0	140		190	
WBL	0.5		140	{.08}*	200	{.12}*
WBT	1.5	3400	340	.14	250	.13
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.57**

74. I-5 NB Ramps & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	0	0	0		0	
NBR	1	1700	160	.09	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		330	{.19}*	390	{.23}*
EBT	1.5	3400	400	.21	480	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	290	.17*	380	.22*
WBR	1	1700	270	.16	450	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.56**

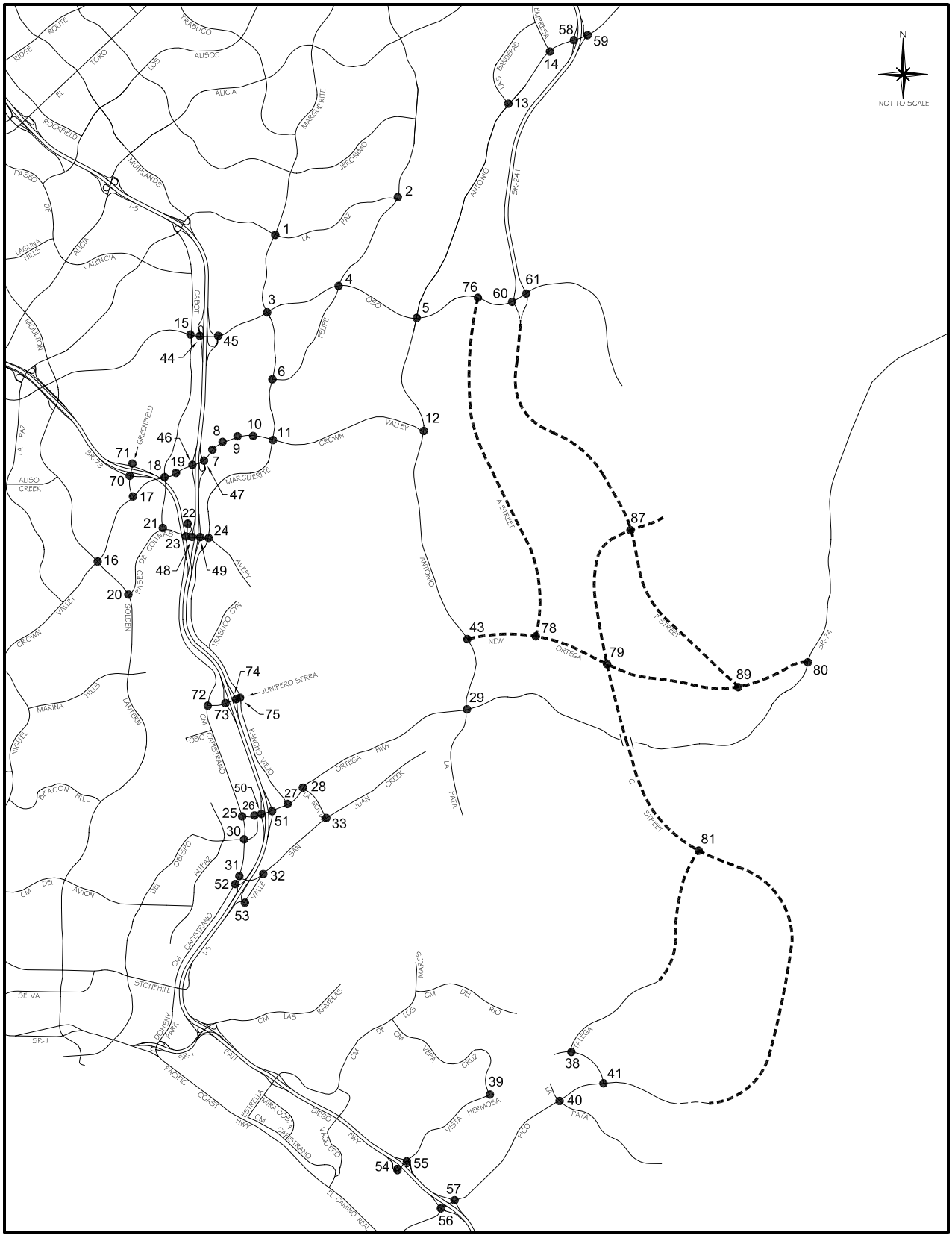
75. Rancho Viejo & J. Serra

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	250	.15*
NBT	2	3400	110	.03	150	.04
NBR	0	0	0		0	
SBL	1	1700	0	.00	0	.00
SBT	1	1700	100	.06*	200	.12*
SBR	1	1700	360	.21	400	.24
EBL	1.5		280	{.15}*	420	{.19}*
EBT	0.5	3400	0	.15	0	.19
EBR	0		230		230	
WBL	0.5		0		0	
WBT	1.5	3400	0	.00*	0	.00*
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.51**

ICU Data Set 2

Existing Plus Proposed Project



INTERSECTION LOCATION MAP
- EXISTING PLUS PROPOSED PROJECT

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	310	.09
NBT	2	3400	760	.22	1280	.38*
NBR	d	1700	170	.10	200	.12
SBL	2	3400	120	.04	250	.07*
SBT	2	3400	830	.24*	1130	.33
SBR	1	1700	370	.22	250	.15
EBL	2	3400	260	.08*	430	.13
EBT	2	3400	330	.10	890	.26*
EBR	1	1700	170	.10	320	.19
WBL	2	3400	280	.08	260	.08*
WBT	2	3400	550	.16*	580	.17
WBR	d	1700	300	.18	180	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.84**

2. Olympiad & La Paz

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	180	.11*
NBT	2	3400	620	.18	600	.18
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	630	.27*	460	.20*
SBR	0	0	300		230	
EBL	1	1700	170	.10*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	140	.08	210	.12
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.51**

3. Marguerite & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	280	.16
NBT	2	3400	770	.23	940	.28*
NBR	d	1700	50	.03	70	.04
SBL	1	1700	240	.14	260	.15*
SBT	2	3400	740	.22*	890	.26
SBR	d	1700	290	.17	280	.16
EBL	1	1700	210	.12*	330	.19
EBT	3	5100	1120	.22	2090	.41*
EBR	d	1700	220	.13	500	.29
WBL	1	1700	70	.04	140	.08*
WBT	3	5100	2140	.42*	1370	.27
WBR	d	1700	10	.01	240	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.05**		**.97**

4. Felipe & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	100	.06
NBT	2	3400	350	.10*	410	.12*
NBR	1	1700	140	.08	200	.12
SBL	1	1700	400	.24*	380	.22*
SBT	2	3400	500	.15	290	.09
SBR	d	1700	310	.18	140	.08
EBL	1	1700	200	.12*	220	.13*
EBT	3	5100	1490	.29	1650	.32
EBR	d	1700	110	.06	120	.07
WBL	1	1700	200	.12	110	.06
WBT	3	5100	1870	.37*	1480	.29*
WBR	d	1700	580	.34	460	.27
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.88**		**.81**

6. Marguerite & Felipe

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	700	.21*	870	.26*
NBR	1	1700	380	.22	690	.41
SBL	1	1700	150	.09*	320	.19*
SBT	2	3400	700	.21	840	.25
SBR	d	1700	10	.01	30	.02
EBL	1	1700	70	.04	60	.04
EBT	1	1700	90	.08*	70	.05*
EBR	0	0	40		10	
WBL	1.5		880	{.27}*	390	{.12}*
WBT	0.5	3400	30	.27	20	.12
WBR	1	1700	400	.24	150	.09
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.73**

7. Puerta Real & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	80	.02	540	.16*
NBT	1	1700	90	.05*	50	.03
NBR	1	1700	50	.03	210	.12
SBL	1	1700	80	.05*	120	.07
SBT	1	1700	60	.04	80	.05*
SBR	2	3400	230	.07	650	.19
EBL	2	3400	600	.18*	320	.09
EBT	3	5100	1610	.32	2070	.41*
EBR	1	1700	260	.15	640	.38
WBL	1	1700	80	.05	170	.10*
WBT	3	5100	1780	.35*	1790	.35
WBR	d	1700	50	.03	60	.04
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.79**

8. Guevara/Medical Ctr & CVP

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.08}*	460	.14*
NBT	1.5	5100	40	.08	30	.05
NBR	0		110		50	
SBL	0.5		20		70	
SBT	1.5	3400	30	.03*	40	.06*
SBR	0		90	.05	180	.11
EBL	1	1700	160	.09*	150	.09
EBT	3	5100	1180	.23	1760	.35*
EBR	1	1700	400	.24	490	.29
WBL	1	1700	150	.09	140	.08*
WBT	3	5100	1560	.33*	1370	.28
WBR	0	0	100		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.68**

9. Los Altos & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	100	.06*
NBT	1	1700	10	.02	10	.06
NBR	0	0	20		100	
SBL	0	0	50		160	
SBT	1	1700	10	.04*	10	.10*
SBR	1	1700	20	.01	60	.04
EBL	1	1700	90	.05*	50	.03
EBT	3	5100	1130	.24	1850	.36*
EBR	0	0	80		-10	
WBL	1	1700	180	.11	50	.03*
WBT	3	5100	1740	.37*	1400	.28
WBR	0	0	130		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.60**

10. Bellogente & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	30	.02	90	.05
SBT	1	1700	10	.05*	10	.05*
SBR	0	0	80		70	
EBL	1	1700	150	.09*	70	.04
EBT	3	5100	1040	.21	2030	.40*
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01*
WBT	3	5100	1940	.41*	1430	.29
WBR	0	0	130		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.52**

11. Marguerite & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	100	.06
NBT	2	3400	370	.17	690	.35*
NBR	0	0	210		490	
SBL	1	1700	120	.07	460	.27*
SBT	2	3400	800	.24*	590	.17
SBR	f		490		320	
EBL	2	3400	150	.04	780	.23
EBT	2	3400	860	.25*	1160	.34*
EBR	1	1700	80	.05	180	.11
WBL	1	1700	580	.34*	410	.24*
WBT	3	5100	1490	.29	1070	.21
WBR	d	1700	280	.16	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.94** **1.25**

13. Banderas & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	10	.01
NBT	2	3400	40	.02	10	.01*
NBR	0	0	50	.03	10	
SBL	1	1700	80	.05	60	.04*
SBT	2	3400	170	.05*	50	.01
SBR	1	1700	520	.31	730	.43
EBL	2	3400	750	.22*	270	.08*
EBT	3	5100	1580	.32	950	.19
EBR	0	0	60		20	
WBL	2	3400	200	.06	40	.01
WBT	3	5100	930	.19*	1320	.28*
WBR	0	0	30		120	
Right Turn Adjustment			SBR	.09*	SBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.79**

14. Empresa & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	110		40	
NBT	1	1700	80	.11*	50	.05*
NBR	1	1700	160	.09	40	.02
SBL	1.5		120	{.06}*	310	{.11}*
SBT	0.5	3400	70	.06	70	.11
SBR	f		110		290	
EBL	2	3400	330	.10	130	.04*
EBT	3	5100	1020	.20*	850	.17
EBR	d	1700	100	.06	20	.01
WBL	1	1700	180	.11*	70	.04
WBT	3	5100	790	.15	990	.19*
WBR	f		260		190	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.44**

15. Cabot & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	50	.01	100	.03
NBT	2	3400	330	.10*	330	.10*
NBR	1	1700	260	.15	440	.26
SBL	2	3400	300	.09*	640	.19*
SBT	2	3400	120	.04	390	.11
SBR	1	1700	70	.04	160	.09
EBL	2	3400	120	.04*	150	.04
EBT	3	5100	1250	.25	1280	.25*
EBR	1	1700	80	.05	60	.04
WBL	2	3400	240	.07	300	.09*
WBT	3	5100	1670	.33*	1090	.21
WBR	1	1700	490	.29	540	.32
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.77**

16. Moulton & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06	180	.05*
NBT	2.5	6800	990	{.19}*	720	.14
NBR	1.5		440	{.16}	260	
SBL	2	3400	200	.06*	150	.04
SBT	3	5100	440	.09	920	.18*
SBR	1	1700	90	.05	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1250	.25*	950	.19*
EBR	1	1700	260	.15	170	.10
WBL	2	3400	440	.13*	730	.21*
WBT	3	5100	790	.15	1370	.27
WBR	1	1700	170	.10	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.68**

17. Greenfield & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	70	.05*	50	.03*
NBR	0		60		20	
SBL	2	3400	600	.18*	790	.23*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	240	.14	300	.18
EBL	2	3400	500	.15*	180	.05*
EBT	3	5100	1460	.29	940	.19
EBR	0	0	30		40	
WBL	1	1700	20	.01	50	.03
WBT	3	5100	1220	.24*	1440	.28*
WBR	1	1700	690	.41	680	.40
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.64**

18. Cabot & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	120	.07*
NBT	2	3400	320	.09*	180	.05
NBR	1	1700	460	.27	220	.13
SBL	2	3400	140	.04*	230	.07
SBT	2	3400	90	.05	320	.18*
SBR	0	0	70		300	
EBL	2	3400	250	.07*	210	.06*
EBT	3	5100	1500	.29	1540	.30
EBR	1	1700	110	.06	190	.11
WBL	2	3400	130	.04	520	.15
WBT	3	5100	1270	.27*	1970	.44*
WBR	0	0	90		270	
Right Turn Adjustment			NBR	.14*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.80**

19. Forbes & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04	120	.07
NBT	1	1700	10	.01*	20	.01*
NBR	1	1700	80	.05	140	.08
SBL	1	1700	80	.05*	210	.12*
SBT	1	1700	20	.01	10	.01
SBR	1	1700	60	.04	170	.10
EBL	1	1700	80	.05	110	.06*
EBT	4	6800	1930	.30*	1850	.28
EBR	0	0	80		40	
WBL	1	1700	160	.09*	60	.04
WBT	3	5100	1390	.30	2450	.51*
WBR	0	0	160		140	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.75**

20. Golden Lantern & P. Colinas

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	1790	.53*	830	.24
NBR	1	1700	1110	.65	560	.33
SBL	1	1700	300	.18*	150	.09
SBT	2	3400	1070	.32	1670	.49*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		650		1250	
WBT	0.5	3400	10	.19*	10	.37*
WBR	1	1700	370	.22	130	.08
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.97**		**.93**

21. Cabot & Paseo de Colinas

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	30	.01*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	170	.05	540	.16
EBL	1	1700	520	.31*	350	.21*
EBT	2	3400	690	.20	440	.13
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	270	.11*	790	.26*
WBR	0	0	90		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.56**

22. Cm Capistrano & P. Colinas

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	260	{.15}*	160	{.21}*
NBR	1.5		410	{.07}	800	
SBL	1	1700	70	.04*	120	.07*
SBT	1	1700	110	.06	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		740		630	
WBT	0	3400	0	.23*	0	.20*
WBR	0.5		50		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.53**

23. Cm Capistrano & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	110	.06*
NBR	1	1700	70	.04	260	.15
SBL	2	3400	740	.22*	820	.24*
SBT	1	1700	30	.02	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	240	.14*	240	.14*
WBT	0	0	0		0	
WBR	1	1700	540	.32	880	.52
Right Turn Adjustment			WBR	.01*	WBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.69**

24. Marguerite & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	270	.16*
NBT	2	3400	500	.15	300	.09
NBR	d	1700	80	.05	20	.01
SBL	1	1700	130	.08	100	.06
SBT	2	3400	510	.15*	480	.14*
SBR	d	1700	240	.14	630	.37
EBL	2	3400	500	.15	560	.16
EBT	2	3400	580	.29*	870	.31*
EBR	0	0	390		190	
WBL	1	1700	50	.03*	30	.02*
WBT	2	3400	220	.09	380	.13
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.76**

25. Cm Capistrano & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	400	.24*	380	.22*
NBR	1	1700	30	.02	140	.08
SBL	1	1700	140	.08*	130	.08*
SBT	1	1700	520	.31	460	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	230	.14*
WBT	0	0	0		0	
WBR	1	1700	190	.11	190	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.49**

26. Del Obispo & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	50	.03*
NBT	0	0	0		0	
NBR	2	3400	1110	.33	930	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	380	.13*	470	.16*
EBR	0	0	50		70	
WBL	2	3400	780	.23*	1150	.34*
WBT	1	1700	380	.22	490	.29
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.58**

27. Rancho Viejo & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	{.10}*	460	.14*
NBT	1.5	5100	140	.10	110	.10
NBR	0		50		60	
SBL	1.5		220		260	
SBT	0.5	3400	160	.11*	170	.13*
SBR	1	1700	170	.10	260	.15
EBL	1	1700	180	.11	190	.11
EBT	2	3400	1470	.43*	1450	.43*
EBR	1	1700	470	.28	460	.27
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1320	.26	970	.19
WBR	1	1700	280	.16	150	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.79**

28. La Novia & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16*	270	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1350	.40*	1600	.47*
EBR	1	1700	380	.22	190	.11
WBL	1	1700	280	.16*	190	.11*
WBT	2	3400	1200	.35	920	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.71**

30. Cm Capistrano & Del Obispo

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	430	.13*
NBT	1	1700	110	.06	130	.08
NBR	1	1700	200	.12	120	.07
SBL	1	1700	50	.03	50	.03
SBT	1	1700	230	.14*	270	.16*
SBR	1	1700	390	.23	360	.21
EBL	1	1700	290	.17*	390	.23*
EBT	2	3400	620	.18	600	.18
EBR	1	1700	240	.14	350	.21
WBL	1	1700	80	.05	190	.11
WBT	2	3400	620	.18*	750	.22*
WBR	1	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.79**

31. Cm Capistrano & San Juan Crk

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	270	.08*	400	.12*
NBR	1	1700	240	.14	370	.22
SBL	2	3400	170	.05*	380	.11*
SBT	2	3400	370	.11	570	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		480		430	
WBT	0	5100	0	{.16}*	0	{.15}*
WBR	1.5		400		460	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.34**		**.43**

32. Valle & San Juan Creek

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	110	.06	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	300	.18	430	.25
EBR	1	1700	220	.13	500	.29
WBL	1	1700	100	.06	120	.07
WBT	1	1700	700	.41*	610	.36*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.66**

33. La Novia & San Juan Creek

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	80	.05
NBT	1	1700	210	.12*	120	.07*
NBR	1	1700	90	.05	20	.01
SBL	1	1700	310	.18*	160	.09*
SBT	1	1700	120	.07	180	.11
SBR	1	1700	280	.16	370	.22
EBL	1	1700	140	.08*	170	.10*
EBT	1	1700	160	.09	160	.09
EBR	1	1700	30	.02	130	.08
WBL	1	1700	70	.04	20	.01
WBT	1	1700	320	.19*	70	.04*
WBR	1	1700	340	.20	180	.11
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.38**

44. I-5 SB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	750	.22*	1380	.41*
SBT	0	0	0		0	
SBR	1	1700	470	.28	490	.29
EBL	0	0	0		0	
EBT	3	5100	1270	.25	1750	.34*
EBR	f		540		610	
WBL	0	0	0		0	
WBT	3	5100	1970	.39*	1440	.28
WBR	f		500		430	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.80**

45. I-5 NB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	630	.37*	570	.34*
NBT	0	0	0		0	
NBR	1	1700	560	.33	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1560	.31	2670	.52*
EBR	f		520		460	
WBL	0	0	0		0	
WBT	3	5100	1800	.35*	1310	.26
WBR	f		1480		750	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.91**

46. I-5 SB Ramps & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		950		1570	
SBT	0	6800	0	{.19}*	0	{.37}*
SBR	1.5		510		1140	
EBL	0	0	0		0	
EBT	4	6800	1870	.28*	1920	.28*
EBR	1	1700	240	.14	310	.18
WBL	2	3400	390	.11*	570	.17*
WBT	3	5100	1200	.24	1520	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.87**

47. I-5 NB Ramps & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510	{.20}*	270	{.13}*
NBT	0	5100	0	.20	0	.13
NBR	1.5		520		410	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1970	{.39}*	2680	.53*
EBR	1.5		850	{.35}	850	.50
WBL	0	0	0		0	
WBT	3	5100	1040	.20	1810	.35
WBR	f		1100		1190	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.71**

48. I-5 SB Ramps & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		630		590	
SBT	0	3400	0	.27*	0	.32*
SBR	0.5		300		500	
EBL	0	0	0		0	
EBT	2	3400	570	.24*	800	.31*
EBR	0	0	240		270	
WBL	1	1700	180	.11*	360	.21*
WBT	1	1700	480	.28	600	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.89**

49. I-5 NB Ramps & Avery

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	240	.14*
NBT	0	0	0		0	
NBR	1	1700	540	.32	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	240	.14*	290	.17*
EBT	2	3400	970	.29	1110	.33
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	430	.25*	720	.42*
WBR	1	1700	460	.27	520	.31
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.78**

50. I-5 SB & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		710	.21*	960	
SBT	0	5100	0		0	{.29}*
SBR	1.5		600	{.11}	910	
EBL	0	0	0		0	
EBT	3	5100	1360	.29*	1200	.27*
EBR	0	0	120		200	
WBL	1	1700	360	.21*	420	.25*
WBT	2	3400	570	.17	720	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.86**

51. I-5 NB & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		140		210	
NBT	0	3400	0	{.25}*	0	{.23}*
NBR	1.5		780		670	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	710	.21*	740	.22*
EBT	2	3400	1350	.40	1430	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	800	.24*	930	.27*
WBR	1	1700	980	.58	760	.45
Right Turn Adjustment			WBR	.28*	WBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.86**

52. Cm Capistrano & I-5 SB Ramps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	360	.11	600	.18
NBR	0	0	20		20	
SBL	2	3400	350	.10	450	.13
SBT	1	1700	510	.30*	560	.33*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	640	.38*	790	.46*
WBT	0	0	0		0	
WBR	1	1700	190	.11	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.84**

53. Valle & La Novia/I-5 NB Rmps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40		50	{.03}*
NBT	1	1700	120	.09*	150	.12
NBR	1	1700	0	.00	10	.01
SBL	0	0	20	{.01}*	80	
SBT	1	1700	100	.07	300	.22*
SBR	1	1700	200	.12	250	.15
EBL	1	1700	330	.19*	460	.27*
EBT	1	1700	20	.02	80	.06
EBR	0	0	20		30	
WBL	0	0	10		10	
WBT	1	1700	160	.10*	40	.03*
WBR	1	1700	70	.04	60	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.60**

58. SR-241 SB Ramps & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		110		530	
SBT	0	5100	0	{.04}*	0	{.17}*
SBR	1.5		160		490	
EBL	0	0	0		0	
EBT	3	5100	1290	.25*	1170	.23*
EBR	1	1700	10	.01	40	.02
WBL	1	1700	50	.03*	90	.05*
WBT	3	5100	1070	.21	760	.15
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.50**

59. SR-241 NB Ramps & Antonio

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		90		100	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	420	.25*	190	.11
EBT	3	5100	980	.19	1520	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1100	.22*	830	.16
WBR	1	1700	580	.34	130	.08
Right Turn Adjustment				WBR .11*		NBR .02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.38**

60. SR-241 SB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	310	.09
SBT	2	3400	320	.09*	950	.28*
SBR	1	1700	200	.12	90	.05
EBL	0	0	0		0	
EBT	2	3400	850	.25	170	.05
EBR	1	1700	790	.46	1740	1.02
WBL	2	3400	180	.05	140	.04
WBT	2	3400	2150	.63*	1440	.42*
WBR	0	0	0		0	
Right Turn Adjustment				SBR .03*		EBR .64*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **1.39**

61. SR-241 NB Ramps & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1110	.33	960	.28*
NBT	2	3400	1150	.34*	520	.15
NBR	1	1700	70	.04	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	250	.15*	40	.02*
EBT	2	3400	570	.17	380	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1050	.31*	490	.14*
WBR	1	1700	430	.25	80	.05
Right Turn Adjustment						NBR .07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.56**

70. Greenfield & SR-73 SB Ramps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1070	.43*	330	.19*
NBR	0	0	380		320	
SBL	1	1700	30	.02*	20	.01*
SBT	2	3400	460	.14	500	.15
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.22}*
EBR	1.5		200	{.00}	800	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.47**

71. Greenfield & SR-73 NB Ramps

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1050	.31*	270	.08*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	370	.22*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.44**

72. Cm Capistrano & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	110	.06*	60	.04*
NBR	1	1700	480	.28	450	.26
SBL	1	1700	30	.02*	70	.04*
SBT	1	1700	70	.04	110	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	410	.24*	590	.35*
WBT	0	0	0		0	
WBR	1	1700	70	.04	40	.02
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.48**

73. I-5 SB Ramps & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	300	.18*	270	.16*
SBT	0	0	0		0	
SBR	1	1700	370	.22	540	.32
EBL	0	0	0		0	
EBT	2	3400	440	.20*	550	.22*
EBR	0	0	230		200	
WBL	0.5		150	{.09}*	190	{.11}*
WBT	1.5	3400	360	.15	310	.15
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.57**

74. I-5 NB Ramps & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	160	.09	240	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		330	{.19}*	400	{.24}*
EBT	1.5	3400	390	.21	530	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	310	.18*	410	.24*
WBR	1	1700	300	.18	450	.26
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.60**

75. Rancho Viejo & J. Serra

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	250	.15*
NBT	2	3400	90	.03	170	.05
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	100	.06*	230	.14*
SBR	1	1700	360	.21	400	.24
EBL	1.5		270	{.16}*	410	{.21}*
EBT	0.5	3400	10	.16	10	.21
EBR	0		250		290	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	10	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.56**

San Clemente Intersections

39. Vera Cruz & Vista Hermosa

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		430	{.23}*	530	{.25}*
NBT	0.5	3200	300	.23	280	.25
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1600	320	.36*	260	.28*
SBR	0	0	260		180	
EBL	1.5		290	{.12}*	190	{.07}*
EBT	0	4800	0	{.12}	0	{.07}
EBR	1.5		560		430	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.71** **.60**

40. La Pata & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	360	.23*
NBT	3	4800	10	.00	10	.00
NBR	d	1600	110	.07	20	.01
SBL	1	1600	20	.01	10	.01
SBT	3	4800	10	.00*	10	.00*
SBR	d	1600	10	.01	30	.02
EBL	1	1600	20	.01	20	.01
EBT	3	4800	650	.14*	740	.15*
EBR	d	1600	360	.23	120	.08
WBL	1	1600	180	.11*	10	.01*
WBT	3	4800	900	.19	620	.13
WBR	d	1600	20	.01	20	.01
Right Turn Adjustment			EBR	.06*		

TOTAL CAPACITY UTILIZATION **.35** **.39**

41. Vista Hermosa & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	30	.01*
NBR	0	0	10		10	
SBL	2	3200	60	.02*	50	.02*
SBT	1	1600	10	.01	10	.01
SBR	1	1600	380	.24	250	.16
EBL	2	3200	250	.08*	340	.11*
EBT	3	4800	770	.16	970	.20
EBR	1	1600	10	.01	10	.01
WBL	1	1600	10	.01	10	.01
WBT	3	4800	990	.22*	680	.16*
WBR	0	0	50		110	
Right Turn Adjustment			SBR	.16*	SBR	.06*

TOTAL CAPACITY UTILIZATION **.49** **.36**

54. I-5 SB Ramps & Vista Hermosa

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520	.16*	620	.19*
SBT	0	4800	0		0	
SBR	1.5		10		10	
EBL	1	1600	20	.01*	25	.02*
EBT	3	4800	60	.01	10	.00
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	80	.03*	10	.00*
WBR	f		370		340	

TOTAL CAPACITY UTILIZATION **.20** **.21**

55. I-5 NB Ramps & Vista Hermosa

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.02*	10	.01*
NBT	0	4800	0		0	
NBR	1.5		410	.13	430	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	710	.22	690	.22*
EBR	f		20		10	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.23}*	380	.19
WBR	1.5		700		520	
Right Turn Adjustment			NBR	.10*	NBR	.12*
TOTAL CAPACITY UTILIZATION				**.35**		**.35**

56. I-5 SB Ramps & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1160	.36*	830	.26*
SBT	0	0	0		0	
SBR	1	1600	290	.18	400	.25
EBL	0	0	0		0	
EBT	3	4800	640	.13*	790	.16*
EBR	1	1600	120	.08	280	.18
WBL	1	1600	440	.28*	680	.43*
WBT	2	3200	580	.18	820	.26
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				**.77**		**.85**

57. I-5 NB Ramps & Pico

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	240	.15*
NBT	0	0	0		0	
NBR	2	3200	820	.26	480	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.17	370	.23*
EBT	2	3200	1530	.48*	1260	.39
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	860	.18	1240	.26*
WBR	f		1120		950	
Right Turn Adjustment			NBR	.15*		
TOTAL CAPACITY UTILIZATION				**.74**		**.64**

Unincorporated County of Orange Intersections

5. Antonio & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05	210	.06*
NBT	3	5100	680	.13*	510	.10
NBR	1	1700	220	.13	590	.35
SBL	2	3400	280	.08*	290	.09
SBT	3	5100	480	.09	700	.14*
SBR	f		570		860	
EBL	2	3400	620	.18*	890	.26*
EBT	3	5100	1160	.23	1260	.25
EBR	1	1700	240	.14	170	.10
WBL	2	3400	680	.20	530	.16
WBT	3	5100	1780	.35*	1070	.21*
WBR	1	1700	500	.29	280	.16
Right Turn Adjustment					NBR	.24*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.96**

12. Antonio & Crown Valley

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	570	.17*
NBT	3	5100	390	.08	400	.08
NBR	1	1700	10	.01	10	.01
SBL	1	1700	10	.01	0	.00
SBT	3	5100	660	.13*	350	.07*
SBR	f		580		700	
EBL	2	3400	570	.17*	640	.19*
EBT	2	3400	20	.01	10	.00
EBR	1	1700	410	.24	680	.40
WBL	2	3400	10	.00	10	.00
WBT	3	5100	20	.00*	10	.00*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			Multi	.08*	Multi	.22*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.70**

29. La Pata & Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06
NBT	1	1700	40	.03	120	.09*
NBR	0	0	10		40	
SBL	1	1700	80	.05	90	.05*
SBT	2	3400	110	.06*	50	.03
SBR	0	0	1380	.81	530	.31
EBL	1	1700	510	.30*	970	.57*
EBT	1	1700	30	.02	30	.02
EBR	1	1700	110	.06	60	.04
WBL	1	1700	10	.01	10	.01
WBT	1	1700	70	.04*	20	.01*
WBR	1	1700	60	.04	100	.06
Right Turn Adjustment			SBR	.75*	Multi	.28*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.23**		**1.05**

43. Antonio & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	3	5100	60	.01*	130	.03*
NBR	f		550		1090	
SBL	2	3400	840	.25*	1130	.33*
SBT	3	5100	360	.07	70	.01
SBR	d	1700	40	.02	70	.04
EBL	1	1700	60	.04	60	.04
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	70	.04	60	.04
WBL	2	3400	980	.29*	680	.20*
WBT	1	1700	50	.03	70	.04
WBR	f		1060		1090	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.65**

76. A St & Oso

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1850	.36	1930	.38*
EBR	d	1700	20	.01	80	.05
WBL	1	1700	10	.01	50	.03*
WBT	3	5100	2170	.43*	1740	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.48**

78. A St & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	10	.01
EBT	3	5100	1440	.28	2280	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2060	.40*	1830	.36
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.51**

79. C St & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	800	.24*
NBT	2	3400	790	.23	700	.21
NBR	1	1700	180	.11	280	.16
SBL	2	3400	50	.01	50	.01
SBT	2	3400	590	.17*	720	.21*
SBR	1	1700	290	.17	260	.15
EBL	2	3400	240	.07*	280	.08
EBT	2	3400	550	.16	970	.29*
EBR	1	1700	600	.35	1020	.60
WBL	2	3400	190	.06	160	.05*
WBT	2	3400	880	.26*	750	.22
WBR	1	1700	60	.04	100	.06
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.81** **.91**

80. Ortega & New Ortega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	290	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	100	.06*	10	.01
SBR	2	3400	980	.29	480	.14
EBL	2	3400	230	.07*	930	.27*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	100	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.23*	SBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.56**

81. C St & Talega

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	850	.25	1000	.30
NBR	0	0	10		10	
SBL	1	1700	30	.02	60	.04
SBT	2	3400	910	.41*	950	.42*
SBR	0	0	480		470	
EBL	1	1700	460	.27*	480	.28*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.80**

87. F St & C St

Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	960	.19*	720	.14*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	160	.05*	410	.12*
SBT	3	5100	530	.10	1050	.21
SBR	1	1700	610	.36	830	.49
EBL	2	3400	890	.26*	750	.22*
EBT	2	3400	110	.03	210	.06
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	210	.12*	160	.07*
WBR	1.5		450	.13	210	
Right Turn Adjustment			WBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.62**

89. F St & New Ortega

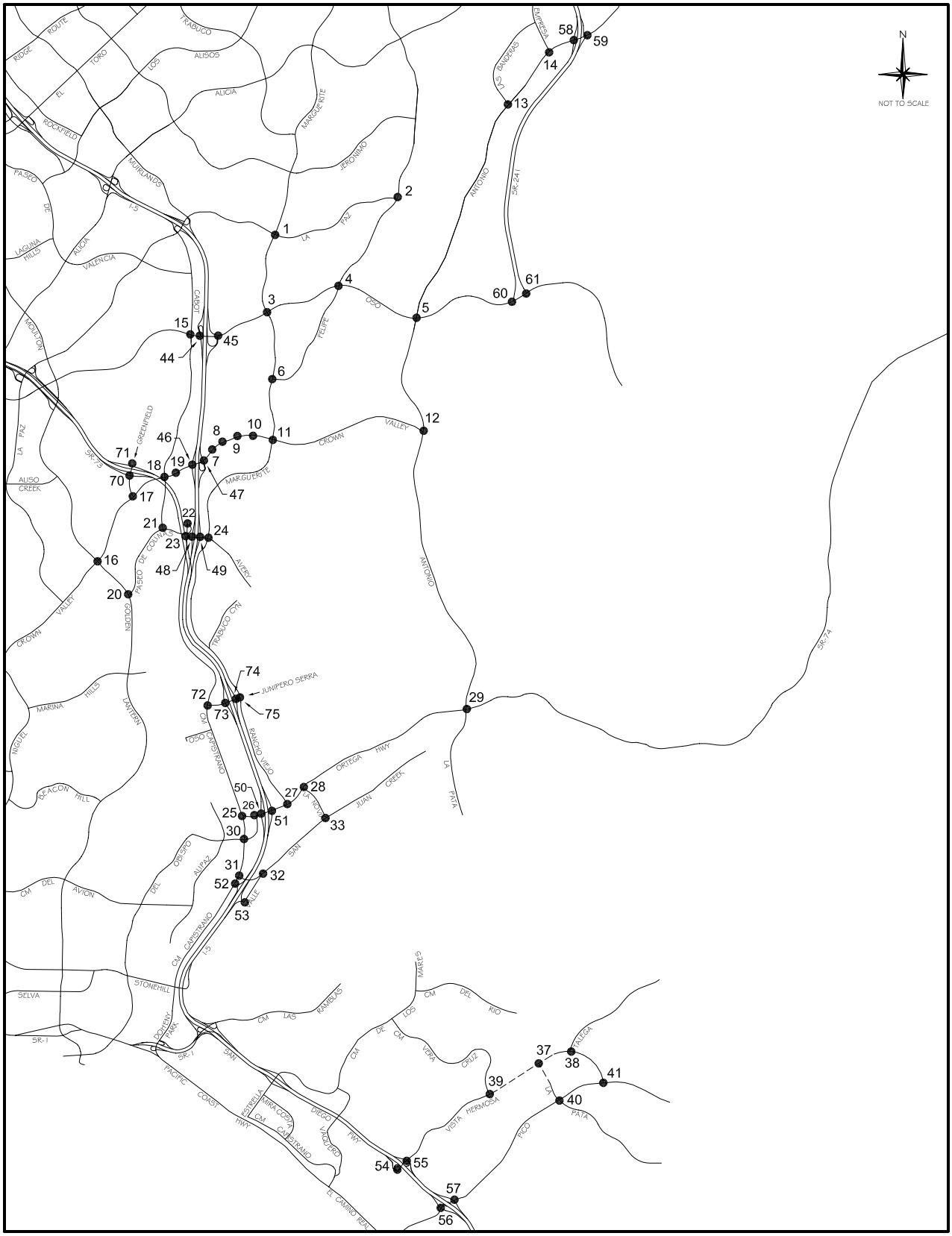
Existing Plus Proposed Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		300		810	.24*
SBT	0	5100	0	.12*	0	
SBR	1.5		320		350	.21
EBL	2	3400	330	.10*	330	.10
EBT	2	3400	690	.20	1240	.36*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1240	.36*	840	.25
WBR	1	1700	710	.42	500	.29
Right Turn Adjustment			WBR	.06*	WBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.68**

ICU Data Set 3

2010 No-Project
(Committed Circulation System)



Legend

--------- Future Roadway

2010 INTERSECTION LOCATION MAP
- NO-PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	140	.04*	270	.08*
NBT	2	3400	920	.27	1090	.32
NBR	d	1700	120	.07	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	980	.29*	1070	.31*
SBR	1	1700	240	.14	140	.08
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	820	.24*
EBR	1	1700	90	.05	280	.16
WBL	2	3400	320	.09	180	.05*
WBT	2	3400	490	.14*	300	.09
WBR	d	1700	240	.14	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.73**

2. Olympiad & La Paz

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	250	.15*	120	.07*
NBT	2	3400	620	.18	490	.14
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	500	.21*	520	.20*
SBR	0	0	210		150	
EBL	1	1700	120	.07*	290	.17*
EBT	0	0	0		0	
EBR	1	1700	90	.05	280	.16
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.49**

3. Marguerite & Oso

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	470	.14*	230	.07
NBT	2	3400	770	.23	830	.24*
NBR	1	1700	50	.03	110	.06
SBL	2	3400	130	.04	370	.11*
SBT	2	3400	690	.20*	910	.27
SBR	1	1700	350	.21	210	.12
EBL	2	3400	170	.05*	260	.08
EBT	4	6800	1190	.18	1650	.24*
EBR	d	1700	90	.05	400	.24
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2200	.32*	1260	.19
WBR	d	1700	200	.12	170	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.68**

4. Felipe & Oso

2010 No-Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	120	.07	100	.06
NBT	2	3400	300	.09*	360	.11*
NBR	1	1700	40	.02	60	.04
SBL	1	1700	240	.14*	350	.21*
SBT	2	3400	420	.12	360	.11
SBR	d	1700	150	.09	230	.14
EBL	1	1700	120	.07*	200	.12
EBT	3	5100	1250	.25	1850	.36*
EBR	d	1700	80	.05	210	.12
WBL	1	1700	90	.05	160	.09*
WBT	3	5100	1830	.36*	1320	.26
WBR	d	1700	420	.25	240	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.82**

6. Marguerite & Felipe

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	800	.24*	970	.29*
NBR	1	1700	260	.15	650	.38
SBL	1	1700	110	.06*	350	.21*
SBT	2	3400	870	.26	900	.26
SBR	d	1700	30	.02	40	.02
EBL	1	1700	80	.05	50	.03
EBT	1	1700	50	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		620		430	
WBT	0.5	3400	20	.19*	10	.13*
WBR	1	1700	290	.17	110	.06
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.73**

7. Puerta Real & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	530	.16*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	60	.04	150	.09
SBL	1	1700	120	.07*	130	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	520	.15*	440	.13*
EBT	4	6800	1970	.29	2970	.44
EBR	1	1700	180	.11	460	.27
WBL	2	3400	30	.01	210	.06
WBT	4	6800	2640	.40*	2330	.37*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.77**

8. Guevara/Medical Ctr & CVP

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	.08*	420	.12
NBT	1.5	5100	30	.07	20	.12*
NBR	0		90		180	
SBL	0.5		30		70	
SBT	1.5	3400	10	.02*	40	.06*
SBR	0		60	.04	150	.09
EBL	1	1700	170	.10*	130	.08
EBT	4	6800	1840	.29	2900	.46*
EBR	0	0	150		230	
WBL	2	3400	320	.09	190	.06*
WBT	4	6800	2390	.37*	2170	.33
WBR	0	0	130		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.75**

9. Los Altos & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.07
NBR	0	0	40		110	
SBL	0	0	40		190	
SBT	1	1700	10	.03*	20	.12*
SBR	1	1700	50	.03	130	.08
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1650	.26	3010	.45*
EBR	0	0	130		40	
WBL	1	1700	400	.24	80	.05*
WBT	4	6800	2780	.45*	2000	.30
WBR	0	0	270		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.76**

10. Bellogente & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	130	.08*	40	.02
EBT	4	6800	1590	.24	3250	.48*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3420	.52*	1990	.30
WBR	0	0	90		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.62**

11. Marguerite & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	130	.04
NBT	2	3400	510	.15	800	.24*
NBR	1	1700	390	.23	470	.28
SBL	2	3400	160	.05	450	.13*
SBT	2	3400	830	.24*	700	.21
SBR	1	1700	880	.52	330	.19
EBL	2	3400	620	.18*	800	.24*
EBT	4	6800	940	.14	2230	.33
EBR	1	1700	70	.04	280	.16
WBL	2	3400	550	.16	430	.13
WBT	4	6800	2450	.42*	1560	.26*
WBR	0	0	400		190	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.09** **.92**

13. Banderas & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	580	.34
EBL	2	3400	340	.10	390	.11*
EBT	3	5100	2320	.46*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1110	.23	1450	.30*
WBR	0	0	40		90	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.70**

14. Empresa & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		440	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		170		330	
EBL	2	3400	850	.25*	160	.05*
EBT	3	5100	900	.18	1110	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	870	.17*	980	.19*
WBR	f		300		260	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.45**

15. Cabot & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	180	.05
NBT	2	3400	640	.19*	280	.08*
NBR	1	1700	150	.09	520	.31
SBL	2	3400	230	.07*	640	.19*
SBT	2	3400	240	.07	590	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04*	120	.04
EBT	3	5100	930	.18	1040	.20*
EBR	1	1700	110	.06	70	.04
WBL	2	3400	350	.10	280	.08*
WBT	3	5100	1290	.25*	1020	.20
WBR	1	1700	490	.29	390	.23
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.77**

16. Moulton & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06	220	.06*
NBT	2.5	6800	1230	{.24}*	870	.17
NBR	1.5		610	{.24}	270	
SBL	2	3400	110	.03*	220	.06
SBT	3	5100	570	.11	1440	.28*
SBR	1	1700	80	.05	120	.07
EBL	2	3400	140	.04	120	.04
EBT	3	5100	1320	.26*	1090	.21*
EBR	1	1700	360	.21	210	.12
WBL	2	3400	540	.16*	750	.22*
WBT	3	5100	790	.15	1490	.29
WBR	1	1700	200	.12	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.82**

17. Greenfield & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	650	.19*	800	.24*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	260	.15	270	.16
EBL	2	3400	540	.16*	280	.08*
EBT	3	5100	1570	.31	1090	.22
EBR	0	0	30		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1340	.26*	1570	.31*
WBR	1	1700	720	.42	660	.39
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.72** **.71**

18. Cabot & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	260	.08*	140	.04
NBR	1	1700	370	.22	330	.19
SBL	2	3400	210	.06*	260	.08
SBT	2	3400	90	.05	340	.18*
SBR	0	0	170	.10	270	
EBL	2	3400	270	.08*	280	.08*
EBT	3	5100	1860	.36	1470	.29
EBR	1	1700	110	.06	140	.08
WBL	2	3400	170	.05	340	.10
WBT	3	5100	1880	.37*	1900	.37*
WBR	1	1700	180	.11	200	.12
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.73**

19. Forbes & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	130	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	120	.07
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	150	.09	210	.12
EBL	1	1700	150	.09*	140	.08*
EBT	4	6800	2150	.33	1850	.28
EBR	0	0	120		40	
WBL	1	1700	110	.06	50	.03
WBT	3	5100	2030	.40*	2100	.41*
WBR	1	1700	170	.10	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.69**

20. Golden Lantern & P. Colinas

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2270	.45*	730	.14
NBR	1	1700	1090	.64	750	.44
SBL	1	1700	390	.23*	220	.13
SBT	3	5100	1090	.22	2170	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		780		1200	
WBT	0.5	3400	10	.23*	10	.36*
WBR	1	1700	450	.26	220	.13
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.00**		**.86**

21. Cabot & Paseo de Colinas

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	60	.02*
SBT	0	0	0		0	
SBR	2	3400	280	.08	400	.12
EBL	1	1700	410	.24*	430	.25*
EBT	2	3400	890	.26	580	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	360	.12*	970	.29*
WBR	0	0	40		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.61**

22. Cm Capistrano & P. Colinas

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	180	{.11}*	90	{.21}*
NBR	1.5		530	{.06}	900	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	60	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1120		710	
WBT	0	3400	0	.34*	0	.22*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.54**

23. Cm Capistrano & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	80	.05*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	960	.28*	920	.27*
SBT	1	1700	30	.02	20	.01
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	160	.09*
WBT	0	0	0		0	
WBR	2	3400	530	.16	910	.27
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.51**

24. Marguerite & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	460	.27*	270	.16*
NBT	2	3400	520	.15	300	.09
NBR	d	1700	130	.08	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	550	.16*	480	.14*
SBR	d	1700	370	.22	680	.40
EBL	2	3400	620	.18	610	.18
EBT	2	3400	620	.30*	850	.32*
EBR	0	0	410		250	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.79**

25. Cm Capistrano & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	540	.32*	470	.28*
NBR	1	1700	90	.05	80	.05
SBL	1	1700	150	.09*	140	.08*
SBT	1	1700	530	.31	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	130	.08*
WBT	0	0	0		0	
WBR	1	1700	170	.10	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.49**

26. Del Obispo & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1070	.31	1200	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	450	.16*	530	.19*
EBR	0	0	90		110	
WBL	2	3400	1130	.33*	1210	.36*
WBT	1	1700	650	.38	610	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.68**

27. Rancho Viejo & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	170	.12*	100	.09
NBR	0		60		50	
SBL	1.5		130		200	
SBT	0.5	3400	100	.07*	140	.10*
SBR	1	1700	120	.07	180	.11
EBL	1	1700	160	.09	200	.12
EBT	2	3400	1380	.41*	1690	.50*
EBR	1	1700	710	.42	500	.29
WBL	1	1700	70	.04*	40	.02*
WBT	3	5100	1660	.33	1200	.24
WBR	1	1700	360	.21	110	.06
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.69** **.84**

28. La Novia & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	320	.19	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	980	.29*	1550	.46*
EBR	1	1700	410	.24	290	.17
WBL	1	1700	450	.26*	360	.21*
WBT	2	3400	1730	.51	1020	.30
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.81**

30. Cm Capistrano & Del Obispo

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	420	.12*
NBT	1	1700	710	.42*	370	.22
NBR	1	1700	290	.17	280	.16
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	400	.24	610	.36*
SBR	1	1700	690	.41	240	.14
EBL	1	1700	280	.16	320	.19*
EBT	2	3400	910	.27*	760	.22
EBR	1	1700	440	.26	410	.24
WBL	1	1700	280	.16*	330	.19
WBT	2	3400	630	.19	840	.25*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.97**

31. Cm Capistrano & San Juan Crk

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	860	.25*	770	.23*
NBR	1	1700	440	.26	560	.33
SBL	2	3400	220	.06*	530	.16*
SBT	2	3400	730	.21	1070	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		860		830	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		490	{.17}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.68**

32. Valle & San Juan Creek

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	400	.24	420	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	520	.31
EBR	1	1700	290	.17	570	.34
WBL	1	1700	250	.15	140	.08
WBT	1	1700	920	.54*	900	.53*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.84**

33. La Novia & San Juan Creek

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	140	.08
NBT	1	1700	220	.13*	150	.09*
NBR	1	1700	100	.06	50	.03
SBL	1	1700	420	.25*	370	.22*
SBT	1	1700	160	.09	230	.14
SBR	1	1700	530	.31	430	.25
EBL	1	1700	400	.24*	440	.26*
EBT	1	1700	310	.18	280	.16
EBR	1	1700	50	.03	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	430	.25*	330	.19*
WBR	1	1700	370	.22	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.81**

44. I-5 SB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	640	.19*	1310	.39*
SBT	0	0	0		0	
SBR	1	1700	370	.22	430	.25
EBL	0	0	0		0	
EBT	3	5100	850	.17	1570	.31*
EBR	f		460		620	
WBL	0	0	0		0	
WBT	3	5100	1760	.35*	1260	.25
WBR	f		720		400	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.75**

45. I-5 NB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	340	.20*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	350	.21	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1370	.27	2330	.46*
EBR	f		240		540	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1170	.23
WBR	f		1080		750	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.82**

46. I-5 SB Ramps & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1170	.23*	1860	.36*
SBT	0	8500	0		0	
SBR	2.5		720	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1630	.24*	2440	.36*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	610	.18*	570	.17*
WBT	3	5100	1680	.33	1660	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.26}*	220	.13*
NBT	0	5100	0	.26	0	
NBR	1.5		740		560	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1890	{.37}*	3320	.65*
EBR	1.5		950	{.36}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2020	.40
WBR	f		1380		1400	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.86**

48. I-5 SB Ramps & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		600		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		110		430	
EBL	0	0	0		0	
EBT	2	3400	720	.21	900	.26*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	230	.14	400	.24*
WBT	1	1700	670	.39*	650	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.82**

49. I-5 NB Ramps & Avery

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	310	.18*
NBT	0	0	0		0	
NBR	1	1700	430	.25	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	110	.06	250	.15*
EBT	2	3400	1230	.36*	1140	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	650	.19	730	.21*
WBR	1	1700	410	.24	500	.29
Right Turn Adjustment			NBR	.10*	NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.72**

50. I-5 SB Ramps & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		970	.29*	980	
SBT	0	5100	0		0	{.30}*
SBR	1.5		860	{.25}	940	
EBL	0	0	0		0	
EBT	3	5100	1340	.26*	1470	.29*
EBR	1	1700	180	.11	260	.15
WBL	1	1700	590	.35*	500	.29*
WBT	2	3400	930	.27	880	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.95**		**.93**

51. I-5 NB Ramps & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.15}*	270	.16*
NBT	0	5100	0	{.15}	0	
NBR	1.5		790		710	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	800	.24*	750	.22*
EBT	2	3400	1500	.44	1700	.50
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1240	{.38}*	1110	{.35}*
WBR	1.5		910		890	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.78**

52. Cm Capistrano & I-5 SB Ramps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1140	.34*	900	.27*
NBR	0	0	20		20	
SBL	2	3400	650	.19*	620	.18*
SBT	2	3400	940	.28	1300	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		760	.22*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		160		430	.25
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.80**

53. Valle & La Novia/I-5 NB Rmps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	70	.04*
NBT	1	1700	80	.05	100	.06
NBR	1	1700	20	.01	30	.02
SBL	0	0	80		200	
SBT	1	1700	120	.12*	210	.24*
SBR	1	1700	340	.20	290	.17
EBL	1	1700	620	.36*	640	.38*
EBT	1	1700	50	.05	170	.12
EBR	0	0	30		40	
WBL	0	0	30		30	
WBT	1	1700	300	.19*	80	.06*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.77**

58. SR-241 SB Ramps & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		150		810	.24*
SBT	0	5100	0	.05*	0	
SBR	1.5		130		390	.23
EBL	0	0	0		0	
EBT	3	5100	1340	.26*	1610	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	20	.01*
WBT	3	5100	1280	.25	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.62**

59. SR-241 NB Ramps & Antonio

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	530	.31*	170	.10
EBT	3	5100	960	.19	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	1060	.21
WBR	1	1700	1550	.91	200	.12
Right Turn Adjustment			WBR	.65*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.27** **.49**

60. SR-241 SB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	160	
SBT	0	5100	0		0	{.06}*
SBR	1.5		20	.01	310	
EBL	0	0	0		0	
EBT	2	3400	1060	.31	1040	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	620	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.42**

61. SR-241 NB Ramps & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	480	.28*	20	.01
EBT	2	3400	640	.19	1180	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	620	.18
WBR	1	1700	310	.18	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.40**

70. Greenfield & SR-73 SB Ramps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.44*	410	.23*
NBR	0	0	340		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	480	.14	490	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		340	{.00}	780	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.49**

71. Greenfield & SR-73 NB Ramps

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1150	.34*	330	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	360	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.46**

72. Cm Capistrano & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	100	.06
NBR	1	1700	830	.49	640	.38
SBL	1	1700	100	.06*	110	.06
SBT	1	1700	80	.05	210	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	890	.52*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.69**

73. I-5 SB Ramps & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	240	.14*
SBT	0	0	0		0	
SBR	1	1700	500	.29	540	.32
EBL	0	0	0		0	
EBT	2	3400	800	.27*	630	.22*
EBR	0	0	120		130	
WBL	0.5		240	{.14}*	330	{.19}*
WBT	1.5	3400	320	.16	530	.25
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.66**

74. I-5 NB Ramps & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		480	{.28}*	490	.29*
EBT	1.5	3400	580	.31	380	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	530	.31*	750	.44*
WBR	1	1700	400	.24	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.85**

75. Rancho Viejo & J. Serra

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	330	.19*
NBT	2	3400	170	.05	170	.05
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	200	.12*	260	.15*
SBR	1	1700	560	.33	700	.41
EBL	1.5		610		440	
EBT	0.5	3400	30	.25*	10	.17*
EBR	0		220		140	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.02*	SBR	.13*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.66**		**.70**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.17*	470	.15*
NBT	3	4800	610	.13	410	.09
NBR	1	1600	190	.12	340	.21
SBL	1	1600	10	.01	40	.03
SBT	3	4800	130	.03*	230	.05*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	850	.53*	660	.41*
EBT	2	3200	220	.07	640	.20
EBR	1	1600	450	.28	340	.21
WBL	1	1600	310	.19	160	.10
WBT	2	3200	710	.25*	360	.13*
WBR	0	0	90		70	

TOTAL CAPACITY UTILIZATION **.98** **.74**

38. Talega & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	40	.02	190	.06
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	240	.08*	50	.02*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.73** **.68**

39. Vera Cruz & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	150	.09
NBT	2	3200	10	.01*	60	.02*
NBR	0	0	10		10	
SBL	1	1600	450	.28*	460	.29*
SBT	2	3200	200	.13	40	.03
SBR	0	0	200		220	.14
EBL	1	1600	330	.21*	250	.16*
EBT	2	3200	1290	.43	1130	.36
EBR	0	0	80		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1060	.38*	1050	.43*
WBR	0	0	150		310	

TOTAL CAPACITY UTILIZATION **.88** **.90**

40. La Pata & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	800	.50*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	10	.00*	10	.00*
SBR	f		190		10	
EBL	1	1600	170	.11*	80	.05*
EBT	3	4800	500	.10	300	.06
EBR	1	1600	620	.39	240	.15
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	150	.03*	380	.08*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.17*		

TOTAL CAPACITY UTILIZATION **.42** **.63**

41. Vista Hermosa & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	230	.07*	50	.02*
SBT	1	1600	50	.03	10	.01
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	460	.10*	110	.02*
EBR	1	1600	60	.04	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	70	.02	10	.00
WBR	0	0	140	.09	100	.06
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.19** **.07**

54. I-5 SB Ramps & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1400	.44*	720	
SBT	0	4800	0		0	{.24}*
SBR	1.5		180	.11	480	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	430	.09	410	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	240	.08*	370	.12*
WBR	f		100		10	

TOTAL CAPACITY UTILIZATION **.55** **.40**

55. I-5 NB Ramps & Vista Hermosa

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.04*	60	.04*
NBT	0	4800	0		0	
NBR	1.5		160	.05	420	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1780	.56*	1160	.36*
EBR	f		170		150	
WBL	0	0	0		0	
WBT	1.5	4800	300	.19	410	.26
WBR	1.5		1190	.37	1490	.47
Right Turn Adjustment			NBR	.01*	Multi	.17*

TOTAL CAPACITY UTILIZATION **.61** **.57**

56. I-5 SB Ramps & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1900	.59*	1300	.41*
SBT	0	0	10		10	
SBR	1	1600	330	.21	530	.33
EBL	0	0	0		0	
EBT	3	4800	690	.14*	770	.16*
EBR	1	1600	130	.08	310	.19
WBL	1	1600	260	.16*	310	.19*
WBT	2	3200	290	.09	710	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.89** **.76**

57. I-5 NB Ramps & Pico

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	130	.08*
NBT	0	0	0		0	
NBR	1	1600	250	.16	90	.06
NBR(f)	f		510		170	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.17	310	.19
EBT	2	3200	2350	.73*	1750	.55*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	500	.10	890	.19
WBR	f		1280		1430	
Right Turn Adjustment			NBR	.12*		
TOTAL CAPACITY UTILIZATION				**.89**		**.63**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	510	.15*	460	.14*
NBT	3	5100	970	.19	990	.19
NBR	1	1700	620	.36	470	.28
SBL	2	3400	140	.04	90	.03
SBT	3	5100	1280	.25*	1190	.23*
SBR	f		1060		540	
EBL	2	3400	840	.25*	830	.24
EBT	3	5100	610	.12	1040	.20*
EBR	1	1700	320	.19	400	.24
WBL	2	3400	740	.22	670	.20*
WBT	3	5100	850	.17*	430	.08
WBR	1	1700	250	.15	50	.03
Right Turn Adjustment					EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.86**

29. La Pata & Ortega

2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	30	.02	80	.05
SBT	2	3400	190	.11*	50	.03*
SBR	0	0	920	.54	770	.45
EBL	2	3400	720	.21*	720	.21
EBT	1	1700	220	.13	950	.56*
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01*
WBT	1	1700	770	.45*	380	.22
WBR	1	1700	140	.08	20	.01
Right Turn Adjustment			SBR	.43*	SBR	.42*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.40** **1.19**

12. Antonio & Crown Valley

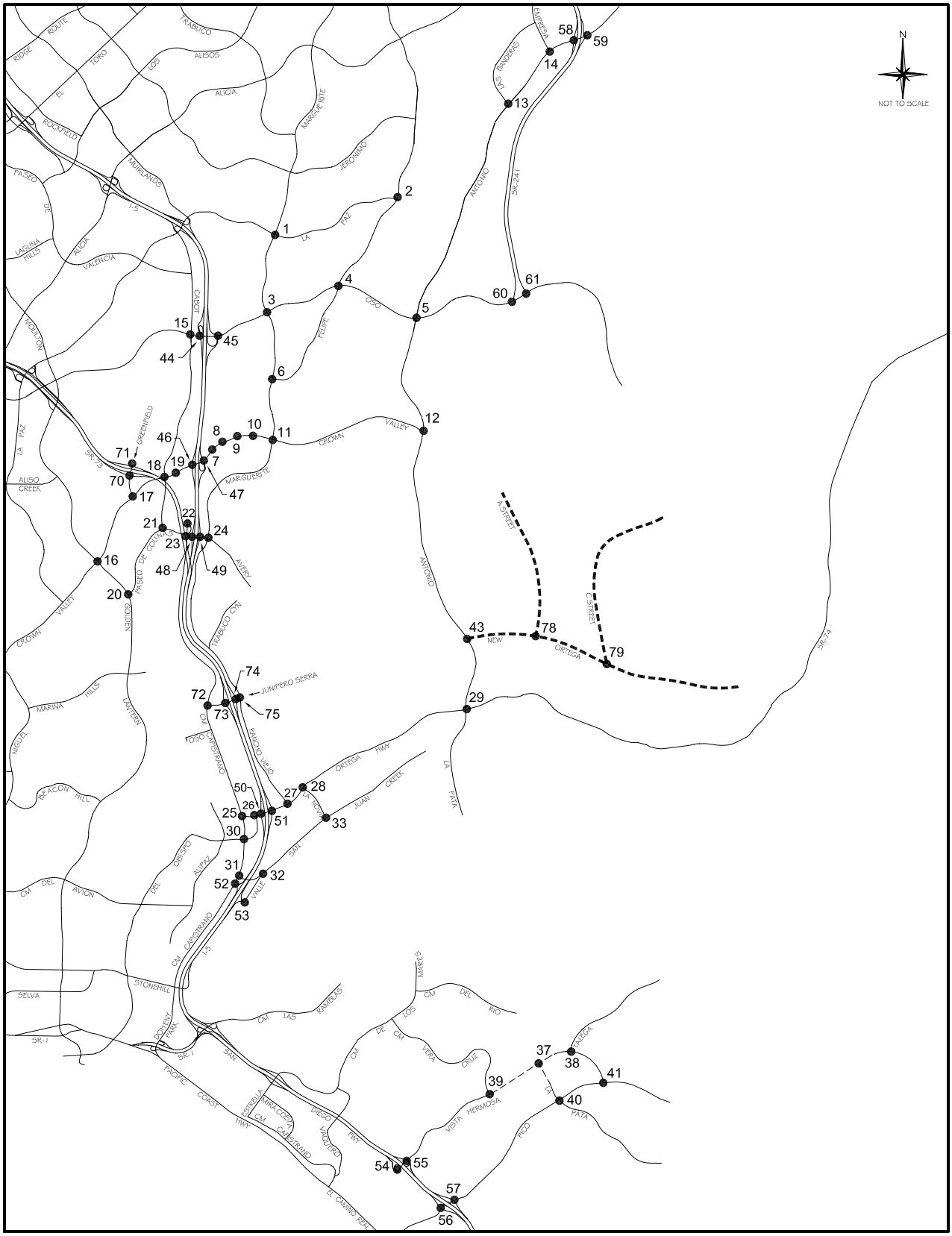
2010 No-Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	450	.13	450	.13*
NBT	3	5100	1440	.28*	840	.16
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	810	.16	1260	.25*
SBR	f		1240		820	
EBL	2	3400	560	.16*	1180	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	210	.12	550	.32
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.79**

ICU Data Set 4

2010 with Short-Range Project
(Committed Circulation System)



2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	310	.09*
NBT	2	3400	880	.26	1110	.33
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	960	.28*	1090	.32*
SBR	1	1700	230	.14	120	.07
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	900	.26*
EBR	1	1700	100	.06	200	.12
WBL	2	3400	320	.09	180	.05*
WBT	2	3400	490	.14*	320	.09
WBR	d	1700	320	.19	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.77**

2. Olympiad & La Paz

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	140	.08*
NBT	2	3400	670	.20	520	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	510	.21*	570	.21*
SBR	0	0	200		160	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	100	.06	360	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.49**

3. Marguerite & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	230	.07
NBT	2	3400	880	.26	830	.24*
NBR	1	1700	50	.03	110	.06
SBL	2	3400	160	.05	470	.14*
SBT	2	3400	650	.19*	950	.28
SBR	1	1700	350	.21	190	.11
EBL	2	3400	180	.05*	260	.08
EBT	4	6800	1310	.19	1790	.26*
EBR	d	1700	80	.05	380	.22
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2440	.36*	1360	.20
WBR	d	1700	110	.06	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.73**

4. Felipe & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	100	.06
NBT	2	3400	330	.10*	390	.11*
NBR	1	1700	50	.03	170	.10
SBL	1	1700	250	.15*	500	.29*
SBT	2	3400	420	.12	370	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1370	.27	2090	.41*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	220	.13	170	.10*
WBT	3	5100	1990	.39*	1440	.28
WBR	d	1700	500	.29	250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.96**

6. Marguerite & Felipe

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	920	.27*	960	.28*
NBR	1	1700	260	.15	780	.46
SBL	1	1700	100	.06*	360	.21*
SBT	2	3400	850	.25	940	.28
SBR	d	1700	20	.01	30	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	60	.06*	50	.05*
EBR	0	0	40		40	
WBL	1.5		740		440	
WBT	0.5	3400	20	.22*	10	.13*
WBR	1	1700	250	.15	130	.08
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.80**

7. Puerta Real & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	120	.07*	140	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	510	.15*	480	.14*
EBT	4	6800	2080	.31	3070	.45
EBR	1	1700	170	.10	490	.29
WBL	2	3400	30	.01	230	.07
WBT	4	6800	2820	.42*	2470	.39*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.79**

8. Guevara/Medical Ctr & CVP

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	.08*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		270	.16
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	150	.09
EBL	1	1700	160	.09*	140	.08
EBT	4	6800	1980	.31	3020	.48*
EBR	0	0	130		230	
WBL	2	3400	350	.10	220	.06*
WBT	4	6800	2560	.40*	2380	.36
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.77**

9. Los Altos & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.08
NBR	0	0	40		120	
SBL	0	0	40		200	
SBT	1	1700	10	.03*	10	.12*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1800	.28	3230	.48*
EBR	0	0	130		30	
WBL	1	1700	400	.24	70	.04*
WBT	4	6800	3000	.48*	2250	.33
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.78**

10. Bellogente & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1740	.26	3480	.51*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2220	.33
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.65**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	840	.25*
NBR	1	1700	430	.25	560	.33
SBL	2	3400	150	.04	580	.17*
SBT	2	3400	900	.26*	660	.19
SBR	1	1700	920	.54	290	.17
EBL	2	3400	610	.18*	850	.25*
EBT	4	6800	1120	.16	2390	.35
EBR	1	1700	60	.04	290	.17
WBL	2	3400	540	.16	530	.16
WBT	4	6800	2680	.48*	1850	.30*
WBR	0	0	550		220	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.16** **1.02**

13. Banderas & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	410	.24	620	.36
EBL	2	3400	390	.11	380	.11*
EBT	3	5100	2450	.49*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1060	.22	1570	.32*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.23*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.74**

14. Empresa & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		460	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		150		380	
EBL	2	3400	920	.27*	150	.04*
EBT	3	5100	950	.19	1120	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	830	.16*	1010	.20*
WBR	f		310		250	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.45**

15. Cabot & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	140	.04	170	.05
NBT	2	3400	730	.21*	280	.08*
NBR	1	1700	210	.12	560	.33
SBL	2	3400	250	.07*	700	.21*
SBT	2	3400	240	.07	620	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	110	.03	120	.04
EBT	3	5100	920	.18*	1060	.21*
EBR	1	1700	100	.06	70	.04
WBL	2	3400	360	.11*	290	.09*
WBT	3	5100	1260	.25	1020	.20
WBR	1	1700	590	.35	390	.23
Right Turn Adjustment			WBR	.04*	NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.82**

16. Moulton & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	230	.07*
NBT	2.5	6800	1230	{.24}*	880	.17
NBR	1.5		630		280	.16
SBL	2	3400	120	.04*	230	.07
SBT	3	5100	560	.11	1470	.29*
SBR	1	1700	80	.05	100	.06
EBL	2	3400	140	.04	130	.04
EBT	3	5100	1330	.26*	1090	.21*
EBR	1	1700	340	.20	200	.12
WBL	2	3400	560	.16*	730	.21*
WBT	3	5100	790	.15	1480	.29
WBR	1	1700	180	.11	150	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.83**

17. Greenfield & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	660	.19*	840	.25*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	300	.18	250	.15
EBL	2	3400	510	.15*	270	.08*
EBT	3	5100	1640	.33	1110	.22
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1310	.26*	1560	.31*
WBR	1	1700	740	.44	680	.40
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.73** **.72**

18. Cabot & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	310	.09*	150	.04
NBR	1	1700	390	.23	320	.19
SBL	2	3400	220	.06*	260	.08
SBT	2	3400	100	.06	350	.19*
SBR	0	0	150	.09	300	
EBL	2	3400	330	.10*	300	.09*
EBT	3	5100	1820	.36	1510	.30
EBR	1	1700	130	.08	140	.08
WBL	2	3400	170	.05	340	.10
WBT	3	5100	1980	.39*	1870	.37*
WBR	1	1700	170	.10	200	.12
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.75**

19. Forbes & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06	240	.14*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	160	.09	200	.12
EBL	1	1700	160	.09*	130	.08*
EBT	4	6800	2150	.33	1880	.28
EBR	0	0	110		40	
WBL	1	1700	110	.06	60	.04
WBT	3	5100	2150	.42*	2080	.41*
WBR	1	1700	160	.09	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.70**

20. Golden Lantern & P. Colinas

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2290	.45*	750	.15
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	370	.22*	220	.13
SBT	3	5100	1120	.22	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		800		1190	
WBT	0.5	3400	10	.24*	10	.35*
WBR	1	1700	490	.29	210	.12
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.01** **.85**

21. Cabot & Paseo de Colinas

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	70	.02*
SBT	0	0	0		0	
SBR	2	3400	290	.09	380	.11
EBL	1	1700	480	.28*	440	.26*
EBT	2	3400	820	.24	600	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	400	.13*	970	.29*
WBR	0	0	40		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.62**

22. Cm Capistrano & P. Colinas

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	80	{.20}*
NBR	1.5		590	{.10}	900	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1070		750	
WBT	0	3400	0	.33*	0	.23*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.54**

23. Cm Capistrano & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	80	.05*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	940	.28*	950	.28*
SBT	1	1700	20	.01	30	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	180	.11*
WBT	0	0	0		0	
WBR	2	3400	610	.18	890	.26
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.53**

24. Marguerite & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	300	.18*
NBT	2	3400	550	.16	330	.10
NBR	d	1700	130	.08	30	.02
SBL	1	1700	150	.09	120	.07
SBT	2	3400	560	.16*	500	.15*
SBR	d	1700	410	.24	720	.42
EBL	2	3400	610	.18	730	.21
EBT	2	3400	620	.30*	840	.32*
EBR	0	0	400		250	
WBL	1	1700	50	.03*	190	.11*
WBT	2	3400	230	.09	300	.11
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

25. Cm Capistrano & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	600	.35*	500	.29*
NBR	1	1700	20	.01	70	.04
SBL	1	1700	140	.08*	140	.08*
SBT	1	1700	560	.33	540	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	100	.06*	120	.07*
WBT	0	0	0		0	
WBR	1	1700	240	.14	200	.12
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.49**

26. Del Obispo & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1140	.34	1170	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	450	.16*	520	.19*
EBR	0	0	90		110	
WBL	2	3400	1160	.34*	1210	.36*
WBT	1	1700	680	.40	620	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.67**

27. Rancho Viejo & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	100	.09
NBR	0		50		50	
SBL	1.5		140		200	
SBT	0.5	3400	100	.07*	150	.10*
SBR	1	1700	120	.07	180	.11
EBL	1	1700	160	.09*	190	.11
EBT	2	3400	1320	.39	1960	.58*
EBR	1	1700	710	.42	480	.28
WBL	1	1700	80	.05	40	.02*
WBT	3	5100	1840	.36*	1180	.23
WBR	1	1700	450	.26	110	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.92**

28. La Novia & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	330	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	920	.27*	1840	.54*
EBR	1	1700	410	.24	280	.16
WBL	1	1700	610	.36*	400	.24*
WBT	2	3400	1920	.56	1010	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.92**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	410	.12*
NBT	1	1700	730	.43*	370	.22
NBR	1	1700	310	.18	300	.18
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	380	.22	650	.38*
SBR	1	1700	690	.41	260	.15
EBL	1	1700	260	.15	350	.21*
EBT	2	3400	960	.28*	730	.21
EBR	1	1700	430	.25	410	.24
WBL	1	1700	270	.16*	310	.18
WBT	2	3400	650	.19	800	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.94** **1.00**

31. Cm Capistrano & San Juan Crk

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	860	.25*	780	.23*
NBR	1	1700	430	.25	590	.35
SBL	2	3400	240	.07*	530	.16*
SBT	2	3400	680	.20	1090	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		970	.29*	810	.24*
WBT	0	5100	0		0	
WBR	1.5		510	{.25}	480	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.68**

32. Valle & San Juan Creek

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	400	.24	420	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	580	.34
EBR	1	1700	300	.18	540	.32
WBL	1	1700	240	.14	180	.11
WBT	1	1700	1030	.61*	860	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.81**

33. La Novia & San Juan Creek

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	140	.08
NBT	1	1700	230	.14*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	440	.26*	390	.23*
SBT	1	1700	160	.09	220	.13
SBR	1	1700	660	.39	430	.25
EBL	1	1700	400	.24*	440	.26*
EBT	1	1700	280	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	330	.19*
WBR	1	1700	440	.26	310	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.94** **.82**

44. I-5 SB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	690	.20*	1330	.39*
SBT	0	0	0		0	
SBR	1	1700	360	.21	420	.25
EBL	0	0	0		0	
EBT	3	5100	910	.18	1670	.33*
EBR	f		470		640	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	1290	.25
WBR	f		760		410	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.77**

45. I-5 NB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	380	.22	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1450	.28	2470	.48*
EBR	f		270		530	
WBL	0	0	0		0	
WBT	3	5100	2240	.44*	1230	.24
WBR	f		1170		770	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.85**

46. I-5 SB Ramps & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1880	.37*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1630	.24*	2500	.37*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	600	.18*	620	.18*
WBT	3	5100	1790	.35	1660	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.97**

47. I-5 NB Ramps & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.28}*	240	.14*
NBT	0	5100	0	.28	0	
NBR	1.5		810		630	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1900	{.37}*	3430	.67*
EBR	1.5		960	{.35}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1810	.35	2040	.40
WBR	f		1480		1490	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.91**

48. I-5 SB Ramps & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		130		430	
EBL	0	0	0		0	
EBT	2	3400	670	.20	940	.28*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	240	.14	390	.23*
WBT	1	1700	740	.44*	640	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.83**

49. I-5 NB Ramps & Avery

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	430	.25	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	70	.04	280	.16*
EBT	2	3400	1210	.36*	1150	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	730	.21	780	.23*
WBR	1	1700	430	.25	550	.32
Right Turn Adjustment			NBR	.09*	NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.79**

50. I-5 SB Ramps & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		990	.29*	1260	.37*
SBT	0	5100	0		0	
SBR	1.5		920	{.29}	950	{.35}
EBL	0	0	0		0	
EBT	3	5100	1310	.26*	1440	.28*
EBR	1	1700	200	.12	250	.15
WBL	1	1700	590	.35*	450	.26*
WBT	2	3400	920	.27	870	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.95** **.96**

51. I-5 NB Ramps & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.14}*	280	.16*
NBT	0	5100	0	{.14}	0	
NBR	1.5		760		740	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	780	.23*
EBT	2	3400	1470	.43	1910	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1230	{.41}*	1040	{.35}*
WBR	1.5		1090		940	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.83**

52. Cm Capistrano & I-5 SB Ramps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1120	.33*	900	.27*
NBR	0	0	10		20	
SBL	2	3400	710	.21*	600	.18*
SBT	2	3400	940	.28	1330	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		780	.23*	990	.29*
WBT	0	5100	0		0	
WBR	1.5		180		490	.29
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.79**

53. Valle & La Novia/I-5 NB Rmps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	80	.05*
NBT	1	1700	60	.04	100	.06
NBR	1	1700	20	.01	30	.02
SBL	0	0	70		200	
SBT	1	1700	140	.12*	230	.25*
SBR	1	1700	310	.18	290	.17
EBL	1	1700	590	.35*	630	.37*
EBT	1	1700	30	.04	170	.12
EBR	0	0	30		40	
WBL	0	0	40		40	
WBT	1	1700	310	.21*	90	.08*
WBR	1	1700	210	.12	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.80**

58. SR-241 SB Ramps & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		150		820	.24*
SBT	0	5100	0	.05*	0	
SBR	1.5		120		400	.24
EBL	0	0	0		0	
EBT	3	5100	1400	.27*	1640	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	20	.01*
WBT	3	5100	1270	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.38** **.62**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	600	.35*	180	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1250	.25*	1070	.21
WBR	1	1700	1560	.92	190	.11
Right Turn Adjustment			WBR	.66*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.32** **.49**

60. SR-241 SB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	180	
SBT	0	5100	0		0	{.08}*
SBR	1.5		20	.01	370	
EBL	0	0	0		0	
EBT	2	3400	1170	.34	1020	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	640	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.43**

61. SR-241 NB Ramps & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	560	.33*	20	.01
EBT	2	3400	670	.20	1180	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1260	.37*	630	.19
WBR	1	1700	380	.22	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.40**

70. Greenfield & SR-73 SB Ramps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1210	.46*	420	.24*
NBR	0	0	350		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		350	{.00}	810	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.50**

71. Greenfield & SR-73 NB Ramps

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1200	.35*	340	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.45**

72. Cm Capistrano & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	90	.05*
NBR	1	1700	870	.51	690	.41
SBL	1	1700	100	.06*	120	.07*
SBT	1	1700	80	.05	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	960	.56*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.73**

73. I-5 SB Ramps & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	260	.15*
SBT	0	0	0		0	
SBR	1	1700	500	.29	590	.35
EBL	0	0	0		0	
EBT	2	3400	830	.28*	680	.24*
EBR	0	0	130		130	
WBL	0.5		250	{.15}*	340	{.20}*
WBT	1.5	3400	330	.17	570	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.71**

74. I-5 NB Ramps & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		500	{.29}*	520	.31*
EBT	1.5	3400	590	.32	410	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	540	.32*	780	.46*
WBR	1	1700	400	.24	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.90**

75. Rancho Viejo & J. Serra

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	330	.19*
NBT	2	3400	270	.08	200	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	200	.12*	270	.16*
SBR	1	1700	560	.33	730	.43
EBL	1.5		610		430	
EBT	0.5	3400	30	.26*	10	.18*
EBR	0		240		180	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.14*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.73**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	540	.17*	460	.14*
NBT	3	4800	610	.13	410	.09
NBR	1	1600	190	.12	350	.22
SBL	1	1600	10	.01	40	.03
SBT	3	4800	130	.03*	230	.05*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	860	.54*	660	.41*
EBT	2	3200	220	.07	660	.21
EBR	1	1600	450	.28	320	.20
WBL	1	1600	350	.22	160	.10
WBT	2	3200	680	.24*	370	.14*
WBR	0	0	90		70	

TOTAL CAPACITY UTILIZATION **.98** **.74**

38. Talega & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	50	.03	190	.06
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	240	.08*	50	.02*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.73** **.68**

39. Vera Cruz & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	150	.09
NBT	2	3200	10	.01*	50	.02*
NBR	0	0	10		10	
SBL	1	1600	450	.28*	460	.29*
SBT	2	3200	190	.12	20	.01
SBR	0	0	200	.13	220	.14
EBL	1	1600	330	.21*	250	.16*
EBT	2	3200	1290	.44	1130	.36
EBR	0	0	110		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1050	.38*	1060	.43*
WBR	0	0	150		300	

TOTAL CAPACITY UTILIZATION **.88** **.90**

40. La Pata & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	790	.49*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	10	.00*	10	.00*
SBR	f		220		10	
EBL	1	1600	180	.11*	90	.06*
EBT	3	4800	500	.10	300	.06
EBR	1	1600	620	.39	240	.15
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	150	.03*	360	.08*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.17*		

TOTAL CAPACITY UTILIZATION **.42** **.63**

41. Vista Hermosa & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	230	.07*	50	.02*
SBT	1	1600	40	.03	10	.01
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	460	.10*	80	.02*
EBR	1	1600	80	.05	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	70	.02	10	.00
WBR	0	0	140	.09	90	.06
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.19** **.07**

54. I-5 SB Ramps & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1420	.44*	730	
SBT	0	4800	0		0	{.24}*
SBR	1.5		160	.10	490	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	430	.09	400	.08
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	380	.12*
WBR	f		110		10	

TOTAL CAPACITY UTILIZATION **.55** **.40**

55. I-5 NB Ramps & Vista Hermosa

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	{.05}*	80	.05*
NBT	0	4800	0	.05	0	
NBR	1.5		170		420	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1790	.56*	1160	.36*
EBR	f		170		150	
WBL	0	0	0		0	
WBT	1.5	4800	320	.20	410	.26
WBR	1.5		1170	.37	1490	.47
Right Turn Adjustment					Multi	.15*

TOTAL CAPACITY UTILIZATION **.61** **.56**

56. I-5 SB Ramps & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1920	.60*	1300	.41*
SBT	0	0	10		10	
SBR	1	1600	330	.21	530	.33
EBL	0	0	0		0	
EBT	3	4800	690	.14*	770	.16*
EBR	1	1600	130	.08	310	.19
WBL	1	1600	260	.16*	310	.19*
WBT	2	3200	290	.09	710	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.90** **.76**

57. I-5 NB Ramps & Pico

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04*	130	.08*
NBT	0	0	0		0	
NBR	1	1600	250	.16	90	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.17	310	.19
EBT	2	3200	2370	.74*	1750	.55*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	500	.10	890	.19
WBR	f		1270		1430	
Right Turn Adjustment			NBR	.12*		
TOTAL CAPACITY UTILIZATION				**.90**		**.63**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	890	.26*	610	.18*
NBT	3	5100	1100	.22	870	.17
NBR	1	1700	750	.44	480	.28
SBL	2	3400	130	.04	90	.03
SBT	3	5100	1130	.22*	1360	.27*
SBR	f		1120		530	
EBL	2	3400	870	.26*	980	.29
EBT	3	5100	610	.12	1020	.20*
EBR	1	1700	420	.25	780	.46
WBL	2	3400	710	.21	770	.23*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	250	.15	50	.03
Right Turn Adjustment			EBR	.05*	EBR	.26*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.19**

12. Antonio & Crown Valley

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	820	.24*
NBT	3	5100	1960	.38	1040	.20
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	960	.19*	1810	.35*
SBR	f		1030		880	
EBL	2	3400	690	.20*	1060	.31*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	370	.22	890	.52
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.02*	EBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **1.16**

29. La Pata & Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	40	.02	100	.06
SBT	2	3400	190	.11*	50	.03*
SBR	0	0	1370	.81	820	.48
EBL	2	3400	600	.18*	1080	.32*
EBT	1	1700	220	.13	890	.52
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	700	.41*	370	.22*
WBR	1	1700	180	.11	30	.02
Right Turn Adjustment			SBR	.70*	SBR	.45*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.19**

43. Antonio & New Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	470	.09*	590	.12*
NBR	f		290		640	
SBL	2	3400	580	.17*	1450	.43*
SBT	3	5100	750	.15	660	.13
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	40	.02	20	.01
WBL	2	3400	560	.16*	340	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		1590		980	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.71**

78. A St & New Ortega

2010 Short-Range Project (Committed Circ. System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	40	.02*	100	.06*
SBT	0	0	0		0	
SBR	1	1700	100	.06	220	.13
EBL	1	1700	180	.11*	180	.11
EBT	3	5100	700	.14	1910	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2070	.41*	1100	.22
WBR	d	1700	90	.05	80	.05
Right Turn Adjustment			SBR	.04*	SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.55**

79. C St & New Ortega

2010 Short-Range Project (Committed Circ. System)

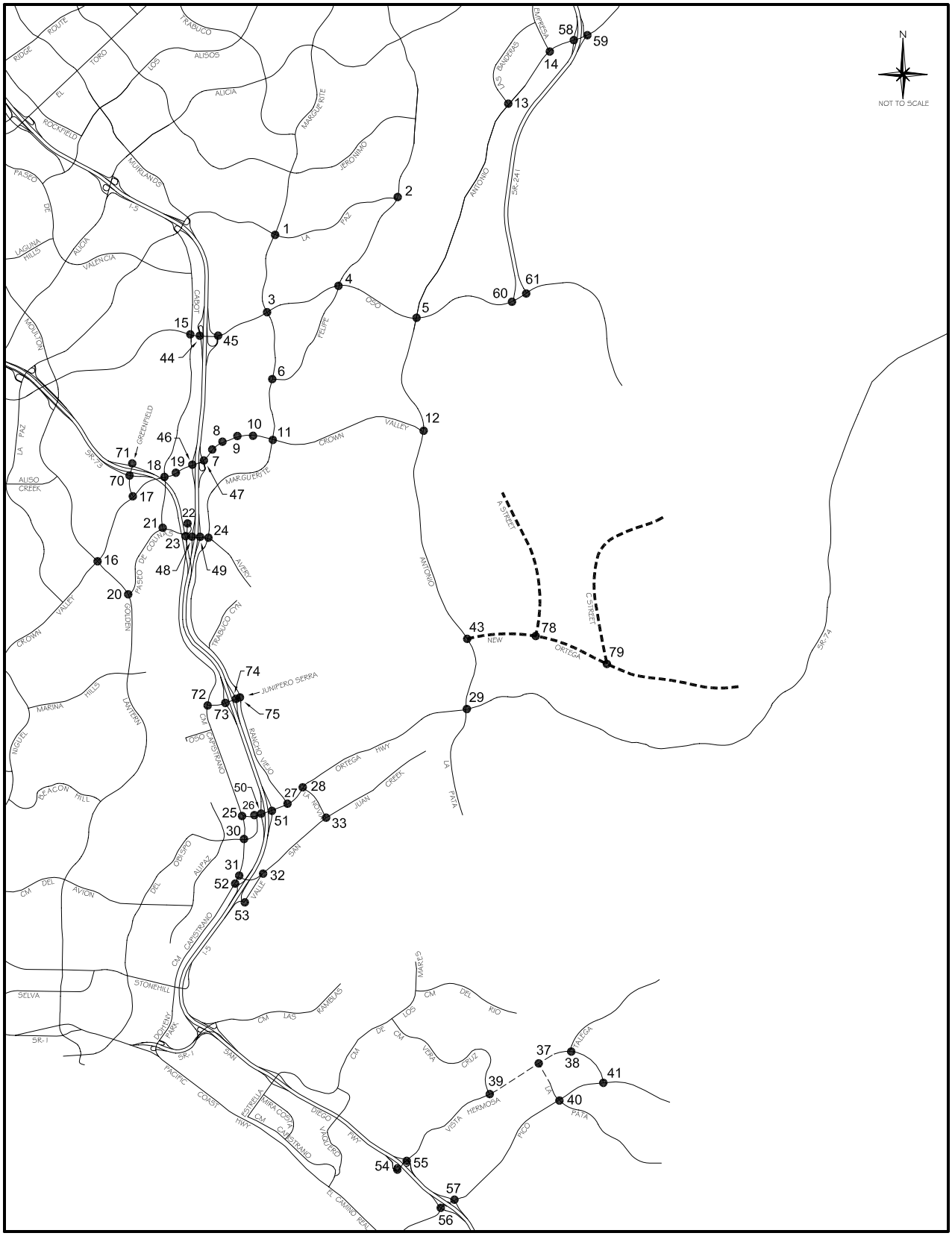
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	440	.13*	280	.08*
NBT	2	3400	10	.00	10	.00
NBR	1	1700	10	.01	20	.01
SBL	2	3400	20	.01	20	.01
SBT	2	3400	10	.00*	10	.00*
SBR	1	1700	710	.42	300	.18
EBL	2	3400	130	.04*	630	.19*
EBT	2	3400	260	.08	580	.17
EBR	1	1700	180	.11	450	.26
WBL	2	3400	10	.00	20	.01
WBT	2	3400	620	.18*	400	.12*
WBR	1	1700	10	.01	20	.01
Right Turn Adjustment			SBR	.38*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.78** **.44**

ICU Data Set 5

2010 with Short-Range Project and Mitigation
(Committed Circulation System)



Legend

- Future Roadway
- Project Roadway

2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	100	.06
NBT	2	3400	330	.10	390	.11*
NBR	1	1700	50	.03	170	.10
SBL	2	3400	250	.07	500	.15*
SBT	2	3400	420	.12*	370	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1370	.27	2090	.41*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	220	.13	170	.10*
WBT	3	5100	1990	.39*	1440	.28
WBR	d	1700	500	.29	250	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.82**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	840	.25*
NBR	1	1700	430	.25	560	.33
SBL	2	3400	150	.04	580	.17*
SBT	1.5	5100	900	{.31}*	660	.19
SBR	1.5		920		290	
EBL	2	3400	610	.18*	850	.25*
EBT	4	6800	1120	.16	2390	.35
EBR	1	1700	60	.04	290	.17
WBL	2	3400	540	.16	530	.16
WBT	4	6800	2680	.39*	1850	.27*
WBR	d	1700	550	.32	220	.13
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.98** **.99**

27. Rancho Viejo & Ortega

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	100	.09
NBR	0		50		50	
SBL	1.5		140		200	
SBT	0.5	3400	100	.07*	150	.10*
SBR	1	1700	120	.07	180	.11
EBL	1	1700	160	.09*	190	.11
EBT	3	5100	1320	.39	1960	.48*
EBR	0	0	710	.42	480	
WBL	1	1700	80	.05	40	.02*
WBT	3	5100	1840	.36*	1180	.23
WBR	1	1700	450	.26	110	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.82**

28. La Novia & Ortega

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	330	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	920	.27	1840	.54*
EBR	1	1700	410	.24	280	.16
WBL	2	3400	610	.18	400	.12*
WBT	2	3400	1920	.56*	1010	.30
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.89**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	410	.12*
NBT	1	1700	730	.43*	370	.22
NBR	1	1700	310	.18	300	.18
SBL	1	1700	40	.02*	80	.05
SBT	2	3400	380	.11	650	.19*
SBR	1	1700	690	.41	260	.15
EBL	1	1700	260	.15	350	.21*
EBT	2	3400	960	.28*	730	.21
EBR	1	1700	430	.25	410	.24
WBL	2	3400	270	.08*	310	.09
WBT	2	3400	650	.19	800	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.81**

32. Valle & San Juan Creek

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	400	.24	420	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22*	580	.34*
EBR	1	1700	300	.18	540	.32
WBL	1	1700	240	.14*	180	.11*
WBT	2	3400	1030	.30	860	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.75**

33. La Novia & San Juan Creek

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	140	.08
NBT	1	1700	230	.14*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	440	.26*	390	.23*
SBT	1	1700	160	.09	220	.13
SBR	1	1700	660	.39	430	.25
EBL	2	3400	400	.12*	440	.13*
EBT	1	1700	280	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	330	.19*
WBR	1	1700	440	.26	310	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.69**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed Circ. System) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	600	.35*	180	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1250	.37*	1070	.21
WBR	1.5		1560	.46	190	.11
Right Turn Adjustment			WBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.49**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	890	.17*	610	.12*
NBT	3	5100	1100	.22	870	.17
NBR	1	1700	750	.44	480	.28
SBL	2	3400	130	.04	90	.03
SBT	4	6800	1130	.17*	1360	.20*
SBR	f		1120		530	
EBL	2	3400	870	.26*	980	.29
EBT	2.5	6800	610	.15	1020	.26*
EBR	1.5		420		780	
WBL	2	3400	710	.21	770	.23*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	250	.15	50	.03
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION **.80** **.86**

12. Antonio & Crown Valley

2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	820	.24*
NBT	3	5100	1960	.38	1040	.20
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	960	.19*	1810	.35*
SBR	f		1030		880	
EBL	3	5100	690	.14*	1060	.21*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	370	.11	890	.26
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment				EBR		.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.90**

29. La Pata & Ortega

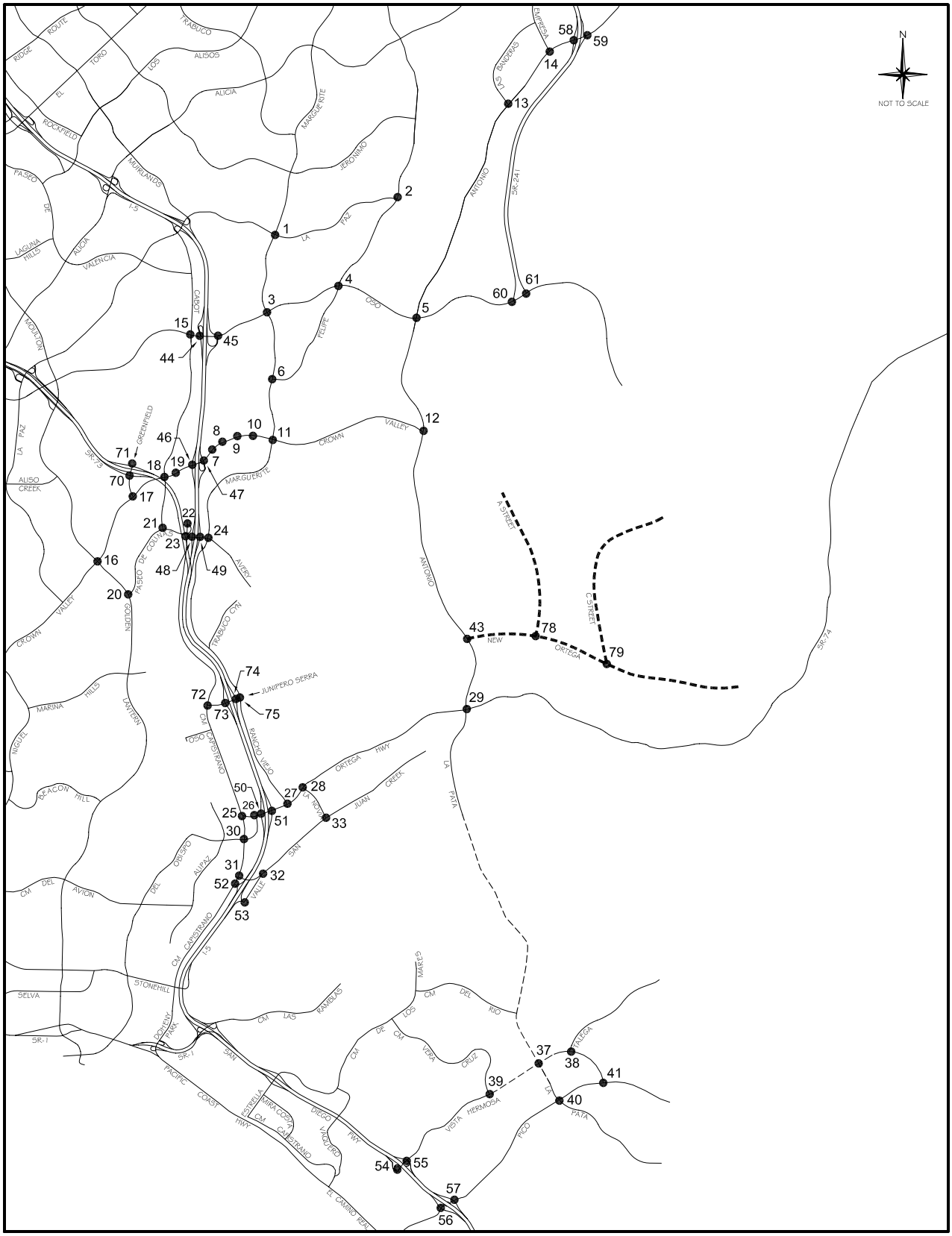
2010 Short-Range Project (Committed Circ. System)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	40	.02	100	.06
SBT	2	3400	190	.06*	50	.01*
SBR	f		1370		820	
EBL	2	3400	600	.18*	1080	.32*
EBT	1	1700	220	.13	890	.52
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	700	.41*	370	.22*
WBR	1	1700	180	.11	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.72**

ICU Data Set 6

2010 with Short-Range Project
(Committed Circulation System Plus La Pata)



Legend

- Future Roadway
- Project Roadway

2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	320	.09*
NBT	2	3400	880	.26	1120	.33
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	960	.28*	1090	.32*
SBR	1	1700	230	.14	120	.07
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	890	.26*
EBR	1	1700	110	.06	190	.11
WBL	2	3400	320	.09	180	.05*
WBT	2	3400	460	.14*	320	.09
WBR	d	1700	320	.19	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.77**

2. Olympiad & La Paz

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	140	.08*
NBT	2	3400	660	.19	520	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	520	.21*	570	.21*
SBR	0	0	200		160	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	110	.06	350	.21
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.49**

3. Marguerite & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	240	.07
NBT	2	3400	870	.26	820	.24*
NBR	1	1700	50	.03	120	.07
SBL	2	3400	170	.05	480	.14*
SBT	2	3400	660	.19*	950	.28
SBR	1	1700	340	.20	180	.11
EBL	2	3400	180	.05*	260	.08
EBT	4	6800	1250	.18	1710	.25*
EBR	d	1700	80	.05	380	.22
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2370	.35*	1330	.20
WBR	d	1700	110	.06	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.72**

4. Felipe & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	100	.06
NBT	2	3400	330	.10*	380	.11*
NBR	1	1700	70	.04	90	.05
SBL	1	1700	280	.16*	500	.29*
SBT	2	3400	410	.12	360	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1340	.26	1990	.39*
EBR	d	1700	80	.05	210	.12
WBL	1	1700	170	.10	190	.11*
WBT	3	5100	1930	.38*	1440	.28
WBR	d	1700	480	.28	270	.16
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.95**

6. Marguerite & Felipe

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	890	.26*	960	.28*
NBR	1	1700	280	.16	690	.41
SBL	1	1700	100	.06*	350	.21*
SBT	2	3400	860	.25	940	.28
SBR	d	1700	30	.02	40	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	60	.06*	40	.05*
EBR	0	0	40		40	
WBL	1.5		690		450	
WBT	0.5	3400	20	.21*	10	.14*
WBR	1	1700	270	.16	120	.07
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.64** **.75**

7. Puerta Real & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	120	.07*	140	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	550	.16
EBL	2	3400	510	.15*	470	.14*
EBT	4	6800	2010	.30	2990	.44
EBR	1	1700	180	.11	480	.28
WBL	2	3400	30	.01	200	.06
WBT	4	6800	2720	.41*	2420	.38*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

8. Guevara/Medical Ctr & CVP

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	.08*	400	
NBT	1.5	5100	30	.07	20	.12*
NBR	0		90		190	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	150	.09
EBL	1	1700	160	.09*	140	.08
EBT	4	6800	1880	.30	2950	.47*
EBR	0	0	140		220	
WBL	2	3400	320	.09	220	.06*
WBT	4	6800	2470	.38*	2270	.34
WBR	0	0	140		70	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.62** **.77**

9. Los Altos & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.08
NBR	0	0	40		120	
SBL	0	0	40		200	
SBT	1	1700	10	.03*	10	.12*
SBR	1	1700	50	.03	130	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1700	.27	3080	.46*
EBR	0	0	130		30	
WBL	1	1700	400	.24	70	.04*
WBT	4	6800	2880	.46*	2140	.32
WBR	0	0	280		20	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.66** **.76**

10. Bellogente & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1640	.24	3330	.49*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3530	.53*	2110	.31
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.63**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	120	.04
NBT	2	3400	510	.15	800	.24*
NBR	1	1700	400	.24	520	.31
SBL	2	3400	160	.05	600	.18*
SBT	2	3400	830	.24*	680	.20
SBR	1	1700	940	.55	270	.16
EBL	2	3400	600	.18*	790	.23*
EBT	4	6800	1030	.15	2320	.34
EBR	1	1700	60	.04	270	.16
WBL	2	3400	560	.16	500	.15
WBT	4	6800	2510	.45*	1750	.29*
WBR	0	0	560		220	
Right Turn Adjustment			SBR	.17*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.14** **.99**

13. Banderas & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	630	.37
EBL	2	3400	400	.12	410	.12*
EBT	3	5100	2440	.48*	1310	.26
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1580	.33*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.23*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.67** **.76**

14. Empresa & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		450	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		160		380	
EBL	2	3400	910	.27*	170	.05*
EBT	3	5100	960	.19	1140	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	860	.17*	1020	.20*
WBR	f		310		250	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.46**

15. Cabot & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	140	.04	170	.05
NBT	2	3400	740	.22*	270	.08*
NBR	1	1700	220	.13	550	.32
SBL	2	3400	250	.07*	730	.21*
SBT	2	3400	230	.07	610	.18
SBR	1	1700	40	.02	100	.06
EBL	2	3400	110	.03	120	.04
EBT	3	5100	920	.18*	1050	.21*
EBR	1	1700	100	.06	70	.04
WBL	2	3400	360	.11*	300	.09*
WBT	3	5100	1270	.25	1010	.20
WBR	1	1700	580	.34	390	.23
Right Turn Adjustment			WBR	.03*	NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.81**

16. Moulton & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	210	.06*
NBT	2.5	6800	1210	{.24}*	860	.17
NBR	1.5		650		280	.16
SBL	2	3400	120	.04*	240	.07
SBT	3	5100	550	.11	1420	.28*
SBR	1	1700	80	.05	100	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1330	.26*	1080	.21*
EBR	1	1700	340	.20	200	.12
WBL	2	3400	570	.17*	720	.21*
WBT	3	5100	790	.15	1500	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

17. Greenfield & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	650	.19*	830	.24*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	300	.18	250	.15
EBL	2	3400	520	.15*	280	.08*
EBT	3	5100	1640	.33	1090	.22
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1320	.26*	1560	.31*
WBR	1	1700	680	.40	670	.39
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.69** **.71**

18. Cabot & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	310	.09*	140	.04
NBR	1	1700	380	.22	330	.19
SBL	2	3400	220	.06*	260	.08
SBT	2	3400	90	.05	370	.19*
SBR	0	0	160	.09	280	
EBL	2	3400	340	.10*	300	.09*
EBT	3	5100	1820	.36	1490	.29
EBR	1	1700	120	.07	140	.08
WBL	2	3400	170	.05	330	.10
WBT	3	5100	1920	.38*	1890	.37*
WBR	1	1700	180	.11	190	.11
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.75**

19. Forbes & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	130	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06	230	.14*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	150	.09	200	.12
EBL	1	1700	150	.09*	130	.08*
EBT	4	6800	2150	.33	1870	.28
EBR	0	0	110		40	
WBL	1	1700	120	.07	60	.04
WBT	3	5100	2100	.41*	2090	.41*
WBR	1	1700	160	.09	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

20. Golden Lantern & P. Colinas

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2270	.45*	730	.14
NBR	1	1700	1110	.65	760	.45
SBL	1	1700	370	.22*	220	.13
SBT	3	5100	1110	.22	2120	.42*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		790		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	490	.29	190	.11
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.85**

21. Cabot & Paseo de Colinas

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	70	.02*
SBT	0	0	0		0	
SBR	2	3400	290	.09	400	.12
EBL	1	1700	480	.28*	440	.26*
EBT	2	3400	810	.24	590	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	400	.13*	960	.29*
WBR	0	0	40		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.62**

22. Cm Capistrano & P. Colinas

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.21}*
NBR	1.5		590	{.11}	900	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	70	.04	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1040		740	
WBT	0	3400	0	.31*	0	.23*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.54**

23. Cm Capistrano & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	70	.04*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	910	.27*	970	.29*
SBT	1	1700	20	.01	30	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	180	.11*
WBT	0	0	0		0	
WBR	2	3400	600	.18	910	.27
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.54**

24. Marguerite & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	280	.16*
NBT	2	3400	540	.16	310	.09
NBR	d	1700	140	.08	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	540	.16*	510	.15*
SBR	d	1700	370	.22	680	.40
EBL	2	3400	610	.18	640	.19
EBT	2	3400	600	.29*	850	.33*
EBR	0	0	400		260	
WBL	1	1700	50	.03*	160	.09*
WBT	2	3400	230	.09	290	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.79**

25. Cm Capistrano & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	560	.33*	480	.28*
NBR	1	1700	20	.01	80	.05
SBL	1	1700	140	.08*	150	.09*
SBT	1	1700	550	.32	500	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	100	.06*	80	.05*
WBT	0	0	0		0	
WBR	1	1700	250	.15	200	.12
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.47**

26. Del Obispo & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1120	.33	1150	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	440	.16*	540	.19*
EBR	0	0	90		110	
WBL	2	3400	1140	.34*	1200	.35*
WBT	1	1700	690	.41	580	.34
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.62**		**.67**

27. Rancho Viejo & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	100	.09
NBR	0		50		50	
SBL	1.5		140		200	
SBT	0.5	3400	100	.07*	150	.10*
SBR	1	1700	110	.06	180	.11
EBL	1	1700	160	.09*	190	.11
EBT	2	3400	1050	.31	1870	.55*
EBR	1	1700	710	.42	490	.29
WBL	1	1700	90	.05	40	.02*
WBT	3	5100	1670	.33*	960	.19
WBR	1	1700	480	.28	110	.06
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.89**

28. La Novia & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	330	.10*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	190	.11	360	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	740	.22	1820	.54*
EBR	1	1700	410	.24	280	.16
WBL	1	1700	500	.29	310	.18*
WBT	2	3400	1850	.54*	790	.23
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.85**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	410	.12*
NBT	1	1700	680	.40*	350	.21
NBR	1	1700	310	.18	250	.15
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	380	.22	590	.35*
SBR	1	1700	690	.41	250	.15
EBL	1	1700	250	.15	340	.20*
EBT	2	3400	960	.28*	730	.21
EBR	1	1700	430	.25	410	.24
WBL	1	1700	250	.15*	290	.17
WBT	2	3400	640	.19	800	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.96**

31. Cm Capistrano & San Juan Crk

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	710	.21*	720	.21*
NBR	1	1700	410	.24	610	.36
SBL	2	3400	230	.07*	500	.15*
SBT	2	3400	670	.20	1050	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		750	.22*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		560		490	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.63**

32. Valle & San Juan Creek

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	240	.14	270	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	590	.35
EBR	1	1700	280	.16	510	.30
WBL	1	1700	250	.15	130	.08
WBT	1	1700	930	.55*	790	.46*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.77**

33. La Novia & San Juan Creek

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	140	.08
NBT	1	1700	220	.13*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	440	.26*	390	.23*
SBT	1	1700	160	.09	220	.13
SBR	1	1700	530	.31	320	.19
EBL	1	1700	240	.14*	330	.19*
EBT	1	1700	280	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	450	.26*	310	.18*
WBR	1	1700	400	.24	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.74**

44. I-5 SB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	670	.20*	1280	.38*
SBT	0	0	0		0	
SBR	1	1700	360	.21	420	.25
EBL	0	0	0		0	
EBT	3	5100	920	.18	1680	.33*
EBR	f		470		640	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	1280	.25
WBR	f		670		390	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.76**

45. I-5 NB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	320	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1440	.28	2440	.48*
EBR	f		270		520	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1210	.24
WBR	f		1180		760	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.81**

46. I-5 SB Ramps & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1210	.24*	1910	.37*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1630	.24*	2480	.36*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	470	.14*	520	.15*
WBT	3	5100	1790	.35	1700	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.93**

47. I-5 NB Ramps & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.26}*	220	.13*
NBT	0	5100	0	.26	0	
NBR	1.5		720		510	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1930	{.38}*	3430	.67*
EBR	1.5		960	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1670	.33	2000	.39
WBR	f		1500		1490	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.87**

48. I-5 SB Ramps & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		140		430	
EBL	0	0	0		0	
EBT	2	3400	650	.19	950	.28*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	220	.13	360	.21*
WBT	1	1700	720	.42*	650	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.81**

49. I-5 NB Ramps & Avery

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	440	.26	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	260	.15*
EBT	2	3400	1190	.35*	1160	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	700	.21	730	.21*
WBR	1	1700	410	.24	520	.31
Right Turn Adjustment			NBR	.11*	NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.72**

50. I-5 SB Ramps & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		980		1470	.43*
SBT	0	5100	0	{.34}*	0	
SBR	1.5		900		930	{.42}
EBL	0	0	0		0	
EBT	3	5100	1280	.25*	1430	.28*
EBR	1	1700	190	.11	260	.15
WBL	1	1700	260	.15*	240	.14*
WBT	2	3400	930	.27	850	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.90**

51. I-5 NB Ramps & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	{.10}*	290	{.15}*
NBT	0	5100	0	{.10}	0	.15
NBR	1.5		530		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	830	.24*	780	.23
EBT	2	3400	1420	.42	2110	.62*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	900	{.38}*	810	{.31}
WBR	1.5		1260		960	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.82**

52. Cm Capistrano & I-5 SB Ramps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	950	.29*	840	.26*
NBR	0	0	20		30	
SBL	2	3400	590	.17*	500	.15*
SBT	2	3400	950	.28	1290	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		170		490	.29
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.75**

53. Valle & La Novia/I-5 NB Rmps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	80	.05*
NBT	1	1700	70	.04	80	.05
NBR	1	1700	20	.01	30	.02
SBL	0	0	70		190	
SBT	1	1700	120	.11*	150	.20*
SBR	1	1700	340	.20	300	.18
EBL	1	1700	410	.24*	520	.31*
EBT	1	1700	30	.04	190	.14
EBR	0	0	30		50	
WBL	0	0	30		30	
WBT	1	1700	310	.20*	90	.07*
WBR	1	1700	220	.13	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.68**

58. SR-241 SB Ramps & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		150		820	.24*
SBT	0	5100	0	{.04}*	0	
SBR	1.5		130		410	.24
EBL	0	0	0		0	
EBT	3	5100	1410	.28*	1650	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	20	.01*
WBT	3	5100	1270	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.38** **.62**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	190	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1260	.25*	1060	.21
WBR	1	1700	1560	.92	190	.11
Right Turn Adjustment			WBR	.66*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.33** **.49**

60. SR-241 SB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	140	
SBT	0	5100	0		0	{.08}*
SBR	1.5		20	.01	430	
EBL	0	0	0		0	
EBT	2	3400	1200	.35	1070	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1290	.38*	640	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.44**

61. SR-241 NB Ramps & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	600	.35*	40	.02
EBT	2	3400	670	.20	1170	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1290	.38*	630	.19
WBR	1	1700	360	.21	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.39**

70. Greenfield & SR-73 SB Ramps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.45*	420	.24*
NBR	0	0	360		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.20}*
EBR	1.5		340	{.00}	810	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.50**

71. Greenfield & SR-73 NB Ramps

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1150	.34*	330	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.45**

72. Cm Capistrano & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	90	.05*
NBR	1	1700	890	.52	670	.39
SBL	1	1700	100	.06*	120	.07*
SBT	1	1700	80	.05	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	920	.54*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.16*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.71**

73. I-5 SB Ramps & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	250	.15*
SBT	0	0	0		0	
SBR	1	1700	500	.29	590	.35
EBL	0	0	0		0	
EBT	2	3400	860	.29*	650	.23*
EBR	0	0	130		130	
WBL	0.5		250	{.15}*	320	{.19}*
WBT	1.5	3400	330	.17	530	.25
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.69**

74. I-5 NB Ramps & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		540	{.32}*	520	.31*
EBT	1.5	3400	580	.33	370	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	540	.32*	720	.42*
WBR	1	1700	440	.26	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.85**

75. Rancho Viejo & J. Serra

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	410	.24*	320	.19*
NBT	2	3400	260	.08	190	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	190	.11*	310	.18*
SBR	1	1700	560	.33	670	.39
EBL	1.5		600		410	
EBT	0.5	3400	30	.25*	10	.17*
EBR	0		230		160	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.03*	SBR	.08*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.69**		**.68**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	850	.18*	890	.19
NBR	1	1600	190	.12	300	.19
SBL	1	1600	80	.05*	90	.06
SBT	3	4800	420	.09	610	.13*
SBR	1	1600	560	.35	640	.40
EBL	1	1600	1100	.69*	810	.51*
EBT	2	3200	190	.06	500	.16
EBR	1	1600	240	.15	240	.15
WBL	1	1600	270	.17	230	.14
WBT	2	3200	620	.25*	210	.08*
WBR	0	0	190		60	

TOTAL CAPACITY UTILIZATION **1.17** **.92**

38. Talega & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	80	.05	10	.01
SBT	1	1600	30	.49*	30	.26*
SBR	0	0	750		390	
EBL	1	1600	260	.16*	600	.38*
EBT	2	3200	50	.03	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.11*	10	.01*
WBR	0	0	70		10	

TOTAL CAPACITY UTILIZATION **.77** **.66**

39. Vera Cruz & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	160	.10
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	480	.30*	330	.21*
SBT	2	3200	320	.16	10	.01
SBR	0	0	200		230	.14
EBL	1	1600	330	.21*	230	.14*
EBT	2	3200	1280	.44	1150	.36
EBR	0	0	140		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1070	.38*	1100	.47*
WBR	0	0	160		400	

TOTAL CAPACITY UTILIZATION **.90** **.83**

40. La Pata & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	880	.55*
NBT	2	3200	70	.02	270	.08
NBR	1	1600	10	.01	10	.01
SBL	2	3200	30	.01	40	.01
SBT	2	3200	300	.09*	90	.03*
SBR	f		210		80	
EBL	1	1600	40	.03	130	.08*
EBT	3	4800	580	.12*	370	.08
EBR	1	1600	740	.46	290	.18
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	200	.04	290	.06*
WBR	1.5		60		50	
Right Turn Adjustment			EBR	.23*		

TOTAL CAPACITY UTILIZATION **.59** **.72**

41. Vista Hermosa & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	200	.06*	60	.02*
SBT	1	1600	10	.01	10	.01
SBR	1	1600	90	.06	10	.01
EBL	2	3200	70	.02	120	.04
EBT	3	4800	460	.10*	190	.04*
EBR	1	1600	10	.01	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	110	.03	10	.00
WBR	0	0	140	.09	30	.02

TOTAL CAPACITY UTILIZATION **.18** **.08**

54. I-5 SB Ramps & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1170	.37*	640	
SBT	0	4800	0		0	{.22}*
SBR	1.5		180	.11	480	
EBL	1	1600	40	.03*	100	.06*
EBT	3	4800	470	.10	440	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	300	.09*	440	.14*
WBR	f		320		10	

TOTAL CAPACITY UTILIZATION **.49** **.42**

55. I-5 NB Ramps & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		140	.09*	80	.05*
NBT	0	4800	0		0	
NBR	1.5		310	.10	510	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1580	.49*	1060	.33*
EBR	f		210		160	
WBL	0	0	0		0	
WBT	1.5	4800	510	{.28}	510	.32
WBR	1.5		920		1220	.38
Right Turn Adjustment			NBR	.01*	Multi	.12*

TOTAL CAPACITY UTILIZATION **.59** **.50**

56. I-5 SB Ramps & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1050	.33*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	820	.17*
EBR	1	1600	130	.08	250	.16
WBL	1	1600	510	.32*	440	.28*
WBT	2	3200	170	.05	670	.21
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **.78**

57. I-5 NB Ramps & Pico

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	200	.13*
NBT	0	0	0		0	
NBR	2	3200	190	.06	160	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	300	.19	350	.22
EBT	2	3200	2120	.66*	1500	.47*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	610	.13	940	.20
WBR	f		1150		1130	
Right Turn Adjustment			NBR	.02*		
TOTAL CAPACITY UTILIZATION				**.72**		**.60**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	840	.25*	620	.18*
NBT	3	5100	1120	.22	1060	.21
NBR	1	1700	790	.46	520	.31
SBL	2	3400	130	.04	90	.03
SBT	3	5100	1300	.25*	1370	.27*
SBR	f		1050		550	
EBL	2	3400	860	.25*	880	.26
EBT	3	5100	610	.12	1040	.20*
EBR	1	1700	450	.26	670	.39
WBL	2	3400	760	.22	830	.24*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	240	.14	50	.03
Right Turn Adjustment			EBR	.08*	EBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.13**

12. Antonio & Crown Valley

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	830	.24*	830	.24*
NBT	3	5100	2110	.41	1330	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1250	.25*	1940	.38*
SBR	f		990		740	
EBL	2	3400	550	.16*	1030	.30*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	400	.24	820	.48
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.08*	EBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.15**

29. La Pata & Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	550	.22	540	.24*
NBR	0	0	200		260	
SBL	1	1700	30	.02	100	.06*
SBT	2	3400	790	.23*	500	.15
SBR	1	1700	1350	.79	640	.38
EBL	2	3400	470	.14*	1110	.33
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	150	.09
WBL	1	1700	240	.14	250	.15*
WBT	1	1700	510	.30*	170	.10
WBR	1	1700	160	.09	30	.02
Right Turn Adjustment			SBR	.56*	SBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.42** **1.06**

43. Antonio & New Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	780	.15*	1000	.20*
NBR	f		290		810	
SBL	2	3400	580	.17*	1280	.38*
SBT	3	5100	1100	.22	980	.19
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	40	.02	20	.01
WBL	2	3400	770	.23*	350	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		1390		960	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.74**

78. A St & New Ortega

2010 Short-Range Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	40	.02*	100	.06*
SBT	0	0	0		0	
SBR	1	1700	100	.06	220	.13
EBL	1	1700	180	.11*	180	.11
EBT	3	5100	700	.14	1910	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2070	.41*	1100	.22
WBR	d	1700	90	.05	80	.05
Right Turn Adjustment			SBR	.04*	SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.55**

79. C St & New Ortega

2010 Short-Range Project (Committed w/La Pata)

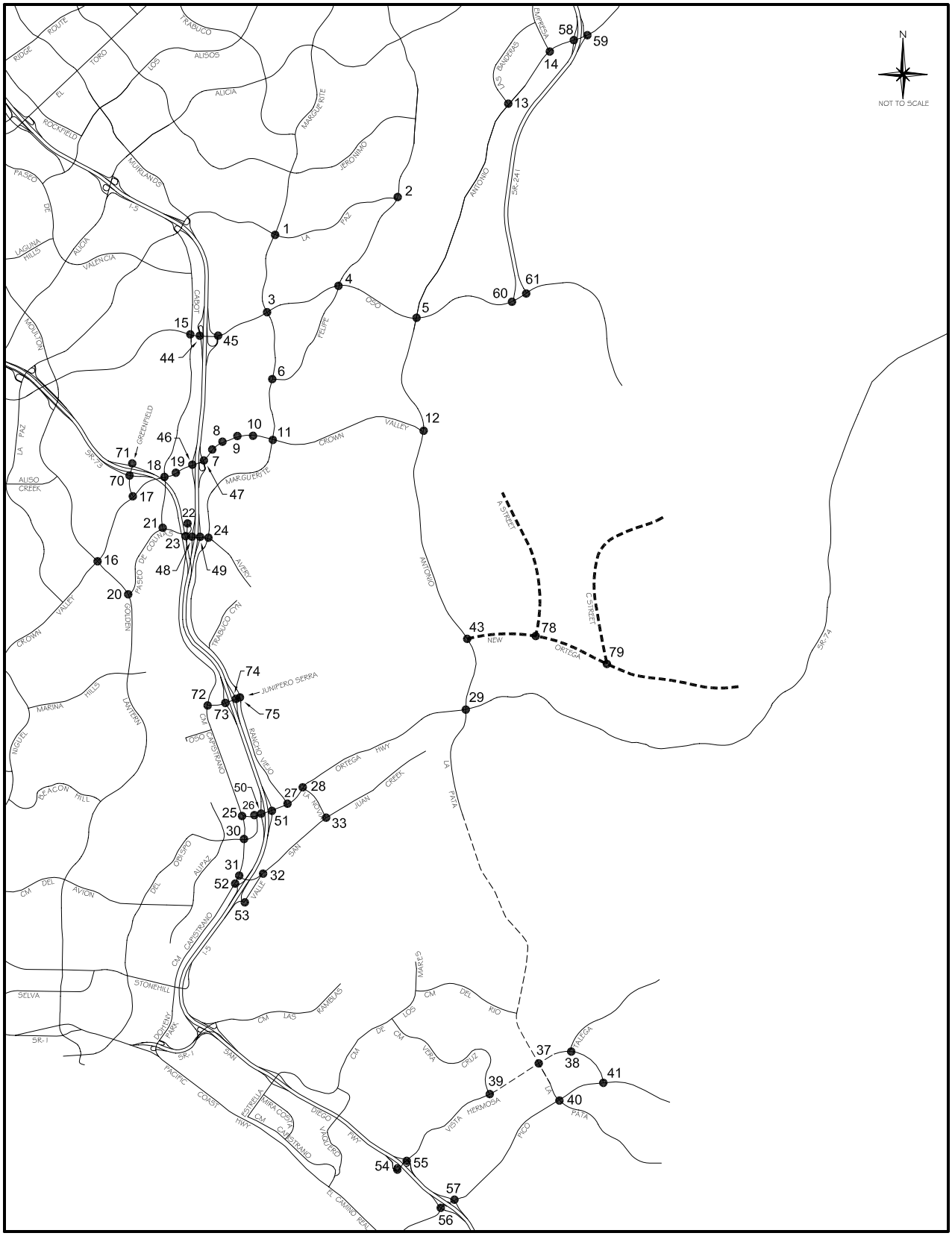
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	440	.13*	280	.08*
NBT	2	3400	10	.00	10	.00
NBR	1	1700	10	.01	20	.01
SBL	2	3400	20	.01	20	.01
SBT	2	3400	10	.00*	10	.00*
SBR	1	1700	710	.42	300	.18
EBL	2	3400	130	.04*	630	.19*
EBT	2	3400	260	.08	580	.17
EBR	1	1700	180	.11	450	.26
WBL	2	3400	10	.00	20	.01
WBT	2	3400	620	.18*	400	.12*
WBR	1	1700	10	.01	20	.01
Right Turn Adjustment			SBR	.38*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.78** **.44**

ICU Data Set 7

2010 with Short-Range Project and Mitigation
(Committed Circulation System Plus La Pata)



Legend

- Future Roadway
- Project Roadway

2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	100	.06
NBT	2	3400	330	.10*	380	.11*
NBR	1	1700	70	.04	90	.05
SBL	2	3400	280	.08*	500	.15*
SBT	2	3400	410	.12	360	.11
SBR	d	1700	130	.08	240	.14
EBL	1	1700	120	.07*	220	.13
EBT	3	5100	1340	.26	1990	.39*
EBR	d	1700	80	.05	210	.12
WBL	1	1700	170	.10	190	.11*
WBT	3	5100	1930	.38*	1440	.28
WBR	d	1700	480	.28	270	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.81**

11. Marguerite & Crown Valley

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	120	.04
NBT	2	3400	510	.15	800	.24*
NBR	1	1700	400	.24	520	.31
SBL	2	3400	160	.05	600	.18*
SBT	1.5	5100	830	{.30}*	680	.20
SBR	1.5		940		270	
EBL	2	3400	600	.18*	790	.23
EBT	4	6800	1030	.15	2320	.34*
EBR	1	1700	60	.04	270	.16
WBL	2	3400	560	.16	500	.15*
WBT	4	6800	2510	.37*	1750	.26
WBR	d	1700	560	.33	220	.13
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.95** **.96**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	190	.11
EBT	3	5100	940	.18	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1260	.37*	1060	.21
WBR	1.5		1560	.46	190	.11
Right Turn Adjustment			WBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.49**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	850	.18*	890	.19
NBR	1	1600	190	.12	300	.19
SBL	1	1600	80	.05*	90	.06
SBT	3	4800	420	.09	610	.13*
SBR	1	1600	560	.35	640	.40
EBL	2	3200	1100	.34*	810	.25*
EBT	2	3200	190	.06	500	.16
EBR	1	1600	240	.15	240	.15
WBL	1	1600	270	.17	230	.14
WBT	2	3200	620	.25*	210	.08*
WBR	0	0	190		60	
Right Turn Adjustment					SBR	.08*

TOTAL CAPACITY UTILIZATION **.82** **.74**

56. I-5 SB Ramps & Pico

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1050	.33*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	820	.17*
EBR	1	1600	130	.08	250	.16
WBL	1.5		510	.16*	440	{.23}*
WBT	1.5	4800	170	.11	670	.23
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.84** **.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	840	.16*	620	.12*
NBT	3	5100	1120	.22	1060	.21
NBR	1	1700	790	.46	520	.31
SBL	2	3400	130	.04	90	.03
SBT	4	6800	1300	.19*	1370	.20*
SBR	f		1050		550	
EBL	2	3400	860	.25*	880	.26
EBT	3	5100	610	.12	1040	.20*
EBR	1	1700	450	.26	670	.39
WBL	2	3400	760	.22	830	.24*
WBT	3	5100	780	.15*	410	.08
WBR	1	1700	240	.14	50	.03
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR EBR

TOTAL CAPACITY UTILIZATION **.80** **.88**

29. La Pata & Ortega

2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	550	.22	540	.24*
NBR	0	0	200		260	
SBL	1	1700	30	.02	100	.06*
SBT	2	3400	790	.23*	500	.15
SBR	f		1350		640	
EBL	2	3400	470	.14*	1110	.33
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	150	.09
WBL	1	1700	240	.14	250	.15*
WBT	1	1700	510	.30*	170	.10
WBR	1	1700	160	.09	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.88**

12. Antonio & Crown Valley

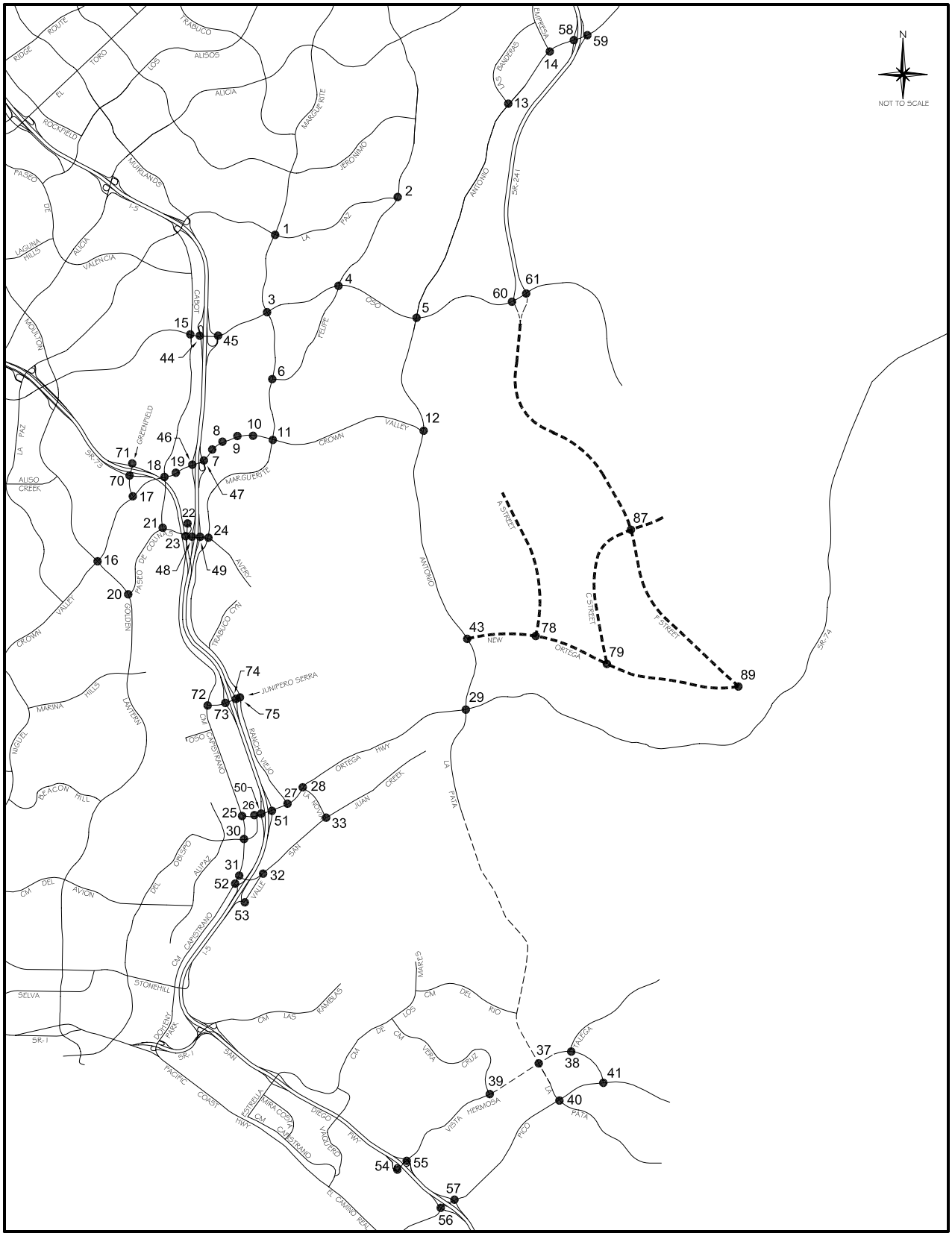
2010 Short-Range Project (Committed w/La Pata)
- With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	830	.16	830	.16*
NBT	3	5100	2110	.41*	1330	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	1250	.25	1940	.38*
SBR	f		990		740	
EBL	3	5100	550	.11*	1030	.20*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	400	.12	820	.24
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.01*	EBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.83**

ICU Data Set 8

2010 with Short-Range Project
(Committed Circulation System Plus La Pata and Arterial South of Oso)



2010 INTERSECTION LOCATION MAP
- SHORT-RANGE PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA
AND ARTERIAL SOUTH OF OSO AT SR-241)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	310	.09*
NBT	2	3400	860	.25	1100	.32
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	240	.07
SBT	2	3400	960	.28*	1090	.32*
SBR	1	1700	240	.14	130	.08
EBL	2	3400	210	.06*	360	.11
EBT	2	3400	290	.09	880	.26*
EBR	1	1700	100	.06	200	.12
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	460	.14*	320	.09
WBR	d	1700	340	.20	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.78**

2. Olympiad & La Paz

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	140	.08*
NBT	2	3400	650	.19	520	.15
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	520	.21*	570	.21*
SBR	0	0	200		150	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	110	.06	340	.20
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.49**

3. Marguerite & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	220	.06
NBT	2	3400	830	.24	830	.24*
NBR	1	1700	50	.03	120	.07
SBL	2	3400	170	.05	440	.13*
SBT	2	3400	660	.19*	940	.28
SBR	1	1700	330	.19	200	.12
EBL	2	3400	190	.06*	240	.07
EBT	4	6800	1220	.18	1820	.27*
EBR	d	1700	80	.05	370	.22
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2400	.35*	1340	.20
WBR	d	1700	130	.08	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.73**

4. Felipe & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	100	.06
NBT	2	3400	320	.09*	380	.11*
NBR	1	1700	50	.03	70	.04
SBL	1	1700	270	.16*	480	.28*
SBT	2	3400	410	.12	350	.10
SBR	d	1700	120	.07	230	.14
EBL	1	1700	110	.06*	200	.12
EBT	3	5100	1310	.26	2120	.42*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	150	.09	170	.10*
WBT	3	5100	1990	.39*	1460	.29
WBR	d	1700	500	.29	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.96**

6. Marguerite & Felipe

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	840	.25*	960	.28*
NBR	1	1700	250	.15	660	.39
SBL	1	1700	100	.06*	370	.22*
SBT	2	3400	850	.25	900	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	60	.06*	40	.05*
EBR	0	0	40		40	
WBL	1.5		680		420	
WBT	0.5	3400	20	.21*	10	.13*
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.74**

7. Puerta Real & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	30	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	120	.07*	140	.08
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	510	.15*	470	.14*
EBT	4	6800	1970	.29	3010	.44
EBR	1	1700	180	.11	480	.28
WBL	2	3400	40	.01	220	.06
WBT	4	6800	2710	.41*	2380	.38*
WBR	0	0	50		180	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

8. Guevara/Medical Ctr & CVP

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	.08*	410	
NBT	1.5	5100	30	.06	20	.12*
NBR	0		80		190	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	150	.09
EBL	1	1700	160	.09*	140	.08
EBT	4	6800	1850	.29	2970	.47*
EBR	0	0	140		220	
WBL	2	3400	330	.10	210	.06*
WBT	4	6800	2470	.38*	2240	.34
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.77**

9. Los Altos & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	300	.09*
NBT	1	1700	10	.03*	10	.08
NBR	0	0	40		120	
SBL	0	0	40		200	
SBT	1	1700	10	.03*	10	.12*
SBR	1	1700	50	.03	130	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1670	.26	3100	.46*
EBR	0	0	130		30	
WBL	1	1700	400	.24	70	.04*
WBT	4	6800	2890	.47*	2100	.31
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.76**

10. Bellogente & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1620	.24	3360	.50*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3540	.54*	2070	.31
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.64**

11. Marguerite & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	780	.23*
NBR	1	1700	400	.24	560	.33
SBL	2	3400	150	.04	510	.15*
SBT	2	3400	820	.24*	670	.20
SBR	1	1700	930	.55	300	.18
EBL	2	3400	590	.17*	800	.24*
EBT	4	6800	1020	.15	2350	.35
EBR	1	1700	60	.04	270	.16
WBL	2	3400	580	.17	490	.14
WBT	4	6800	2540	.45*	1680	.28*
WBR	0	0	490		220	
Right Turn Adjustment			SBR	.18*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.14** **.95**

13. Banderas & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	620	.36
EBL	2	3400	460	.14	400	.12*
EBT	3	5100	2450	.49*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1070	.22	1670	.34*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.76**

14. Empresa & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		480	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		160		370	
EBL	2	3400	880	.26*	160	.05*
EBT	3	5100	1010	.20	1110	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	840	.16*	1120	.22*
WBR	f		320		250	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	170	.05
NBT	2	3400	700	.21*	270	.08*
NBR	1	1700	210	.12	540	.32
SBL	2	3400	250	.07*	710	.21*
SBT	2	3400	230	.07	610	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	110	.03	130	.04
EBT	3	5100	920	.18*	1060	.21*
EBR	1	1700	100	.06	80	.05
WBL	2	3400	330	.10*	280	.08*
WBT	3	5100	1300	.25	1020	.20
WBR	1	1700	580	.34	390	.23
Right Turn Adjustment			WBR	.04*	NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.81**

16. Moulton & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06	210	.06*
NBT	2.5	6800	1190	{.24}*	860	.17
NBR	1.5		640		280	.16
SBL	2	3400	120	.04*	240	.07
SBT	3	5100	550	.11	1440	.28*
SBR	1	1700	80	.05	100	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1330	.26*	1080	.21*
EBR	1	1700	340	.20	200	.12
WBL	2	3400	570	.17*	710	.21*
WBT	3	5100	800	.16	1510	.30
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

17. Greenfield & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	650	.19*	840	.25*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	300	.18	250	.15
EBL	2	3400	520	.15*	280	.08*
EBT	3	5100	1640	.33	1090	.22
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1320	.26*	1570	.31*
WBR	1	1700	680	.40	670	.39
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.69** **.72**

18. Cabot & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	2	3400	300	.09*	140	.04
NBR	1	1700	380	.22	330	.19
SBL	2	3400	210	.06*	260	.08
SBT	2	3400	90	.05	370	.19*
SBR	0	0	140	.08	270	
EBL	2	3400	320	.09*	290	.09*
EBT	3	5100	1840	.36	1510	.30
EBR	1	1700	120	.07	130	.08
WBL	2	3400	180	.05	330	.10
WBT	3	5100	1930	.38*	1910	.37*
WBR	1	1700	170	.10	200	.12
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.75**

19. Forbes & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06	230	.14*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	150	.09	200	.12
EBL	1	1700	150	.09*	130	.08*
EBT	4	6800	2170	.34	1890	.28
EBR	0	0	110		40	
WBL	1	1700	120	.07	60	.04
WBT	3	5100	2120	.42*	2110	.41*
WBR	1	1700	170	.10	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.70**

20. Golden Lantern & P. Colinas

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2250	.44*	730	.14
NBR	1	1700	1110	.65	750	.44
SBL	1	1700	370	.22*	220	.13
SBT	3	5100	1100	.22	2130	.42*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		800		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	480	.28	190	.11
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.85**

21. Cabot & Paseo de Colinas

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	70	.02*
SBT	0	0	0		0	
SBR	2	3400	300	.09	390	.11
EBL	1	1700	480	.28*	430	.25*
EBT	2	3400	820	.24	590	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	390	.12*	960	.29*
WBR	0	0	30		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.61**

22. Cm Capistrano & P. Colinas

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	90	{.21}*
NBR	1.5		570	{.10}	900	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	60	.04	260	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1050		750	
WBT	0	3400	0	.32*	0	.23*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.54**

23. Cm Capistrano & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	70	.04*
NBR	1	1700	70	.04	290	.17
SBL	2	3400	910	.27*	970	.29*
SBT	1	1700	30	.02	30	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	180	.11*
WBT	0	0	0		0	
WBR	2	3400	580	.17	910	.27
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.54**

24. Marguerite & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	270	.16*
NBT	2	3400	510	.15	310	.09
NBR	d	1700	130	.08	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	540	.16*	470	.14*
SBR	d	1700	380	.22	680	.40
EBL	2	3400	640	.19	630	.19
EBT	2	3400	570	.29*	840	.32*
EBR	0	0	400		240	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	230	.09	300	.11
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.79**

25. Cm Capistrano & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	530	.31*	460	.27*
NBR	1	1700	40	.02	90	.05
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	520	.31	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	140	.08*	120	.07*
WBT	0	0	0		0	
WBR	1	1700	210	.12	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.48**

26. Del Obispo & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1110	.33	1190	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	520	.18*	550	.19*
EBR	0	0	90		110	
WBL	2	3400	1160	.34*	1250	.37*
WBT	1	1700	690	.41	640	.38
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.68**

27. Rancho Viejo & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	170	.12*	100	.09
NBR	0		60		50	
SBL	1.5		140		180	
SBT	0.5	3400	100	.07*	140	.09*
SBR	1	1700	110	.06	170	.10
EBL	1	1700	160	.09*	190	.11
EBT	2	3400	1090	.32	1730	.51*
EBR	1	1700	700	.41	500	.29
WBL	1	1700	90	.05	40	.02*
WBT	3	5100	1560	.31*	960	.19
WBR	1	1700	430	.25	120	.07
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.84**

28. La Novia & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	200	.12	380	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23*	1660	.49*
EBR	1	1700	410	.24	280	.16
WBL	1	1700	480	.28*	320	.19*
WBT	2	3400	1720	.51	800	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.81**

30. Cm Capistrano & Del Obispo

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	410	.12*
NBT	1	1700	700	.41*	360	.21
NBR	1	1700	270	.16	260	.15
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	380	.22	570	.34*
SBR	1	1700	690	.41	220	.13
EBL	1	1700	250	.15	320	.19*
EBT	2	3400	980	.29*	760	.22
EBR	1	1700	440	.26	410	.24
WBL	1	1700	240	.14*	290	.17
WBT	2	3400	640	.19	830	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.94**

31. Cm Capistrano & San Juan Crk

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	680	.20*	730	.21*
NBR	1	1700	430	.25	610	.36
SBL	2	3400	230	.07*	480	.14*
SBT	2	3400	700	.21	1040	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		850		750	.22*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		580		490	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.62**

32. Valle & San Juan Creek

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	240	.14	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	590	.35
EBR	1	1700	300	.18	500	.29
WBL	1	1700	250	.15	130	.08
WBT	1	1700	910	.54*	790	.46*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.77**

33. La Novia & San Juan Creek

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	140	.08
NBT	1	1700	220	.13*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	450	.26*	380	.22*
SBT	1	1700	160	.09	230	.14
SBR	1	1700	500	.29	330	.19
EBL	1	1700	240	.14*	340	.20*
EBT	1	1700	270	.16	310	.18
EBR	1	1700	60	.04	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	450	.26*	310	.18*
WBR	1	1700	390	.23	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.74**

44. I-5 SB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	710	.21*	1400	.41*
SBT	0	0	0		0	
SBR	1	1700	350	.21	420	.25
EBL	0	0	0		0	
EBT	3	5100	910	.18	1660	.33*
EBR	f		470		640	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	1280	.25
WBR	f		670		390	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.79**

45. I-5 NB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	300	.18	480	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1440	.28	2500	.49*
EBR	f		290		560	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1190	.23
WBR	f		1210		770	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.82**

46. I-5 SB Ramps & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		730	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1650	.24*	2490	.37*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	450	.13*	500	.15*
WBT	3	5100	1810	.35	1720	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.95**

47. I-5 NB Ramps & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	{.25}*	230	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		690		490	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1920	{.38}*	3480	.68*
EBR	1.5		960		930	.55
WBL	0	0	0		0	
WBT	3	5100	1670	.33	2000	.39
WBR	f		1490		1460	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.87**

48. I-5 SB Ramps & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		590		480	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		140		440	
EBL	0	0	0		0	
EBT	2	3400	660	.19	960	.28*
EBR	1	1700	310	.18	310	.18
WBL	1	1700	220	.13	380	.22*
WBT	1	1700	700	.41*	650	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.82**

49. I-5 NB Ramps & Avery

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	300	.18*
NBT	0	0	0		0	
NBR	1	1700	430	.25	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	70	.04	280	.16*
EBT	2	3400	1190	.35*	1160	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	680	.20	730	.21*
WBR	1	1700	440	.26	510	.30
Right Turn Adjustment			NBR	.10*	NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

50. I-5 SB Ramps & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		960		1260	
SBT	0	5100	0	{.33}*	0	{.40}*
SBR	1.5		890		1010	
EBL	0	0	0		0	
EBT	3	5100	1340	.26*	1480	.29*
EBR	1	1700	190	.11	260	.15
WBL	1	1700	280	.16*	240	.14*
WBT	2	3400	970	.29	880	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.88**

51. I-5 NB Ramps & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.10}*	280	{.15}*
NBT	0	5100	0	{.10}	0	.15
NBR	1.5		540		480	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	850	.25*	780	.23
EBT	2	3400	1440	.42	1960	.58*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	970	{.36}*	830	{.31}
WBR	1.5		1080		930	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.78**

52. Cm Capistrano & I-5 SB Ramps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	940	.28*	850	.26*
NBR	0	0	20		30	
SBL	2	3400	590	.17*	490	.14*
SBT	2	3400	960	.28	1290	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		170		480	.28
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.74**

53. Valle & La Novia/I-5 NB Rmps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10*	70	.04*
NBT	1	1700	70	.04	80	.05
NBR	1	1700	20	.01	30	.02
SBL	0	0	70		190	
SBT	1	1700	120	.11*	150	.20*
SBR	1	1700	360	.21	290	.17
EBL	1	1700	420	.25*	520	.31*
EBT	1	1700	30	.04	180	.14
EBR	0	0	30		50	
WBL	0	0	30		30	
WBT	1	1700	310	.20*	90	.07*
WBR	1	1700	220	.13	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.67**

58. SR-241 SB Ramps & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160	.05*	790	.23*
SBT	0	5100	0		0	
SBR	1.5		120	{.04}	520	{.20}
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1650	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	20	.01*	30	.02*
WBT	3	5100	1270	.25	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.62**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	670	.39*	180	.11
EBT	3	5100	930	.18	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1260	.25*	1060	.21
WBR	1	1700	1530	.90	190	.11
Right Turn Adjustment			WBR	.64*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.34** **.49**

60. SR-241 SB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	60	.02*	170	.05
SBT	2	3400	50	.01	400	.12*
SBR	1	1700	20	.01	190	.11
EBL	0	0	0		0	
EBT	2	3400	950	.28	100	.03
EBR	f		200		1580	
WBL	1	1700	40	.02	60	.04
WBT	3	5100	1880	.37*	930	.18*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.35**

61. SR-241 NB Ramps & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	320	.09*
NBT	2	3400	500	.15	110	.03
NBR	1	1700	20	.01	920	.54
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	370	.11*	20	.01*
EBT	2	3400	650	.19	240	.07
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1290	.25*	600	.12*
WBR	1	1700	350	.21	60	.04
Right Turn Adjustment					NBR	.40*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.67**

70. Greenfield & SR-73 SB Ramps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.45*	420	.24*
NBR	0	0	360		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.21}*
EBR	1.5		340	{.00}	820	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.51**

71. Greenfield & SR-73 NB Ramps

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1150	.34*	330	.10*
NBT	1	1700	30	.02	70	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.45**

72. Cm Capistrano & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	50	.03*	90	.05
NBR	1	1700	870	.51	640	.38
SBL	1	1700	100	.06*	110	.06
SBT	1	1700	80	.05	210	.12*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	750	.44*	920	.54*
WBT	0	0	0		0	
WBR	1	1700	80	.05	190	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.71**

73. I-5 SB Ramps & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	240	.14*
SBT	0	0	0		0	
SBR	1	1700	490	.29	610	.36
EBL	0	0	0		0	
EBT	2	3400	840	.29*	630	.22*
EBR	0	0	130		130	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	330	.17	500	.23
WBR	0	0	0		0	
Right Turn Adjustment				SBR	.10*	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.68**

74. I-5 NB Ramps & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		540	{.32}*	500	.29*
EBT	1.5	3400	560	.32	360	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	540	.32*	670	.39*
WBR	1	1700	400	.24	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.80**

75. Rancho Viejo & J. Serra

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	320	.19*
NBT	2	3400	230	.07	180	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	190	.11*	270	.16*
SBR	1	1700	560	.33	630	.37
EBL	1.5		580		400	
EBT	0.5	3400	30	.25*	10	.17*
EBR	0		230		160	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.03*	SBR	.08*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.66**		**.66**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	950	.20*	870	.18
NBR	1	1600	190	.12	290	.18
SBL	1	1600	80	.05*	130	.08
SBT	3	4800	420	.09	660	.14*
SBR	1	1600	550	.34	710	.44
EBL	1	1600	1140	.71*	810	.51*
EBT	2	3200	190	.06	470	.15
EBR	1	1600	240	.15	240	.15
WBL	1	1600	260	.16	230	.14
WBT	2	3200	610	.26*	210	.08*
WBR	0	0	220		60	

TOTAL CAPACITY UTILIZATION **1.22** **.93**

38. Talega & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	80	.05	10	.01
SBT	1	1600	30	.49*	30	.26*
SBR	0	0	750		390	
EBL	1	1600	260	.16*	600	.38*
EBT	2	3200	50	.03	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	290	.11*	10	.01*
WBR	0	0	70		10	

TOTAL CAPACITY UTILIZATION **.77** **.66**

39. Vera Cruz & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	150	.09
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	1	1600	480	.30*	310	.19*
SBT	2	3200	330	.17	10	.01
SBR	0	0	200		230	.14
EBL	1	1600	330	.21*	230	.14*
EBT	2	3200	1310	.45	1130	.36
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1060	.38*	1160	.49*
WBR	0	0	150		410	

TOTAL CAPACITY UTILIZATION **.90** **.83**

40. La Pata & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	880	.55*
NBT	2	3200	70	.02	270	.08
NBR	1	1600	10	.01	10	.01
SBL	2	3200	30	.01	40	.01
SBT	2	3200	300	.09*	90	.03*
SBR	f		210		80	
EBL	1	1600	40	.03	130	.08*
EBT	3	4800	580	.12*	370	.08
EBR	1	1600	740	.46	290	.18
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	200	.04	290	.06*
WBR	1.5		60		50	
Right Turn Adjustment			EBR	.23*		

TOTAL CAPACITY UTILIZATION **.59** **.72**

41. Vista Hermosa & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	10	.01
NBT	2	3200	10	.01*	10	.01*
NBR	0	0	10		10	
SBL	2	3200	200	.06*	60	.02*
SBT	1	1600	10	.01	10	.01
SBR	1	1600	90	.06	10	.01
EBL	2	3200	70	.02	120	.04
EBT	3	4800	460	.10*	190	.04*
EBR	1	1600	10	.01	10	.01
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	110	.03	10	.00
WBR	0	0	140	.09	30	.02

TOTAL CAPACITY UTILIZATION **.18** **.08**

54. I-5 SB Ramps & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1160	.36*	600	
SBT	0	4800	0		0	{.21}*
SBR	1.5		180	.11	480	
EBL	1	1600	40	.03*	100	.06*
EBT	3	4800	470	.10	440	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	440	.14*
WBR	f		320		40	

TOTAL CAPACITY UTILIZATION **.48** **.41**

55. I-5 NB Ramps & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		130	.08*	80	.05*
NBT	0	4800	0		0	
NBR	1.5		330	.10	530	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1570	.49*	1020	.32
EBR	f		210		160	
WBL	0	0	0		0	
WBT	1.5	4800	520	{.28}	560	.35*
WBR	1.5		910		1210	.38
Right Turn Adjustment			NBR	.02*	NBR	.10*

TOTAL CAPACITY UTILIZATION **.59** **.50**

56. I-5 SB Ramps & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1030	.32*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	810	.17*
EBR	1	1600	130	.08	250	.16
WBL	1	1600	510	.32*	460	.29*
WBT	2	3200	160	.05	690	.22
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **.78**

57. I-5 NB Ramps & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	70	.04*	200	.13*
NBT	0	0	0		0	
NBR	2	3200	200	.06	150	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	300	.19	350	.22
EBT	2	3200	2120	.66*	1470	.46*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	600	.13	970	.20
WBR	f		1160		1130	
Right Turn Adjustment			NBR	.02*		
TOTAL CAPACITY UTILIZATION				**.72**		**.59**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	490	.14*
NBT	3	5100	1180	.23	1050	.21
NBR	1	1700	510	.30	590	.35
SBL	2	3400	160	.05	150	.04
SBT	3	5100	1270	.25*	1390	.27*
SBR	f		1040		520	
EBL	2	3400	790	.23*	810	.24
EBT	3	5100	720	.14	1360	.27*
EBR	1	1700	360	.21	500	.29
WBL	2	3400	850	.25	630	.19*
WBT	3	5100	1070	.21*	570	.11
WBR	1	1700	320	.19	70	.04
Right Turn Adjustment			EBR	.02*	EBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.95**		**.94**

12. Antonio & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	730	.21*	760	.22*
NBT	3	5100	1700	.33	1080	.21
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1080	.21*	1620	.32*
SBR	f		1120		740	
EBL	2	3400	550	.16*	1190	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	350	.21	730	.43
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.05*	EBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**1.02**

29. La Pata & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	700	.26	540	.23*
NBR	0	0	190		250	
SBL	1	1700	30	.02	110	.06*
SBT	2	3400	780	.23*	610	.18
SBR	1	1700	1120	.66	670	.39
EBL	2	3400	530	.16*	900	.26
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	210	.12
WBL	1	1700	230	.14	240	.14*
WBT	1	1700	520	.31*	170	.10
WBR	1	1700	160	.09	30	.02
Right Turn Adjustment			SBR	.43*	SBR	.20*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.32**		**1.06**

43. Antonio & New Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	950	.19*	1070	.21*
NBR	f		330		510	
SBL	2	3400	310	.09*	540	.16*
SBT	3	5100	1150	.23	1150	.23
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	40	.02	20	.01
WBL	2	3400	490	.14*	340	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		600		550	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.53**

78. A St & New Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	40	.02*	120	.07*
SBT	0	0	0		0	
SBR	1	1700	90	.05	200	.12
EBL	1	1700	160	.09*	170	.10*
EBT	3	5100	490	.10	900	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1000	.20*	690	.14*
WBR	d	1700	110	.06	100	.06
Right Turn Adjustment			SBR	.03*	SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.41**

79. C St & New Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	280	.08*	200	.06*
NBT	2	3400	160	.05	100	.03
NBR	1	1700	10	.01	20	.01
SBL	2	3400	10	.00	10	.00
SBT	2	3400	90	.03*	180	.05*
SBR	1	1700	260	.15	240	.14
EBL	2	3400	220	.06*	240	.07*
EBT	2	3400	160	.05	260	.08
EBR	1	1700	110	.06	270	.16
WBL	2	3400	10	.00	20	.01
WBT	2	3400	280	.08*	240	.07*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			SBR	.06*	SBR	.02*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION **.36** **.32**

87. F St & C St

2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	340	.07*	150	.03*
NBR	1	1700	10	.01	10	.01
SBL	2	3400	50	.01*	320	.09*
SBT	3	5100	100	.02	320	.06
SBR	1	1700	130	.08	420	.25
EBL	2	3400	440	.13*	180	.05*
EBT	2	3400	40	.01	120	.04
EBR	d	1700	10	.01	10	.01
WBL	1	1700	10	.01	10	.01
WBT	1.5	5100	140	.08*	90	.04*
WBR	1.5		360	.11	120	
Right Turn Adjustment			WBR	.03*	SBR	.09*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION **.37** **.35**

89. F St & New Ortega

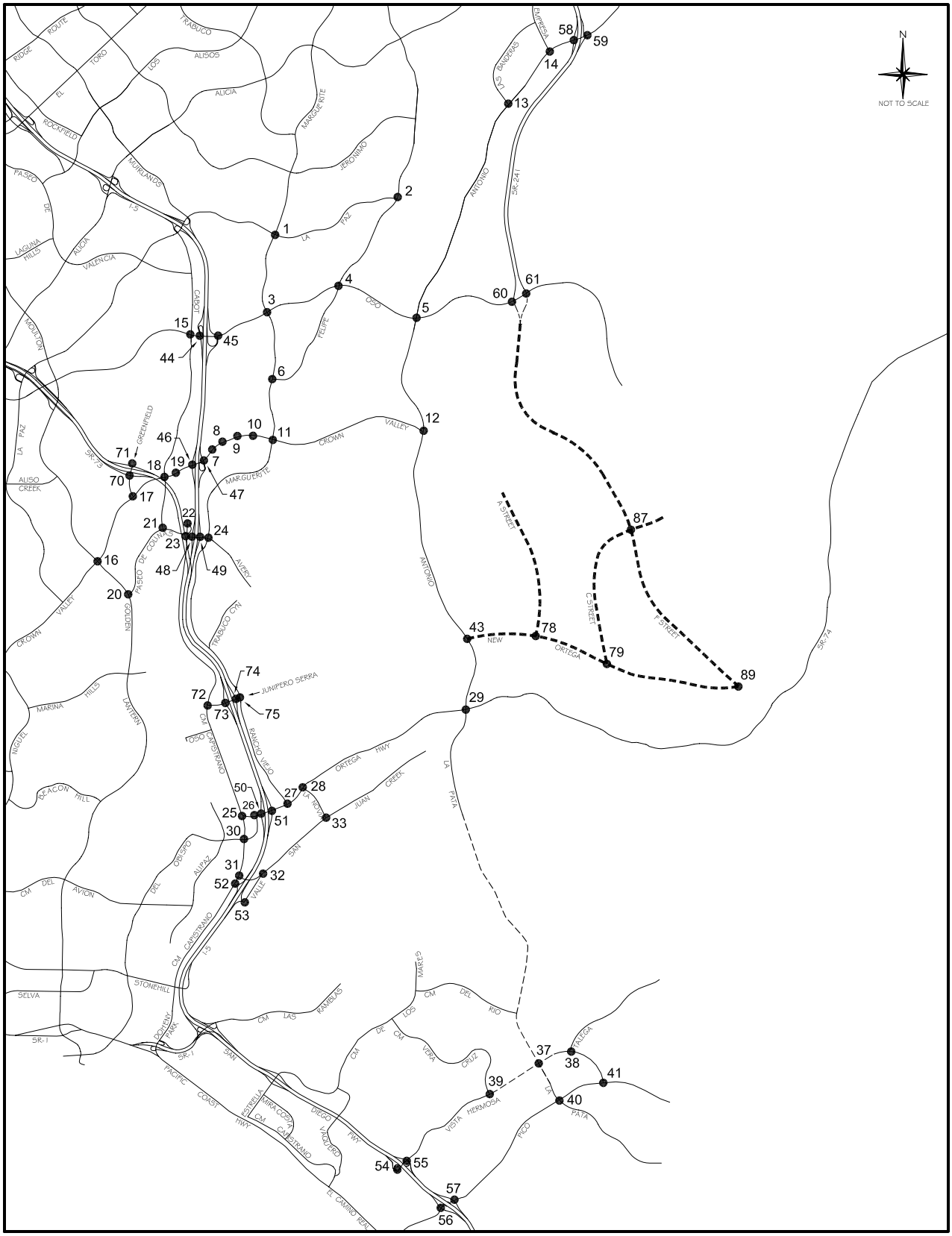
2010 Short-Range Project(w/La Pata & Arterial s/o Oso)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		40		260	.08*
SBT	0	5100	0	.02*	0	
SBR	1.5		70		70	.04
EBL	2	3400	60	.02*	70	.02*
EBT	2	3400	60	.02	170	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	210	.06*	120	.04*
WBR	1	1700	280	.16	100	.06
Right Turn Adjustment			WBR	.10*	WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.25** **.21**

ICU Data Set 9

2010 with Short-Range Project and Mitigation
(Committed Circulation System Plus La Pata and Arterial South of Oso)


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ANTONIO
SR-241
LA PATA
ORTEGA HWY
CROWN VALLEY
JUNIPERO SERRA
RANCHO JULIO
CAMINO CAPISTRANO
PASEO DE COLINAS
GOLDEN LANTERN
MARGUERITE
ALICIA
ALISOS
TRABUCO
FELIPE
OSO
PASEO DE LA PAZ
VALENCIA
LAGUNA HILLS
MOULTON
GREENFIELD
AUSO CREEK
AVERY
NEW
A STREET
C STREET
F STREET
SR-74
I-5
SR-1
STONEHILL
SELVA
PACIFIC COAST HWY
VISTA HERMOSA
VISTA CRUZ
VIEJO
DIEGO
VIEJO RD
EL CAMINO REAL
SAN JUAN CREEK
MARINA HILLS
NIGUEL
BEACON HILL
AVION
OBISPO
ALIPAZ
VALLE
ESTRELLA
MIRA COSTA
RAMBLAS
LAS BAMBAS
LA PRESA
ROUTE
RIDGE
TORO
EL
ROCKFIELD
MURRIETA
MARGUERITE
JERONIMO
PASEO DE
LAGUNA HILLS
ALICIA
VALENCIA
MOULTON
LA PAZ
SR-73
AUSO CREEK
GREENFIELD
PASEO DE COLINAS
GOLDEN LANTERN
CROWN VALLEY
TRABUCO CYN
JUNIPERO SERRA
MARINA HILLS
NIGUEL
BEACON HILL
AVION
OBISPO
ALIPAZ
VALLE
CAMINO CAPISTRANO
RANCHO JULIO
ORTEGA HWY
SAN JUAN CREEK
LA PATA
STONEHILL
SELVA
PACIFIC COAST HWY
ESTRELLA
MIRA COSTA
DIEGO
VIEJO RD
EL CAMINO REAL
VISTA HERMOSA
VISTA CRUZ
LOS RAMBLAS
LAS BAMBAS
LA PRESA
SR-241
ANTONIO
JERONIMO
MARGUERITE
ALISOS
TRABUCO
ALICIA
ROUTE
RIDGE
TORO
EL
ROCKFIELD
MURRIETA

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	100	.06
NBT	2	3400	320	.09	380	.11*
NBR	1	1700	50	.03	70	.04
SBL	2	3400	270	.08	480	.14*
SBT	2	3400	410	.12*	350	.10
SBR	d	1700	120	.07	230	.14
EBL	1	1700	110	.06*	200	.12
EBT	3	5100	1310	.26	2120	.42*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	150	.09	170	.10*
WBT	3	5100	1990	.39*	1460	.29
WBR	d	1700	500	.29	260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.82**

59. SR-241 NB Ramps & Antonio

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	
NBT	0	5100	0		0	
NBR	1.5		20	{.00}	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	670	.39*	180	.11
EBT	3	5100	930	.18	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1260	.37*	1060	.21
WBR	1.5		1530	.45	190	.11
Right Turn Adjustment			WBR	.07*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.49**

11. Marguerite & Crown Valley

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	170	.05*	120	.04
NBT	2	3400	500	.15	780	.23*
NBR	1	1700	400	.24	560	.33
SBL	2	3400	150	.04	510	.15*
SBT	1.5	5100	820	{.30}*	670	.20
SBR	1.5		930		300	
EBL	2	3400	590	.17*	800	.24*
EBT	4	6800	1020	.15	2350	.35
EBR	1	1700	60	.04	270	.16
WBL	2	3400	580	.17	490	.14
WBT	4	6800	2540	.37*	1680	.25*
WBR	d	1700	490	.29	220	.13
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.94** **.92**

San Clemente Intersections

37. La Pata & Vista Hermosa

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	380	.12	650	.20*
NBT	3	4800	950	.20*	870	.18
NBR	1	1600	190	.12	290	.18
SBL	1	1600	80	.05*	130	.08
SBT	3	4800	420	.09	660	.14*
SBR	1	1600	550	.34	710	.44
EBL	2	3200	1140	.36*	810	.25*
EBT	2	3200	190	.06	470	.15
EBR	1	1600	240	.15	240	.15
WBL	1	1600	260	.16	230	.14
WBT	2	3200	610	.26*	210	.08*
WBR	0	0	220		60	
Right Turn Adjustment					SBR	.11*

TOTAL CAPACITY UTILIZATION **.87** **.78**

56. I-5 SB Ramps & Pico

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	1030	.32*
SBT	0	0	10		10	
SBR	1	1600	360	.23	450	.28
EBL	0	0	0		0	
EBT	3	4800	710	.15*	810	.17*
EBR	1	1600	130	.08	250	.16
WBL	1.5		510	.16*	460	{.24}*
WBT	1.5	4800	160	.10	690	.24
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.84** **.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	490	.14*
NBT	3	5100	1180	.23	1050	.21
NBR	1	1700	510	.30	590	.35
SBL	2	3400	160	.05	150	.04
SBT	4	6800	1270	.19*	1390	.20*
SBR	f		1040		520	
EBL	2	3400	790	.23*	810	.24
EBT	3	5100	720	.14	1360	.27*
EBR	1	1700	360	.21	500	.29
WBL	2	3400	850	.25	630	.19*
WBT	3	5100	1070	.21*	570	.11
WBR	1	1700	320	.19	70	.04
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR EBR

TOTAL CAPACITY UTILIZATION **.87** **.85**

29. La Pata & Ortega

2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	170	.10
NBT	2	3400	700	.26	540	.23*
NBR	0	0	190		250	
SBL	1	1700	30	.02	110	.06*
SBT	2	3400	780	.23*	610	.18
SBR	f		1120		670	
EBL	2	3400	530	.16*	900	.26
EBT	1	1700	160	.09	650	.38*
EBR	1	1700	420	.25	210	.12
WBL	1	1700	230	.14	240	.14*
WBT	1	1700	520	.31*	170	.10
WBR	1	1700	160	.09	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.86**

12. Antonio & Crown Valley

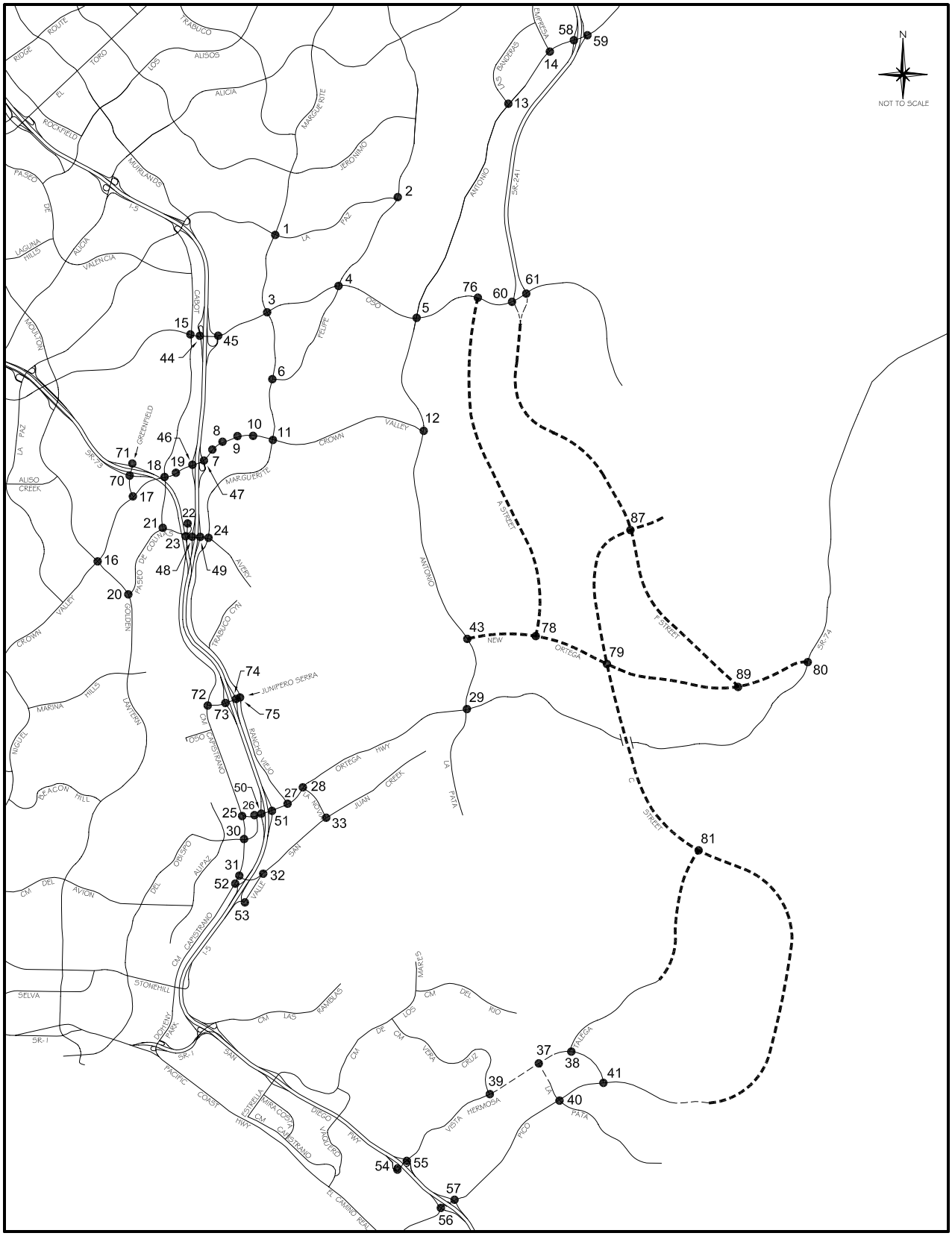
2010 Short-Range Project(w/La Pata & Arterial s/o Oso) - With Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	730	.21*	760	.22*
NBT	3	5100	1700	.33	1080	.21
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1080	.21*	1620	.32*
SBR	f		1120		740	
EBL	3	5100	550	.11*	1190	.23*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	350	.10	730	.21
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.83**

ICU Data Set 10

2025 Cumulative with Proposed Project
(Committed Circulation System)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	800	.24	1170	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1040	.31*	1140	.34*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	200	.06*	360	.11
EBT	2	3400	320	.09	1100	.32*
EBR	1	1700	120	.07	220	.13
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	440	.13*	380	.11
WBR	d	1700	440	.26	110	.06
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.86**

2. Olympiad & La Paz

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	230	.14*
NBT	2	3400	670	.20	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	540	.21*
SBR	0	0	180		160	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	130	.08	570	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.63**

3. Marguerite & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	210	.06
NBT	2	3400	870	.26	950	.28*
NBR	1	1700	40	.02	70	.04
SBL	2	3400	200	.06	560	.16*
SBT	2	3400	720	.21*	940	.28
SBR	1	1700	330	.19	200	.12
EBL	2	3400	180	.05*	200	.06
EBT	4	6800	1510	.22	1900	.28*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	100	.03	150	.04*
WBT	4	6800	2470	.36*	1530	.23
WBR	d	1700	90	.05	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.81**

4. Felipe & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	140	.08
NBT	2	3400	360	.11*	430	.13*
NBR	1	1700	70	.04	220	.13
SBL	1	1700	310	.18*	520	.31*
SBT	2	3400	430	.13	370	.11
SBR	d	1700	120	.07	200	.12
EBL	1	1700	120	.07*	210	.12
EBT	3	5100	1670	.33	2290	.45*
EBR	d	1700	100	.06	180	.11
WBL	1	1700	220	.13	220	.13*
WBT	3	5100	2040	.40*	1670	.33
WBR	d	1700	640	.38	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**1.07**

6. Marguerite & Felipe

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	860	.25*	1040	.31*
NBR	1	1700	280	.16	830	.49
SBL	1	1700	110	.06*	410	.24*
SBT	2	3400	910	.27	890	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		700		460	
WBT	0.5	3400	40	.22*	20	.14*
WBR	1	1700	270	.16	110	.06
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.87**

7. Puerta Real & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	260	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	450	.13*
EBT	4	6800	2170	.32	3080	.45
EBR	1	1700	160	.09	400	.24
WBL	2	3400	50	.01	300	.09
WBT	4	6800	2810	.43*	2690	.43*
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.82**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08	360	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2130	.33	3140	.50*
EBR	0	0	120		260	
WBL	2	3400	350	.10	230	.07*
WBT	4	6800	2580	.40*	2700	.41
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.80**

9. Los Altos & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	50		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1770	.31	3240	.49*
EBR	0	0	310		90	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	3010	.48*	2370	.35
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.97**

10. Bellogente & Crown Valley

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1790	.26	3670	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3700	.56*	2480	.37
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.67**

11. Marguerite & Crown Valley

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3400	200	.06*	120	.04
NBT	2	3400	510	.15	880	.26*
NBR	1	1700	460	.27	600	.35
SBL	2	3400	190	.06	510	.15*
SBT	2	3400	780	.23*	640	.19
SBR	1	1700	1030	.61	360	.21
EBL	2	3400	610	.18*	900	.26*
EBT	4	6800	1160	.17	2540	.37
EBR	1	1700	70	.04	300	.18
WBL	2	3400	750	.22	640	.19
WBT	4	6800	2590	.46*	2030	.33*
WBR	0	0	510		230	
Right Turn Adjustment			SBR	.24*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	600	.35
EBL	2	3400	490	.14	400	.12*
EBT	3	5100	2480	.49*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1670	.34*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.75**

14. Empresa & Antonio

2025 Proposed Project (Committed Circulation System)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		360	
EBL	2	3400	850	.25*	160	.05*
EBT	3	5100	1060	.21	1100	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	850	.17*	1160	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.50**

15. Cabot & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	220	.06
NBT	2	3400	720	.21*	340	.10*
NBR	1	1700	170	.10	590	.35
SBL	2	3400	300	.09*	680	.20*
SBT	2	3400	280	.08	610	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1100	.22	1180	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	320	.09	330	.10*
WBT	3	5100	1360	.27*	1220	.24
WBR	1	1700	510	.30	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.85**

16. Moulton & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	240	.07*
NBT	2.5	6800	1400	{.27}*	1150	.23
NBR	1.5		600	{.22}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	820	.16	1600	.31*
SBR	1	1700	130	.08	190	.11
EBL	2	3400	160	.05	150	.04
EBT	3	5100	1360	.27*	1090	.21*
EBR	1	1700	390	.23	230	.14
WBL	2	3400	610	.18*	790	.23*
WBT	3	5100	840	.16	1450	.28
WBR	1	1700	180	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.87**

17. Greenfield & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	970	.29*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	230	.14
EBL	2	3400	560	.16*	270	.08*
EBT	3	5100	1580	.32	1160	.23
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1420	.28*	1610	.32*
WBR	1	1700	870	.51	790	.46
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.77**

18. Cabot & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	320	.09*	180	.05
NBR	1	1700	380	.22	310	.18
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	120	.07	400	.20*
SBR	0	0	170	.10	280	
EBL	2	3400	310	.09*	310	.09*
EBT	3	5100	1980	.39	1640	.32
EBR	1	1700	130	.08	170	.10
WBL	2	3400	160	.05	350	.10
WBT	3	5100	2110	.41*	2050	.40*
WBR	1	1700	160	.09	270	.16
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	80	.05	210	.12*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	130	.08*
EBT	4	6800	2290	.36	2010	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2240	.44*	2290	.45*
WBR	1	1700	120	.07	200	.12
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.75**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2410	.47*	930	.18
NBR	1	1700	1130	.66	850	.50
SBL	1	1700	400	.24*	270	.16
SBT	3	5100	1260	.25	2310	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1240	
WBT	0.5	3400	10	.25*	10	.37*
WBR	1	1700	520	.31	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.89**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	110	.03*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	420	.12
EBL	1	1700	490	.29*	460	.27*
EBT	2	3400	870	.26	690	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.15*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.64**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	80	{.19}*
NBR	1.5		660	{.13}	910	
SBL	1	1700	20	.01*	110	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1150		860	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.56**

23. Cm Capistrano & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	30	.02*	130	.08*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	970	.29*	1020	.30*
SBT	1	1700	50	.03	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	660	.19	870	.26
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.56**

24. Marguerite & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	640	.38*	330	.19*
NBT	2	3400	580	.17	400	.12
NBR	d	1700	200	.12	30	.02
SBL	1	1700	160	.09	110	.06
SBT	2	3400	580	.17*	610	.18*
SBR	d	1700	370	.22	650	.38
EBL	2	3400	560	.16	770	.23
EBT	2	3400	560	.29*	840	.34*
EBR	0	0	410		330	
WBL	1	1700	50	.03*	220	.13*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.89**

25. Cm Capistrano & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	760	.45*	770	.45*
NBR	1	1700	40	.02	120	.07
SBL	1	1700	160	.09*	160	.09*
SBT	1	1700	610	.36	700	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	160	.09*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	220	.13	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.70**

26. Del Obispo & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1250	.37	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	430	.15*	570	.20*
EBR	0	0	90		120	
WBL	2	3400	1280	.38*	1320	.39*
WBT	1	1700	700	.41	690	.41
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.73**

27. Rancho Viejo & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	140	.11
NBR	0		60		50	
SBL	1.5		150		340	
SBT	0.5	3400	100	.07*	180	.15*
SBR	1	1700	170	.10	200	.12
EBL	1	1700	220	.13	270	.16
EBT	2	3400	1460	.43*	1630	.48*
EBR	1	1700	720	.42	480	.28
WBL	1	1700	80	.05*	50	.03*
WBT	3	5100	1700	.33	1280	.25
WBR	1	1700	470	.28	150	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .72 .87

28. La Novia & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	470	.28	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1210	.36*	1730	.51*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	610	.36*	580	.34*
WBT	2	3400	1780	.52	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .89 .99

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	440	.13*
NBT	1	1700	850	.50*	580	.34
NBR	1	1700	270	.16	370	.22
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	470	.28	900	.53*
SBR	1	1700	710	.42	300	.18
EBL	1	1700	310	.18	420	.25*
EBT	2	3400	1010	.30*	730	.21
EBR	1	1700	450	.26	400	.24
WBL	1	1700	350	.21*	370	.22
WBT	2	3400	670	.20	840	.25*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.21

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	930	.27*	1000	.29*
NBR	1	1700	470	.28	470	.28
SBL	2	3400	250	.07*	700	.21*
SBT	2	3400	770	.23	1140	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		900		810	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		540	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .79

32. Valle & San Juan Creek

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	470	.28	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	520	.31
EBR	1	1700	360	.21	650	.38
WBL	1	1700	250	.15	290	.17
WBT	1	1700	960	.56*	860	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.92**		**.85**

33. La Novia & San Juan Creek

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	290	.17*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	450	.26*	380	.22*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	610	.36	570	.34
EBL	1	1700	490	.29*	470	.28*
EBT	1	1700	270	.16	320	.19
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	410	.24*	300	.18*
WBR	1	1700	450	.26	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.01**		**.83**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	760	.22*	1240	.36*
SBT	0	0	0		0	
SBR	1	1700	350	.21	470	.28
EBL	0	0	0		0	
EBT	3	5100	1110	.22	1750	.34*
EBR	f		460		690	
WBL	0	0	0		0	
WBT	3	5100	1870	.37*	1470	.29
WBR	f		770		400	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.75**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	330	.19	620	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1740	.34	2430	.48*
EBR	f		260		560	
WBL	0	0	0		0	
WBT	3	5100	2190	.43*	1440	.28
WBR	f		1220		730	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.89**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1230	.24*	1850	.36*
SBT	0	8500	0		0	
SBR	2.5		680	.20	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1760	.26*	2530	.37*
EBR	1	1700	140	.08	290	.17
WBL	2	3400	630	.19*	580	.17*
WBT	3	5100	1810	.35	1870	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.95**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	230	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		720		500	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2090	{.41}*	3430	.67*
EBR	1.5		950	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1900	.37	2220	.44
WBR	f		1360		1540	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.87**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520		530	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	720	.21	1020	.30*
EBR	1	1700	330	.19	300	.18
WBL	1	1700	220	.13	320	.19*
WBT	1	1700	750	.44*	670	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.81**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	340	.20	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	40	.02	300	.18*
EBT	2	3400	1210	.36*	1260	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	710	.21	740	.22*
WBR	1	1700	530	.31	520	.31
Right Turn Adjustment			NBR	.04*	NBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.82**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1140		990	
SBT	0	5100	0	{.35}*	0	{.33}*
SBR	1.5		970		930	
EBL	0	0	0		0	
EBT	3	5100	1510	.30*	1630	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	420	.25*	320	.19*
WBT	2	3400	1030	.30	1070	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.95**		**.89**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.15}*	250	{.13}*
NBT	0	5100	0	{.15}	0	{.13}
NBR	1.5		650		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	770	.23*	740	.22*
EBT	2	3400	1860	.55	1870	.55
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1180	{.40}*	1130	{.38}*
WBR	1.5		1040		1000	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.78**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1210	.36*	1110	.33*
NBR	0	0	10		10	
SBL	2	3400	690	.20*	570	.17*
SBT	2	3400	980	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		190		360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.85**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	170	.10*
NBT	1	1700	210	.12	240	.14
NBR	1	1700	20	.01	50	.03
SBL	0	0	70		220	
SBT	1	1700	200	.16*	500	.42*
SBR	1	1700	300	.18	230	.14
EBL	1	1700	590	.35*	590	.35*
EBT	1	1700	40	.04	150	.11
EBR	0	0	30		40	
WBL	0	0	50		60	
WBT	1	1700	270	.19*	60	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.94**		**.99**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.01}	570	{.22}
EBL	0	0	0		0	
EBT	3	5100	1500	.29*	1640	.32*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	90	.05*	80	.05*
WBT	3	5100	1240	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.67**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	110	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	680	.40*	210	.12
EBT	3	5100	1010	.20	2270	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1300	.25*	1140	.22
WBR	1	1700	1580	.93	210	.12
Right Turn Adjustment			WBR	.67*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.53**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02	240	.07
SBT	2	3400	320	.09*	950	.28*
SBR	1	1700	70	.04	250	.15
EBL	0	0	0		0	
EBT	2	3400	1090	.32*	370	.11
EBR	f		790		1740	
WBL	1	1700	180	.11*	140	.08
WBT	3	5100	2130	.42	1550	.30*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.63**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1110	.33	960	.28*
NBT	2	3400	1150	.34*	520	.15
NBR	1	1700	70	.04	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	560	.16*	50	.01
EBT	2	3400	620	.18	540	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1210	.24*	610	.12
WBR	1	1700	440	.26	100	.06
Right Turn Adjustment			WBR	.02*	NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.60**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	520	.26*
NBR	0	0	350		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	450	.13
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		530		970	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1320	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.45**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1130	.66	980	.58
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	90	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	870	.51*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.90**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	310	.18*
SBT	0	0	0		0	
SBR	1	1700	580	.34	730	.43
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	970	.33*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	350	{.21}*
WBT	1.5	3400	360	.18	690	.31
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.85**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		610	{.36}*	750	.44*
EBT	1.5	3400	720	.39	530	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	900	.53*
WBR	1	1700	510	.30	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.10**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	480	.28*	360	.21*
NBT	2	3400	260	.08	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	390	.23*
SBR	1	1700	590	.35	850	.50
EBL	1.5		760		490	
EBT	0.5	3400	30	.30*	10	.22*
EBR	0		230		250	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.78** **.82**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	680	.21*	890	.28*
NBT	3	4800	650	.14	520	.11
NBR	1	1600	240	.15	460	.29
SBL	1	1600	30	.02	70	.04
SBT	3	4800	210	.04*	290	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	490	.15	800	.25
EBR	1	1600	710	.44	520	.33
WBL	1	1600	380	.24	230	.14
WBT	2	3200	920	.33*	640	.23*
WBR	0	0	120		110	

TOTAL CAPACITY UTILIZATION **1.11** **1.00**

38. Talega & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	160	.10	50	.03
SBT	1	1600	30	.64*	30	.37*
SBR	0	0	1000		560	
EBL	1	1600	460	.29*	890	.56*
EBT	2	3200	90	.04	220	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.12*	150	.08*
WBR	0	0	100		110	

TOTAL CAPACITY UTILIZATION **1.06** **1.02**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	70	.03*	360	.12*
NBR	0	0	10		10	
SBL	1	1600	710	.44*	700	.44*
SBT	2	3200	470	.21	200	.13
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1560	.52	1250	.40
EBR	0	0	120		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1200	.49*	1400	.64*
WBR	0	0	370		660	

TOTAL CAPACITY UTILIZATION **1.16** **1.31**

40. La Pata & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	770	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	100	.06	10	.01
SBL	2	3200	20	.01	0	.00
SBT	2	3200	30	.01*	10	.00*
SBR	f		190		60	
EBL	1	1600	200	.13	150	.09*
EBT	3	4800	1100	.23*	840	.18
EBR	1	1600	610	.38	230	.14
WBL	2	3200	150	.05*	10	.00
WBT	2.5	6400	550	.11	830	.17*
WBR	1.5		20		20	
Right Turn Adjustment			EBR	.07*		

TOTAL CAPACITY UTILIZATION **.46** **.74**

41. Vista Hermosa & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	190	.12*
NBT	2	3200	10	.00*	30	.01
NBR	0	0	0		0	
SBL	2	3200	280	.09*	90	.03
SBT	1	1600	80	.05	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03*	180	.06*
EBT	3	4800	1070	.22	890	.19
EBR	1	1600	370	.23	50	.03
WBL	1	1600	0	.00	0	.00
WBT	3	4800	760	.20*	540	.15*
WBR	0	0	180		200	
TOTAL CAPACITY UTILIZATION				**.32**		**.34**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1550	.48*	880	
SBT	0	4800	0		0	{.29}*
SBR	1.5		180	.11	550	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	460	.10	460	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	370	.12*
WBR	f		250		180	
TOTAL CAPACITY UTILIZATION				**.60**		**.45**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.05*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		350	.11	410	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1930	.60*	1320	.41*
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	490	.31	610	.38
WBR	1.5		1140	.36	1490	.47
Right Turn Adjustment			NBR	.06*	Multi	.17*
TOTAL CAPACITY UTILIZATION				**.71**		**.59**

56. I-5 SB Ramps & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1790	.56*	1160	.36*
SBT	0	0	10		10	
SBR	1	1600	220	.14	330	.21
EBL	0	0	0		0	
EBT	3	4800	840	.18*	860	.18*
EBR	1	1600	150	.09	360	.23
WBL	1	1600	420	.26*	820	.51*
WBT	2	3200	510	.16	980	.31
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				**1.00**		**1.05**

57. I-5 NB Ramps & Pico

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	350	.22	210	.13
NBR(f)	f		690		420	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	210	.13	280	.18
EBT	2	3200	2450	.77*	1740	.54*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	810	.17	1490	.31
WBR	f		1270		1320	
Right Turn Adjustment			NBR	.14*		
TOTAL CAPACITY UTILIZATION				**.99**		**.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	670	.20*	530	.16*
NBT	3	5100	1020	.20	900	.18
NBR	1	1700	560	.33	640	.38
SBL	2	3400	300	.09	240	.07
SBT	3	5100	1230	.24*	1290	.25*
SBR	f		1010		520	
EBL	2	3400	840	.25*	910	.27
EBT	3	5100	1010	.20	1570	.31*
EBR	1	1700	440	.26	550	.32
WBL	2	3400	910	.27	790	.23*
WBT	3	5100	1330	.26*	880	.17
WBR	1	1700	460	.27	160	.09
Right Turn Adjustment			Multi	.03*	Multi	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.03**		**1.05**

12. Antonio & Crown Valley

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	1000	.29*
NBT	3	5100	1490	.29	930	.18
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1020	.20*	1360	.27*
SBR	f		1240		1060	
EBL	2	3400	660	.19*	1260	.37*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	970	.57
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.10*	EBR	.19*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**1.18**

29. La Pata & Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	230	.14*
NBT	1	1700	110	.07	140	.09
NBR	0	0	10		20	
SBL	1	1700	80	.05	60	.04
SBT	2	3400	290	.17*	90	.05*
SBR	0	0	1870	1.10	1310	.77
EBL	2	3400	1210	.36*	1580	.46*
EBT	1	1700	50	.03	440	.26
EBR	1	1700	570	.34	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	220	.13*	160	.09*
WBR	1	1700	60	.04	70	.04
Right Turn Adjustment			SBR	.93*	SBR	.72*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.79**		**1.51**

43. Antonio & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	3	5100	560	.11*	770	.15*
NBR	f		690		1130	
SBL	2	3400	840	.25*	1130	.33*
SBT	3	5100	840	.16	670	.13
SBR	d	1700	40	.02	70	.04
EBL	1	1700	60	.04	60	.04
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	70	.04	60	.04
WBL	2	3400	1040	.31*	850	.25*
WBT	1	1700	50	.03	70	.04
WBR	f		1060		1090	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.82**

76. A St & Oso

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1850	.36	1930	.38*
EBR	d	1700	20	.01	80	.05
WBL	1	1700	10	.01	50	.03*
WBT	3	5100	2170	.43*	1740	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.48**

78. A St & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	10	.01
EBT	3	5100	1580	.31	2320	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2120	.42*	2000	.39
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.51**

79. C St & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	800	.24*
NBT	2	3400	790	.23	700	.21
NBR	1	1700	180	.11	280	.16
SBL	2	3400	50	.01	50	.01
SBT	2	3400	590	.17*	720	.21*
SBR	1	1700	290	.17	260	.15
EBL	2	3400	240	.07	280	.08
EBT	2	3400	690	.20*	1010	.30*
EBR	2	3400	600	.18	1020	.30
WBL	2	3400	190	.06*	160	.05*
WBT	3	5100	940	.18	920	.18
WBR	1	1700	60	.04	100	.06
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.74** **.85**

80. Ortega & New Ortega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	290	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	100	.06*	10	.01
SBR	2	3400	1040	.31	650	.19
EBL	2	3400	370	.11*	970	.29*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	100	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.25*	SBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.63**

81. C St & Talega

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	850	.25	1000	.30
NBR	0	0	10		10	
SBL	1	1700	30	.02	60	.04
SBT	2	3400	910	.41*	950	.42*
SBR	0	0	480		470	
EBL	1	1700	460	.27*	480	.28*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.80**

87. F St & C St

2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	960	.19*	720	.14*
NBR	1	1700	60	.04	110	.06
SBL	2	3400	160	.05*	410	.12*
SBT	3	5100	530	.10	1050	.21
SBR	1	1700	610	.36	830	.49
EBL	2	3400	890	.26*	750	.22*
EBT	2	3400	110	.03	210	.06
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	210	.12*	160	.07*
WBR	1.5		450	.13	210	
Right Turn Adjustment			WBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.62**

89. F St & New Ortega

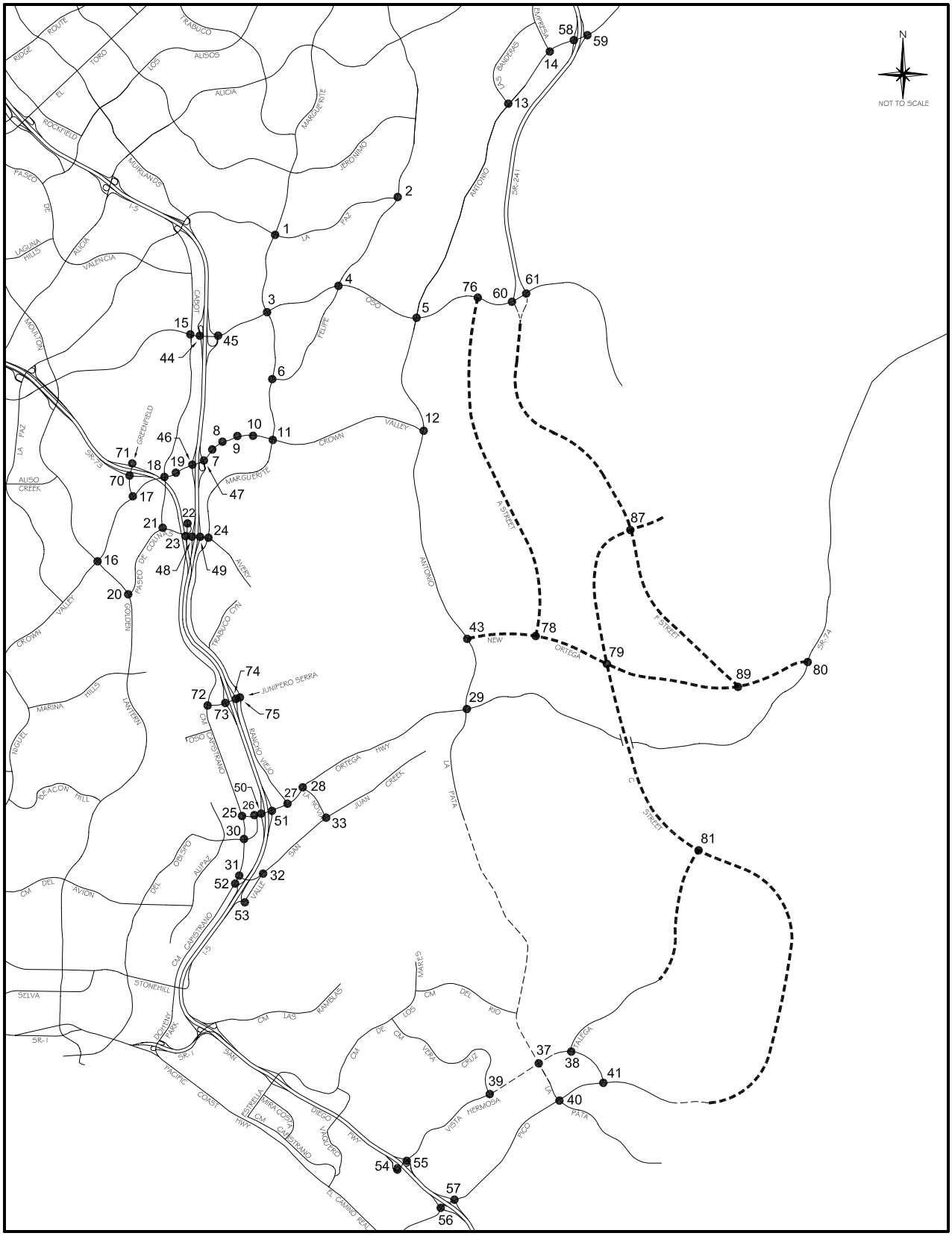
2025 Proposed Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		300		810	.24*
SBT	0	5100	0	.12*	0	
SBR	1.5		320		350	.21
EBL	2	3400	330	.10*	330	.10*
EBT	2	3400	830	.24	1280	.38
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1300	.38*	1010	.30*
WBR	1	1700	710	.42	500	.29
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.69**

ICU Data Set 11

2025 Cumulative with Proposed Project
(Committed Circulation System Plus La Pata)



2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	320	.09*
NBT	2	3400	800	.24	1170	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	120	.04	230	.07
SBT	2	3400	1050	.31*	1120	.33*
SBR	1	1700	220	.13	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1070	.31*
EBR	1	1700	120	.07	240	.14
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	370	.11
WBR	d	1700	440	.26	120	.07
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.84**

2. Olympiad & La Paz

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	230	.14*
NBT	2	3400	670	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	550	.21*	560	.21*
SBR	0	0	170		150	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	130	.08	570	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.63**

3. Marguerite & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	220	.06
NBT	2	3400	880	.26	930	.27*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	230	.07	550	.16*
SBT	2	3400	710	.21*	950	.28
SBR	1	1700	320	.19	200	.12
EBL	2	3400	160	.05*	190	.06
EBT	4	6800	1450	.21	1860	.27*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2460	.36*	1490	.22
WBR	d	1700	90	.05	230	.14
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.79**

4. Felipe & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	350	.10*	410	.12*
NBR	1	1700	80	.05	260	.15
SBL	1	1700	340	.20*	540	.32*
SBT	2	3400	420	.12	370	.11
SBR	d	1700	120	.07	200	.12
EBL	1	1700	120	.07*	210	.12
EBT	3	5100	1630	.32	2210	.43*
EBR	d	1700	80	.05	200	.12
WBL	1	1700	250	.15	220	.13*
WBT	3	5100	2020	.40*	1660	.33
WBR	d	1700	660	.39	410	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**1.05**

6. Marguerite & Felipe

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	880	.26*	1040	.31*
NBR	1	1700	270	.16	830	.49
SBL	1	1700	110	.06*	390	.23*
SBT	2	3400	910	.27	910	.27
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		710		450	
WBT	0.5	3400	40	.22*	20	.14*
WBR	1	1700	270	.16	110	.06
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.86**

7. Puerta Real & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	260	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	530	.16*	450	.13*
EBT	4	6800	2130	.31	3110	.46
EBR	1	1700	170	.10	400	.24
WBL	2	3400	60	.02	270	.08
WBT	4	6800	2770	.42*	2670	.43*
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08	370	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	160	.09
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2100	.33	3180	.50*
EBR	0	0	120		250	
WBL	2	3400	350	.10	240	.07*
WBT	4	6800	2560	.40*	2650	.40
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.80**

9. Los Altos & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1740	.30	3270	.50*
EBR	0	0	310		100	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	2990	.48*	2320	.34
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

10. Bellogente & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1760	.26	3700	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2420	.36
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.68**

11. Marguerite & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	860	.25*
NBR	1	1700	470	.28	560	.33
SBL	2	3400	200	.06	560	.16*
SBT	2	3400	750	.22*	610	.18
SBR	1	1700	1070	.63	350	.21
EBL	2	3400	560	.16*	930	.27*
EBT	4	6800	1170	.17	2540	.37
EBR	1	1700	80	.05	290	.17
WBL	2	3400	720	.21	640	.19
WBT	4	6800	2540	.46*	1990	.33*
WBR	0	0	570		250	
Right Turn Adjustment			SBR	.29*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.24** **1.06**

13. Banderas & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	90	.05*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	520	.31	620	.36
EBL	2	3400	560	.16	450	.13*
EBT	3	5100	2520	.50*	1400	.28
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1190	.24	1690	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.77**

14. Empresa & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		240		470	
SBT	0.5	3400	50	.09*	20	.14*
SBR	f		180		350	
EBL	2	3400	780	.23*	170	.05*
EBT	3	5100	1170	.23	1230	.24
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	920	.18*	1180	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	220	.06
NBT	2	3400	710	.21*	340	.10*
NBR	1	1700	150	.09	580	.34
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	280	.08	600	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1100	.22*	1160	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	340	.10*	330	.10*
WBT	3	5100	1380	.27	1200	.24
WBR	1	1700	510	.30	410	.24
Right Turn Adjustment					NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.84**

16. Moulton & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	240	.07*
NBT	2.5	6800	1350	{.26}*	1120	.22
NBR	1.5		600	{.21}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1540	.30*
SBR	1	1700	130	.08	180	.11
EBL	2	3400	170	.05	150	.04
EBT	3	5100	1330	.26*	1090	.21*
EBR	1	1700	390	.23	230	.14
WBL	2	3400	630	.19*	790	.23*
WBT	3	5100	850	.17	1430	.28
WBR	1	1700	180	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.86**

17. Greenfield & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	960	.28*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	240	.14
EBL	2	3400	570	.17*	280	.08*
EBT	3	5100	1540	.31	1160	.23
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1440	.28*	1590	.31*
WBR	1	1700	810	.48	790	.46
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	120	.07	390	.20*
SBR	0	0	190	.11	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1630	.32
EBR	1	1700	120	.07	170	.10
WBL	2	3400	170	.05	340	.10
WBT	3	5100	2050	.40*	2030	.40*
WBR	1	1700	170	.10	270	.16
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.79**

19. Forbes & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	130	.08*
EBT	4	6800	2280	.36	2010	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2190	.43*	2270	.45*
WBR	1	1700	130	.08	200	.12
Right Turn Adjustment			SBR	.01*	SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.75**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2350	.46*	890	.17
NBR	1	1700	1120	.66	820	.48
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1260	.25	2240	.44*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		830		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	520	.31	220	.13
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.87**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	300	.09	410	.12
EBL	1	1700	480	.28*	460	.27*
EBT	2	3400	860	.25	670	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	440	.14*	970	.29*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.64**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.20}*
NBR	1.5		640	{.12}	920	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		840	
WBT	0	3400	0	.34*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

23. Cm Capistrano & Avery

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	120	.07*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	1020	.30*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	640	.19	880	.26
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.56**

24. Marguerite & Avery

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	600	.35*	320	.19*
NBT	2	3400	570	.17	380	.11
NBR	d	1700	180	.11	30	.02
SBL	1	1700	160	.09	110	.06
SBT	2	3400	570	.17*	590	.17*
SBR	d	1700	330	.19	630	.37
EBL	2	3400	580	.17	710	.21
EBT	2	3400	530	.28*	830	.33*
EBR	0	0	420		290	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.84**

25. Cm Capistrano & Ortega

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1700	740	.44*	710	.42*
NBR	1	1700	20	.01	90	.05
SBL	1	1700	140	.08*	150	.09*
SBT	1	1700	610	.36	630	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	250	.15	220	.13
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.68**

26. Del Obispo & Ortega

2025 Proposed Project (Committed w/La Pata)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1200	.35	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	360	.13*	530	.19*
EBR	0	0	90		120	
WBL	2	3400	1260	.37*	1290	.38*
WBT	1	1700	690	.41	740	.44
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.71**

27. Rancho Viejo & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		570	.17*
NBT	1.5	5100	180	.12*	130	.11
NBR	0		70		50	
SBL	1.5		150		340	
SBT	0.5	3400	100	.07*	170	.15*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	220	.13	270	.16
EBT	2	3400	1390	.41*	1630	.48*
EBR	1	1700	710	.42	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1650	.32	1270	.25
WBR	1	1700	410	.24	150	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.89**

28. La Novia & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	380	.11*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	470	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1150	.34*	1730	.51*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	600	.35*	460	.27*
WBT	2	3400	1690	.50	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.91**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	430	.13*
NBT	1	1700	810	.48*	510	.30
NBR	1	1700	230	.14	330	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	430	.25	790	.46*
SBR	1	1700	700	.41	350	.21
EBL	1	1700	290	.17	390	.23*
EBT	2	3400	990	.29*	740	.22
EBR	1	1700	450	.26	420	.25
WBL	1	1700	320	.19*	360	.21
WBT	2	3400	680	.20	800	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.11**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	850	.25*	910	.27*
NBR	1	1700	500	.29	520	.31
SBL	2	3400	250	.07*	650	.19*
SBT	2	3400	700	.21	1120	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		780	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		540	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.74**

32. Valle & San Juan Creek

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	550	.32*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	230	.14	350	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	540	.32
EBR	1	1700	360	.21	630	.37
WBL	1	1700	220	.13	170	.10
WBT	1	1700	920	.54*	820	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.82**

33. La Novia & San Juan Creek

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	290	.17*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	460	.27*	410	.24*
SBT	1	1700	160	.09	270	.16
SBR	1	1700	580	.34	420	.25
EBL	1	1700	280	.16*	380	.22*
EBT	1	1700	260	.15	290	.17
EBR	1	1700	60	.04	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	380	.22*	280	.16*
WBR	1	1700	470	.28	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.77**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	730	.21*	1260	.37*
SBT	0	0	0		0	
SBR	1	1700	350	.21	460	.27
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1720	.34*
EBR	f		480		710	
WBL	0	0	0		0	
WBT	3	5100	1900	.37*	1470	.29
WBR	f		710		390	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.76**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	470	.28*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	300	.18	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	2440	.48*
EBR	f		240		540	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1420	.28
WBR	f		1230		710	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.86**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1260	.25*	1920	.38*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1730	.25*	2510	.37*
EBR	1	1700	160	.09	310	.18
WBL	2	3400	550	.16*	520	.15*
WBT	3	5100	1760	.35	1840	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.95**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.24}*	230	.14*
NBT	0	5100	0	.24	0	
NBR	1.5		680		470	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2090	{.41}*	3480	.68*
EBR	1.5		950	{.38}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1760	.35	2130	.42
WBR	f		1450		1600	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.87**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		540		510	
SBT	0	3400	0	.22*	0	.27*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	700	.21	1010	.30*
EBR	1	1700	330	.19	310	.18
WBL	1	1700	190	.11	310	.18*
WBT	1	1700	730	.43*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.80**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	280	.16*
NBT	0	0	0		0	
NBR	1	1700	340	.20	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	280	.16*
EBT	2	3400	1210	.36*	1240	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	650	.19	710	.21*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment			NBR	.04*	NBR	.17*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.75**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1170		1100	
SBT	0	5100	0	{.39}*	0	{.38}*
SBR	1.5		990		980	
EBL	0	0	0		0	
EBT	3	5100	1390	.27*	1590	.31*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	230	.14*	210	.12*
WBT	2	3400	970	.29	1040	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.86**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.15}*	260	{.12}*
NBT	0	5100	0	{.15}	0	{.12}
NBR	1.5		610		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	730	.21*	750	.22*
EBT	2	3400	1830	.54	1940	.57
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	930	{.39}*	990	{.38}*
WBR	1.5		1240		1130	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.35*	1030	.31*
NBR	0	0	20		10	
SBL	2	3400	620	.18*	520	.15*
SBT	2	3400	950	.28	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		190		400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	150	.09*
NBT	1	1700	130	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		220	
SBT	1	1700	170	.14*	330	.32*
SBR	1	1700	300	.18	250	.15
EBL	1	1700	440	.26*	540	.32*
EBT	1	1700	40	.04	160	.12
EBR	0	0	30		50	
WBL	0	0	40		50	
WBT	1	1700	290	.19*	70	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.85**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	850	.25*
SBT	0	5100	0		0	
SBR	1.5		210	{.05}	590	{.22}
EBL	0	0	0		0	
EBT	3	5100	1520	.30*	1750	.34*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	90	.05*	70	.04*
WBT	3	5100	1260	.25	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.68**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	90	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	710	.42*	280	.16
EBT	3	5100	1000	.20	2280	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1310	.26*	1140	.22
WBR	1	1700	1590	.94	190	.11
Right Turn Adjustment			WBR	.67*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.41** **.53**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02	240	.07
SBT	2	3400	270	.08*	1170	.34*
SBR	1	1700	80	.05	320	.19
EBL	0	0	0		0	
EBT	2	3400	1180	.35	390	.11
EBR	f		710		1760	
WBL	1	1700	140	.08	130	.08
WBT	3	5100	2180	.43*	1560	.31*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.70**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1130	.33	950	.28*
NBT	2	3400	1280	.38*	500	.15
NBR	1	1700	60	.04	650	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	650	.19*	70	.02
EBT	2	3400	620	.18	540	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1200	.24*	610	.12
WBR	1	1700	430	.25	110	.06
Right Turn Adjustment			WBR	.01*	NBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.59**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1270	.48*	530	.26*
NBR	0	0	360		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	460	.14	470	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.03}*	0	{.24}*
EBR	1.5		530		960	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1260	.37*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.47**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1190	.70*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.24*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.89**		**.89**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	300	.18*
SBT	0	0	0		0	
SBR	1	1700	570	.34	690	.41
EBL	0	0	0		0	
EBT	2	3400	1110	.36*	940	.32*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	350	.18	660	.28
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.79**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		650	{.38}*	740	.44*
EBT	1.5	3400	710	.40	490	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	820	.48*
WBR	1	1700	470	.28	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **1.05**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	320	.19*
NBT	2	3400	230	.07	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	370	.22*
SBR	1	1700	580	.34	770	.45
EBL	1.5		730		460	
EBT	0.5	3400	30	.29*	10	.21*
EBR	0		230		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.75** **.75**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	470	.15*	750	.23*
NBT	3	4800	1380	.29	1440	.30
NBR	1	1600	220	.14	360	.23
SBL	1	1600	100	.06	180	.11
SBT	3	4800	950	.20*	980	.20*
SBR	1	1600	640	.40	1000	.63
EBL	1	1600	1310	.82*	930	.58*
EBT	2	3200	350	.11	560	.18
EBR	1	1600	440	.28	420	.26
WBL	1	1600	280	.18	280	.18
WBT	2	3200	720	.31*	400	.18*
WBR	0	0	270		170	

TOTAL CAPACITY UTILIZATION **1.48** **1.19**

38. Talega & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	140	.09	50	.03
SBT	1	1600	30	.52*	30	.29*
SBR	0	0	800		430	
EBL	1	1600	360	.23*	640	.40*
EBT	2	3200	90	.04	250	.08
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	310	.13*	150	.09*
WBR	0	0	100		140	

TOTAL CAPACITY UTILIZATION **.89** **.79**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	730	.46*	580	.36*
SBT	2	3200	570	.24	170	.11
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1580	.53	1250	.39
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1170	.47*	1420	.67*
WBR	0	0	340		720	

TOTAL CAPACITY UTILIZATION **1.16** **1.25**

40. La Pata & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	230	.14*	880	.55*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	80	.05	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	20	.01*	10	.00*
SBR	f		260		140	
EBL	1	1600	290	.18*	210	.13*
EBT	3	4800	1110	.23	870	.18
EBR	1	1600	750	.47	280	.18
WBL	2	3200	100	.03	10	.00
WBT	2.5	6400	600	.13*	860	.18*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.08*		

TOTAL CAPACITY UTILIZATION **.54** **.86**

41. Vista Hermosa & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	200	.13*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	250	.08*	100	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03	210	.07*
EBT	3	4800	1060	.22*	910	.19
EBR	1	1600	390	.24	50	.03
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	760	.19	550	.16*
WBR	0	0	170		200	

TOTAL CAPACITY UTILIZATION **.32** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1310	.41*	740	
SBT	0	4800	0		0	{.26}*
SBR	1.5		190	.12	540	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	480	.10	510	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	390	.12*
WBR	f		500		330	

TOTAL CAPACITY UTILIZATION **.53** **.42**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		570	.18	570	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1720	.54*	1160	.36
EBR	f		220		220	
WBL	0	0	0		0	
WBT	1.5	4800	710	{.33}	850	.42*
WBR	1.5		950		1170	
Right Turn Adjustment			NBR	.12*	NBR	.12*

TOTAL CAPACITY UTILIZATION **.72** **.55**

56. I-5 SB Ramps & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1660	.52*	950	.30*
SBT	0	0	10		10	
SBR	1	1600	240	.15	340	.21
EBL	0	0	0		0	
EBT	3	4800	910	.19*	880	.18*
EBR	1	1600	150	.09	370	.23
WBL	1	1600	680	.43*	850	.53*
WBT	2	3200	430	.13	970	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.14** **1.01**

57. I-5 NB Ramps & Pico

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	360	.23	300	.19
NBR(f)	f		710		590	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	280	.18*
EBT	2	3200	2360	.74*	1520	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	990	.21	1520	.32*
WBR	f		1110		1220	
Right Turn Adjustment			NBR	.15*		
TOTAL CAPACITY UTILIZATION				**.97**		**.69**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	560	.16*
NBT	3	5100	1230	.24	1190	.23
NBR	1	1700	660	.39	670	.39
SBL	2	3400	230	.07	220	.06
SBT	3	5100	1480	.29*	1370	.27*
SBR	f		1010		500	
EBL	2	3400	810	.24*	870	.26
EBT	3	5100	990	.19	1600	.31*
EBR	1	1700	490	.29	560	.33
WBL	2	3400	980	.29	890	.26*
WBT	3	5100	1380	.27*	890	.17
WBR	1	1700	420	.25	130	.08
Right Turn Adjustment			EBR	.07*	Multi	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.11** **1.09**

12. Antonio & Crown Valley

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	1020	.30*
NBT	3	5100	1760	.35	1330	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1460	.29*	1560	.31*
SBR	f		1170		1050	
EBL	2	3400	670	.20*	1230	.36*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	980	.58
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.09*	EBR	.21*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **1.24**

29. La Pata & Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	350	.21*
NBT	2	3400	1410	.43	1140	.39
NBR	0	0	40		200	
SBL	1	1700	60	.04	80	.05
SBT	2	3400	1470	.43*	1310	.39*
SBR	1	1700	1610	.95	1050	.62
EBL	2	3400	920	.27*	1370	.40*
EBT	1	1700	50	.03	430	.25
EBR	1	1700	470	.28	310	.18
WBL	1	1700	150	.09	30	.02
WBT	1	1700	250	.15*	150	.09*
WBR	1	1700	60	.04	80	.05
Right Turn Adjustment			SBR	.52*	SBR	.23*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.37**

43. Antonio & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	1060	.21*	1450	.28*
NBR	f		1200		1330	
SBL	2	3400	680	.20*	970	.29*
SBT	3	5100	1460	.29	1200	.24
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	2	3400	1280	.38*	1410	.41*
WBT	1	1700	40	.02	60	.04
WBR	f		900		930	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **1.07**

76. A St & Oso

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	70	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1850	.36	1960	.38*
EBR	d	1700	20	.01	90	.05
WBL	1	1700	10	.01	60	.04*
WBT	3	5100	2230	.44*	1820	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.49**

78. A St & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01*
EBT	3	5100	1930	.38	2350	.46
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2200	.43*	2400	.47*
WBR	d	1700	10	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.54**

79. C St & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	790	.23*	690	.20*
NBT	2	3400	660	.19	550	.16
NBR	1	1700	110	.06	130	.08
SBL	2	3400	50	.01	50	.01
SBT	2	3400	360	.11*	610	.18*
SBR	1	1700	310	.18	560	.33
EBL	2	3400	480	.14*	340	.10
EBT	2	3400	910	.27	1130	.33*
EBR	2	3400	460	.14	910	.27
WBL	2	3400	80	.02	90	.03*
WBT	3	5100	1070	.21*	1140	.22
WBR	1	1700	60	.04	60	.04
Right Turn Adjustment				SBR		.05*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.74** **.84**

80. Ortega & New Ortega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	480	.14*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	230	.14*	10	.01
SBR	2	3400	920	.27	650	.19
EBL	2	3400	380	.11*	830	.24*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	120	.07	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	120	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment				SBR		SBR .08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.58**

81. C St & Talega

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	680	.20*	700	.21
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04
SBT	2	3400	610	.21	770	.28*
SBR	0	0	100		170	
EBL	1	1700	150	.09*	210	.12*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.50**

87. F St & C St

2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	970	.19*	770	.15*
NBR	1	1700	60	.04	120	.07
SBL	2	3400	160	.05*	410	.12*
SBT	3	5100	550	.11	1060	.21
SBR	1	1700	420	.25	1040	.61
EBL	2	3400	1020	.30*	640	.19*
EBT	2	3400	110	.03	210	.06
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	210	.12*	160	.07*
WBR	1.5		450	.13	210	
Right Turn Adjustment			WBR	.01*	SBR	.16*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.72** **.74**

89. F St & New Ortega

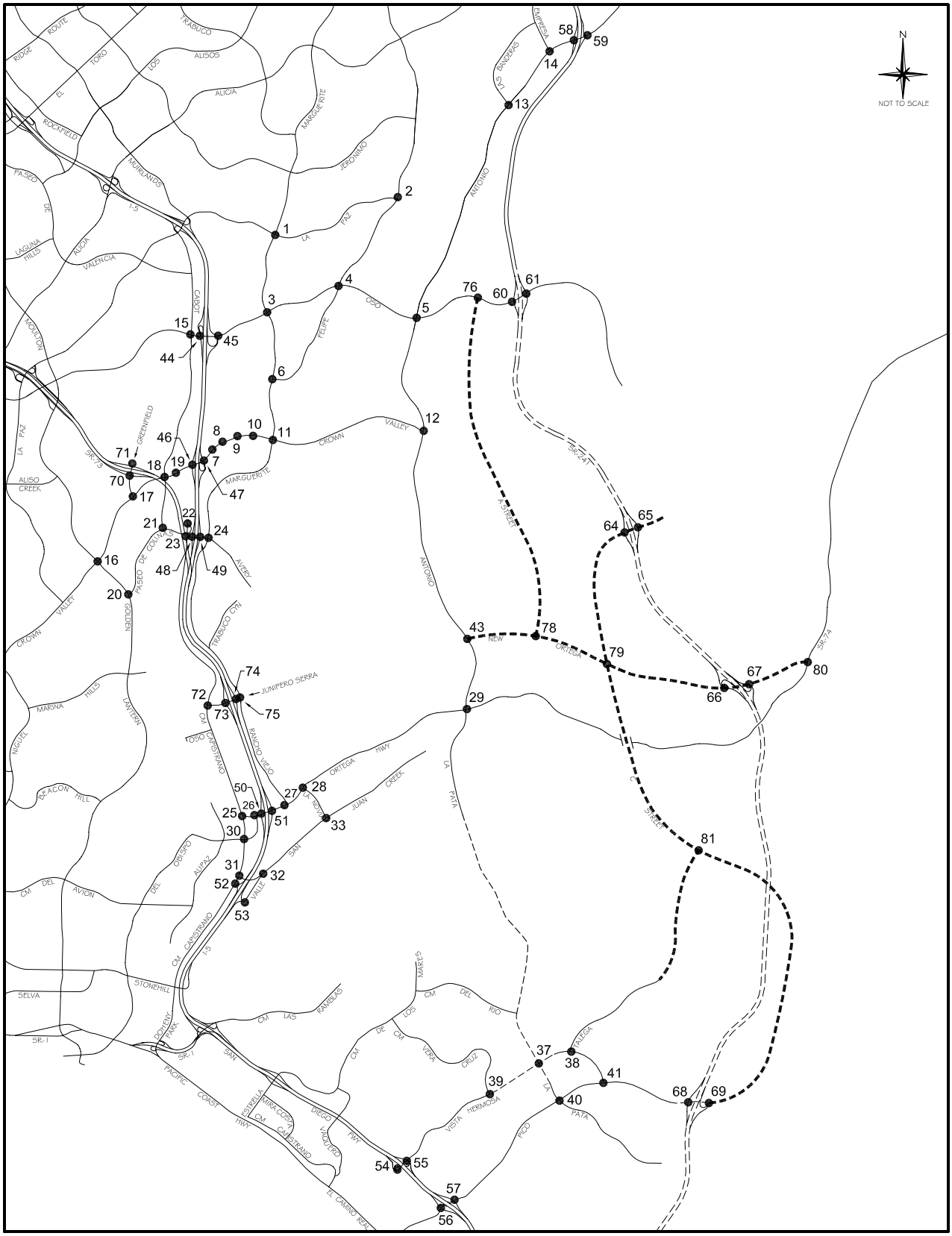
2025 Proposed Project (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		320		800	.24*
SBT	0	5100	0	.13*	0	
SBR	1.5		320		370	.22
EBL	2	3400	330	.10*	370	.11*
EBT	2	3400	830	.24	1140	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1160	.34*	1010	.30*
WBR	1	1700	710	.42	510	.30
Right Turn Adjustment			WBR	.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.70**

ICU Data Set 12

2025 Cumulative with Proposed Project
(Committed Circulation System Plus La Pata and FTC-S)



2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	800	.24	1150	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1030	.30*	1080	.32*
SBR	1	1700	220	.13	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1010	.30*
EBR	1	1700	120	.07	280	.16
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	450	.13*	360	.11
WBR	d	1700	370	.22	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.82**

2. Olympiad & La Paz

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	210	.12*
NBT	2	3400	660	.19	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	550	.20*
SBR	0	0	180		140	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	510	.30
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.58**

3. Marguerite & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	230	.07
NBT	2	3400	860	.25	880	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	230	.07	600	.18*
SBT	2	3400	690	.20*	910	.27
SBR	1	1700	320	.19	180	.11
EBL	2	3400	180	.05*	220	.06
EBT	4	6800	1390	.20	1800	.26*
EBR	d	1700	100	.06	420	.25
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2460	.36*	1460	.21
WBR	d	1700	100	.06	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.79**

4. Felipe & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	340	.10*	400	.12*
NBR	1	1700	70	.04	220	.13
SBL	1	1700	340	.20*	460	.27*
SBT	2	3400	410	.12	380	.11
SBR	d	1700	120	.07	210	.12
EBL	1	1700	120	.07	220	.13
EBT	3	5100	1570	.31*	2230	.44*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	260	.15*	210	.12*
WBT	3	5100	2010	.39	1620	.32
WBR	d	1700	600	.35	390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **1.00**

6. Marguerite & Felipe

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	870	.26*	1020	.30*
NBR	1	1700	250	.15	790	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	890	.26	900	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		440	
WBT	0.5	3400	40	.21*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.82**

7. Puerta Real & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	530	.16*	440	.13*
EBT	4	6800	2180	.32	3080	.45
EBR	1	1700	170	.10	400	.24
WBL	2	3400	60	.02	260	.08
WBT	4	6800	2740	.41*	2630	.42*
WBR	0	0	80		240	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.81**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		190	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2140	.33	3150	.50*
EBR	0	0	120		240	
WBL	2	3400	360	.11	240	.07*
WBT	4	6800	2530	.39*	2580	.39
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.80**

9. Los Altos & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1780	.31	3220	.49*
EBR	0	0	320		100	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	2960	.48*	2260	.34
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.97**

10. Bellogente & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1800	.27	3650	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2360	.35
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.67**

11. Marguerite & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	830	.24*
NBR	1	1700	470	.28	540	.32
SBL	2	3400	200	.06	560	.16*
SBT	2	3400	750	.22*	600	.18
SBR	1	1700	1040	.61	330	.19
EBL	2	3400	550	.16*	890	.26*
EBT	4	6800	1220	.18	2540	.37
EBR	1	1700	80	.05	280	.16
WBL	2	3400	690	.20	620	.18
WBT	4	6800	2540	.46*	1950	.33*
WBR	0	0	560		260	
Right Turn Adjustment			SBR	.27*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.04**

13. Banderas & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	580	.34
EBL	2	3400	400	.12	390	.11*
EBT	3	5100	2360	.47*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1390	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.69**

14. Empresa & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		180		330	
EBL	2	3400	860	.25*	160	.05
EBT	3	5100	960	.19	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02*
WBT	3	5100	860	.17*	960	.19
WBR	f		360		300	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.47**

15. Cabot & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	220	.06
NBT	2	3400	690	.20*	310	.09*
NBR	1	1700	170	.10	580	.34
SBL	2	3400	310	.09*	670	.20*
SBT	2	3400	260	.08	570	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1110	.22*	1210	.24*
EBR	1	1700	140	.08	70	.04
WBL	2	3400	370	.11*	340	.10*
WBT	3	5100	1410	.28	1180	.23
WBR	1	1700	530	.31	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.85**

16. Moulton & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	230	.07*
NBT	2.5	6800	1290	{.25}*	1080	.21
NBR	1.5		600	{.22}	360	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	780	.15	1490	.29*
SBR	1	1700	130	.08	180	.11
EBL	2	3400	180	.05	150	.04
EBT	3	5100	1340	.26*	1100	.22*
EBR	1	1700	390	.23	230	.14
WBL	2	3400	620	.18*	790	.23*
WBT	3	5100	880	.17	1440	.28
WBR	1	1700	180	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.86**

17. Greenfield & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	910	.27*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	290	.17	250	.15
EBL	2	3400	570	.17*	300	.09*
EBT	3	5100	1540	.31	1150	.23
EBR	0	0	30		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1450	.28*	1580	.31*
WBR	1	1700	810	.48	770	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	320	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	110	.06	380	.19*
SBR	0	0	210	.12	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1580	.31
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2040	.40*	2010	.39*
WBR	1	1700	160	.09	250	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.77**

19. Forbes & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	160	.09	230	.14
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2280	.36	1960	.29
EBR	0	0	140		40	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2170	.43*	2240	.44*
WBR	1	1700	130	.08	200	.12
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.74**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2280	.45*	850	.17
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	400	.24*	260	.15
SBT	3	5100	1230	.24	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1220	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	520	.31	220	.13
Right Turn Adjustment				NBR .03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.86**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	290	.09	400	.12
EBL	1	1700	490	.29*	460	.27*
EBT	2	3400	850	.25	620	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.14*	970	.29*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.64**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.21}*
NBR	1.5		640	{.12}	930	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	80	.05	250	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1120		800	
WBT	0	3400	0	.34*	0	.25*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

23. Cm Capistrano & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	310	.18
SBL	2	3400	950	.28*	990	.29*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	640	.19	900	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.55**

24. Marguerite & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	310	.18*
NBT	2	3400	540	.16	360	.11
NBR	d	1700	160	.09	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	560	.16*	570	.17*
SBR	d	1700	320	.19	610	.36
EBL	2	3400	600	.18	660	.19
EBT	2	3400	560	.29*	840	.32*
EBR	0	0	420		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	320	.11
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.80**

25. Cm Capistrano & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	610	.36*	580	.34*
NBR	1	1700	30	.02	100	.06
SBL	1	1700	150	.09*	150	.09*
SBT	1	1700	580	.34	550	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	140	.08*	170	.10*
WBT	0	0	0		0	
WBR	1	1700	230	.14	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.58**

26. Del Obispo & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1210	.36	1270	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	400	.14*	550	.20*
EBR	0	0	90		120	
WBL	2	3400	1250	.37*	1330	.39*
WBT	1	1700	700	.41	710	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.72**

27. Rancho Viejo & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	170	.12*	120	.10
NBR	0		70		50	
SBL	1.5		150		270	
SBT	0.5	3400	100	.07*	160	.13*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	150	.09	260	.15
EBT	2	3400	1420	.42*	1700	.50*
EBR	1	1700	720	.42	490	.29
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1660	.33	1290	.25
WBR	1	1700	380	.22	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.89**

28. La Novia & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	350	.10*	260	.08*
NBT	0	0	0		0	
NBR	1	1700	280	.16	440	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1180	.35*	1750	.51*
EBR	1	1700	380	.22	240	.14
WBL	1	1700	580	.34*	440	.26*
WBT	2	3400	1720	.51	1180	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.90**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	720	.42*	410	.24
NBR	1	1700	190	.11	290	.17
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	420	.25	740	.44*
SBR	1	1700	700	.41	250	.15
EBL	1	1700	260	.15	370	.22*
EBT	2	3400	1040	.31*	740	.22
EBR	1	1700	450	.26	430	.25
WBL	1	1700	310	.18*	380	.22
WBT	2	3400	670	.20	820	.24*
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **1.08**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	750	.22*	800	.24*
NBR	1	1700	540	.32	540	.32
SBL	2	3400	220	.06*	590	.17*
SBT	2	3400	710	.21	1070	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		790	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		530	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.69**

32. Valle & San Juan Creek

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	220	.13	300	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	570	.34
EBR	1	1700	380	.22	570	.34
WBL	1	1700	240	.14	150	.09
WBT	1	1700	910	.54*	820	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.83**

33. La Novia & San Juan Creek

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	280	.16*	160	.09*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	460	.27*	400	.24*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	560	.33	380	.22
EBL	1	1700	260	.15*	360	.21*
EBT	1	1700	260	.15	290	.17
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	410	.24*	300	.18*
WBR	1	1700	450	.26	350	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.77**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	720	.21*	1200	.35*
SBT	0	0	0		0	
SBR	1	1700	380	.22	480	.28
EBL	0	0	0		0	
EBT	3	5100	1090	.21	1770	.35*
EBR	f		490		690	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1440	.28
WBR	f		670		370	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.75**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	490	.29*	440	.26*
NBT	0	0	0		0	
NBR	1	1700	290	.17	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1650	.32	2460	.48*
EBR	f		280		500	
WBL	0	0	0		0	
WBT	3	5100	2140	.42*	1360	.27
WBR	f		1220		720	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.84**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1320	.26*	1920	.38*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2450	.36*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	510	.15*	520	.15*
WBT	3	5100	1750	.34	1800	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.94**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	210	.12*
NBT	0	5100	0	.25	0	
NBR	1.5		690		500	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2140	{.42}*	3410	.67*
EBR	1.5		950	{.37}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2110	.41
WBR	f		1470		1590	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.87**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		550		480	
SBT	0	3400	0	.22*	0	.26*
SBR	0.5		210		400	
EBL	0	0	0		0	
EBT	2	3400	690	.20	960	.28*
EBR	1	1700	330	.19	340	.20
WBL	1	1700	190	.11	340	.20*
WBT	1	1700	740	.44*	700	.41
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.79**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	310	.18*
NBT	0	0	0		0	
NBR	1	1700	390	.23	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	240	.14*
EBT	2	3400	1200	.35*	1190	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	640	.19	730	.21*
WBR	1	1700	450	.26	510	.30
Right Turn Adjustment			NBR	.06*	NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.71**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1230		1260	
SBT	0	5100	0	{.40}*	0	{.41}*
SBR	1.5		970		990	
EBL	0	0	0		0	
EBT	3	5100	1440	.28*	1570	.31*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	250	.15*	230	.14*
WBT	2	3400	980	.29	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.88**		**.91**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.13}*	270	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		550		470	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	810	.24*
EBT	2	3400	1850	.54	2010	.59
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	950	{.39}*	1000	{.39}*
WBR	1.5		1230		1160	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.81**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1080	.32*	930	.28*
NBR	0	0	20		20	
SBL	2	3400	620	.18*	550	.16*
SBT	2	3400	960	.28	1310	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1080	.32*
WBT	0	5100	0		0	
WBR	1.5		210		410	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.81**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	1	1700	130	.08	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	160	.14*	230	.26*
SBR	1	1700	360	.21	280	.16
EBL	1	1700	430	.25*	520	.31*
EBT	1	1700	40	.05	180	.14
EBR	0	0	40		60	
WBL	0	0	40		50	
WBT	1	1700	310	.21*	80	.08*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.76**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	810	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1390	.27*	1630	.32*
EBR	1	1700	30	.02	90	.05
WBL	1	1700	140	.08*	130	.08*
WBT	3	5100	1290	.25	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.69**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	40	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	200	.12
EBT	3	5100	950	.19	2210	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1360	.27*	1150	.23
WBR	1	1700	1510	.89	200	.12
Right Turn Adjustment			WBR	.60*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.52**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	200	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	330	
EBL	0	0	0		0	
EBT	2	3400	980	.29	920	.27*
EBR	1	1700	310	.18	560	.33
WBL	2	3400	150	.04	100	.03*
WBT	2	3400	1600	.47*	990	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.45**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510	{.17}*	420	{.16}*
NBT	0	3400	0	.17	0	.16
NBR	0.5		60		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	430	.25*	20	.01
EBT	2	3400	620	.18	1080	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1250	.37*	640	.19
WBR	1	1700	380	.22	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.53**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1280	.49*	520	.27*
NBR	0	0	370		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	480	.14	500	.15
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		520		900	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.55**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1270	.37*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.49**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1020	.60	840	.49
SBL	1	1700	100	.06*	130	.08*
SBT	1	1700	90	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1060	.62*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**.80**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	570	.34	660	.39
EBL	0	0	0		0	
EBT	2	3400	970	.32*	820	.29*
EBR	0	0	130		160	
WBL	0.5		250	{.15}*	300	{.18}*
WBT	1.5	3400	350	.18	610	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.66**		**.76**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		630	.37*	650	.38*
EBT	1.5	3400	590	.35	450	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	770	.45*
WBR	1	1700	410	.24	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.96**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	320	.19*
NBT	2	3400	180	.06	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	220	.13*	320	.19*
SBR	1	1700	580	.34	710	.42
EBL	1.5		640		440	
EBT	0.5	3400	30	.26*	10	.19*
EBR	0		230		210	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.09*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.68**		**.72**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	630	.20*	610	.19*
NBT	3	4800	540	.11	670	.14
NBR	1	1600	180	.11	260	.16
SBL	1	1600	80	.05	70	.04
SBT	3	4800	490	.10*	430	.09*
SBR	1	1600	300	.19	510	.32
EBL	1	1600	500	.31*	320	.20*
EBT	2	3200	300	.09	490	.15
EBR	1	1600	360	.23	380	.24
WBL	1	1600	240	.15	220	.14
WBT	2	3200	630	.24*	410	.15*
WBR	0	0	130		80	
Right Turn Adjustment					SBR	.08*

TOTAL CAPACITY UTILIZATION **.85** **.71**

38. Talega & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	90	.06
SBT	1	1600	30	.43*	30	.25*
SBR	0	0	650		370	
EBL	1	1600	300	.19*	480	.30*
EBT	2	3200	50	.03	140	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	190	.10*	110	.07*
WBR	0	0	140		230	.14

TOTAL CAPACITY UTILIZATION **.73** **.63**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	80	.03*	260	.08*
NBR	0	0	10		10	
SBL	1	1600	860	.54*	610	.38*
SBT	2	3200	470	.21	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	320	.20*	170	.11*
EBT	2	3200	1240	.42	940	.30
EBR	0	0	90		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	810	.36*	1020	.57*
WBR	0	0	350		800	

TOTAL CAPACITY UTILIZATION **1.13** **1.14**

40. La Pata & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	760	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	180	.11	100	.06
SBL	2	3200	20	.01	40	.01
SBT	2	3200	40	.01*	10	.00*
SBR	f		140		60	
EBL	1	1600	210	.13	130	.08*
EBT	3	4800	960	.20*	840	.18
EBR	1	1600	610	.38	280	.18
WBL	2	3200	250	.08*	20	.01
WBT	2.5	6400	510	.11	780	.16*
WBR	1.5		30		10	
Right Turn Adjustment			EBR	.11*		

TOTAL CAPACITY UTILIZATION **.49** **.72**

41. Vista Hermosa & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	170	.11*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	420	.13*	140	.04
SBT	1	1600	80	.05	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	100	.03*	210	.07*
EBT	3	4800	930	.19	960	.20
EBR	1	1600	300	.19	40	.03
WBL	1	1600	10	.01	10	.01
WBT	3	4800	840	.24*	570	.18*
WBR	0	0	300		300	.19

TOTAL CAPACITY UTILIZATION **.41** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1210	.38*	680	
SBT	0	4800	0		0	{.24}*
SBR	1.5		200	.13	520	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	330	.10*
WBR	f		230		140	

TOTAL CAPACITY UTILIZATION **.49** **.38**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		260	.08	360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1580	.49*	1100	.34*
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.26}	530	.33
WBR	1.5		870		1090	.34
Right Turn Adjustment			NBR	.02*	NBR	.10*

TOTAL CAPACITY UTILIZATION **.57** **.45**

56. I-5 SB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1710	.53*	850	.27*
SBT	0	0	10		10	
SBR	1	1600	230	.14	330	.21
EBL	0	0	0		0	
EBT	3	4800	860	.18*	870	.18*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	600	.38*
WBT	2	3200	470	.15	1020	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.90** **.83**

57. I-5 NB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	260	.16	150	.09
NBR(f)	f		610		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16
EBT	2	3200	2360	.74*	1440	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	630	.13	1320	.28
WBR	f		1020		1250	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.90**		**.64**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	770	.23*
NBT	3	5100	980	.19	950	.19
NBR	1	1700	430	.25	530	.31
SBL	2	3400	150	.04	120	.04
SBT	3	5100	1330	.26*	1140	.22*
SBR	f		1030		510	
EBL	2	3400	840	.25*	910	.27
EBT	3	5100	740	.15	1370	.27*
EBR	1	1700	640	.38	640	.38
WBL	2	3400	890	.26	720	.21*
WBT	3	5100	1030	.20*	600	.12
WBR	1	1700	310	.18	80	.05
Right Turn Adjustment			EBR	.19*	EBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.21** **1.09**

12. Antonio & Crown Valley

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	950	.28*	1080	.32*
NBT	3	5100	1610	.32	1360	.27
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1490	.29*	1360	.27*
SBR	f		1070		940	
EBL	2	3400	620	.18*	1050	.31*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	610	.36	1140	.67
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.18*	EBR	.35*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.31**

29. La Pata & Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	250	.15*	330	.19*
NBT	2	3400	560	.18	650	.19
NBR	0	0	50		10	
SBL	1	1700	50	.03	70	.04
SBT	2	3400	980	.29*	510	.15*
SBR	1	1700	1730	1.02	1110	.65
EBL	2	3400	910	.27*	1430	.42*
EBT	1	1700	40	.02	410	.24
EBR	1	1700	510	.30	260	.15
WBL	1	1700	10	.01	40	.02
WBT	1	1700	200	.12*	130	.08*
WBR	1	1700	50	.03	60	.04
Right Turn Adjustment			SBR	.73*	SBR	.50*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.61** **1.39**

43. Antonio & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	650	.13*	1080	.21*
NBR	f		740		1200	
SBL	2	3400	1050	.31*	1250	.37*
SBT	3	5100	1250	.25	860	.17
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	2	3400	1110	.33*	920	.27*
WBT	1	1700	40	.02	60	.04
WBR	f		1230		1360	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.94**

64. SR-241 SB Ramps & C St

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		130		370	
SBT	0	5100	0	.05*	0	.14*
SBR	1.5		130		360	
EBL	0	0	0		0	
EBT	2	3400	510	.15*	570	.17*
EBR	0	0	10		10	
WBL	1	1700	50	.03*	40	.02*
WBT	2	3400	320	.09	260	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.28** **.38**

65. SR-241 NB Ramps & C St

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	20	.01	50	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	330	.10*	260	.08
EBT	2	3400	310	.09	680	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	360	.11*	300	.09
WBR	1	1700	390	.23	170	.10
Right Turn Adjustment			WBR	.12*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.28**

66. SR-241 SB Ramps & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160		480	
SBT	0	5100	0	.06*	0	.15*
SBR	1.5		160		260	
EBL	0	0	0		0	
EBT	2	3400	800	.25	1110	.34*
EBR	0	0	50		40	
WBL	0	0	0		0	
WBT	2	3400	1020	.30*	830	.24
WBR	1	1700	560	.33	380	.22
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.54**

67. SR-241 NB Ramps & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	360	.21	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23	1550	.46*
EBR	1	1700	170	.10	40	.02
WBL	0	0	0		0	
WBT	2	3400	1560	.61*	1180	.45
WBR	0	0	530		340	
Right Turn Adjustment			NBR	.20*	NBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.85**

68. SR-241 SB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290		260	
SBT	0	5100	0	.14*	0	.11*
SBR	1.5		440		320	
EBL	0	0	0		0	
EBT	2	3400	910	.27*	1390	.41*
EBR	1	1700	90	.05	210	.12
WBL	1	1700	70	.04*	90	.05*
WBT	2	3400	850	.25	960	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.62**

69. SR-241 NB Ramps & Pico

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05*
NBT	0	0	0		0	
NBR	1	1700	70	.04	70	.04
SBL	0	0	70	{.04}*	70	
SBT	0	0	0		0	
SBR	0	0	40		80	
EBL	0	0	0		0	
EBT	2	3400	940	.28*	1190	.35*
EBR	1	1700	270	.16	460	.27
WBL	1	1700	280	.16*	280	.16*
WBT	2	3400	880	.26	970	.29
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.64**

76. A St & Oso

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	50	.03*
NBT	0	0	0		0	
NBR	1	1700	70	.04	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1250	.25	1410	.28*
EBR	d	1700	20	.01	110	.06
WBL	1	1700	10	.01	60	.04*
WBT	3	5100	1590	.31*	1250	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.41** **.40**

78. A St & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	40	.02*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1840	.36	2500	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2370	.46*	2340	.46
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.56**

79. C St & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	800	.24*	810	.24*
NBT	2	3400	270	.08	150	.04
NBR	1	1700	100	.06	80	.05
SBL	2	3400	120	.04	140	.04
SBT	2	3400	120	.04*	270	.08*
SBR	1	1700	370	.22	320	.19
EBL	2	3400	290	.09*	340	.10*
EBT	2	3400	880	.26	1190	.35
EBR	1	1700	560	.33	940	.55
WBL	2	3400	40	.01	70	.02
WBT	2	3400	1130	.33*	1150	.34*
WBR	1	1700	110	.06	260	.15
Right Turn Adjustment			SBR	.09*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.84** **.82**

80. Ortega & New Ortega

2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	50	.03
NBT	2	3400	10	.01	290	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	80	.05*	10	.01
SBR	2	3400	1120	.33	660	.19
EBL	2	3400	380	.11*	1010	.30*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	100	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	110	.07*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.28*	SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.64**

81. C St & Talega

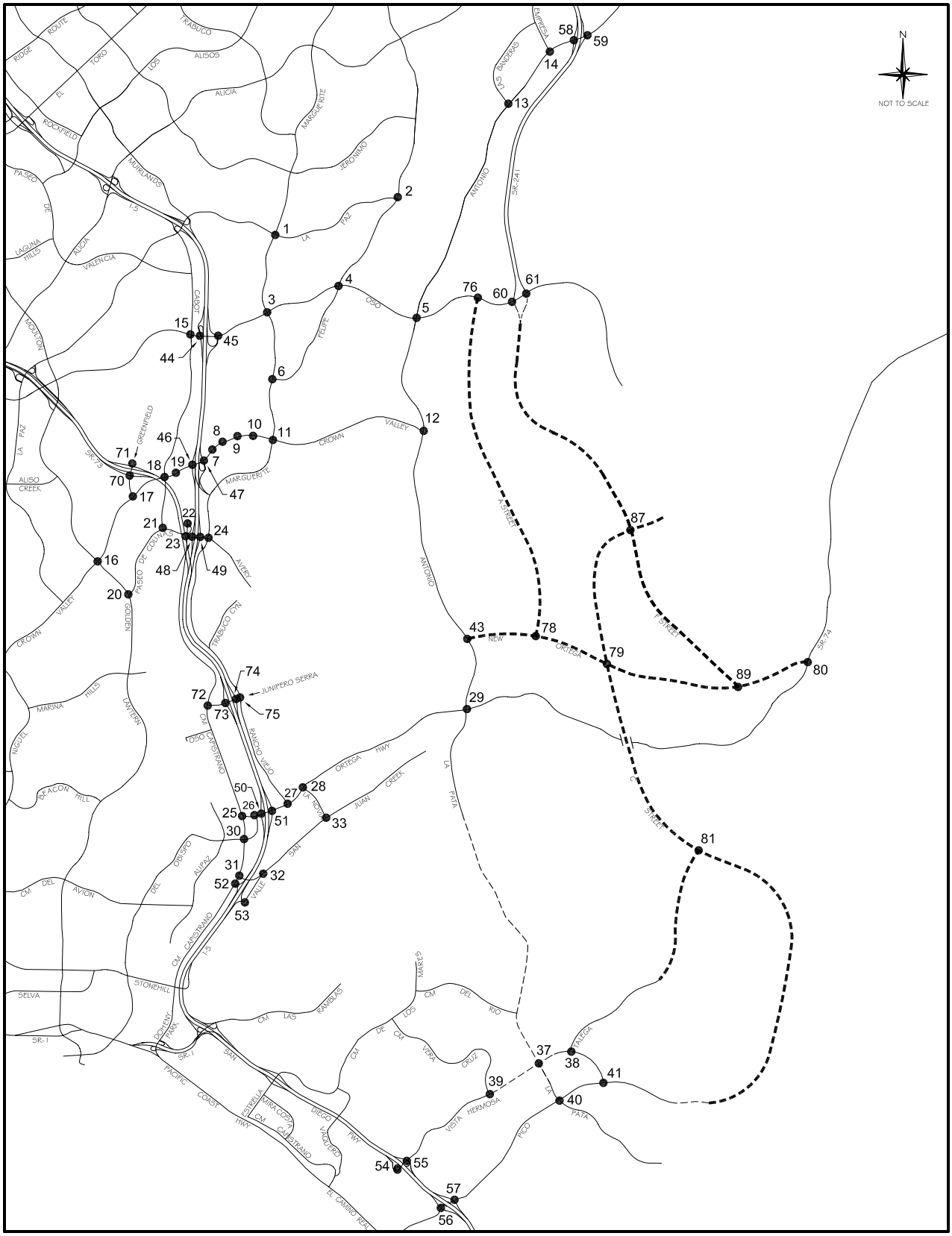
2025 Proposed Project (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	350	.11*	440	.13*
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04*
SBT	2	3400	370	.12	470	.15
SBR	0	0	40		30	
EBL	1	1700	20	.01*	50	.03*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.23** **.29**

ICU Data Set 13

2025 Cumulative with Proposed Project and Mitigation (without FTC-S)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM
WITH MITIGATION AND WITHOUT FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	370	.11*	410	.12*
NBR	1	1700	80	.05	250	.15
SBL	2	3400	340	.10*	540	.16*
SBT	2	3400	430	.13	360	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	110	.06	210	.12
EBT	3	5100	1630	.32*	2210	.43*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	290	.17*	220	.13*
WBT	3	5100	2000	.39	1640	.32
WBR	d	1700	650	.38	400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .89

11. Marguerite & Crown Valley

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	50	.01
NBT	2	3400	490	.14	810	.24*
NBR	1	1700	470	.28	550	.32
SBL	2	3400	210	.06	560	.16*
SBT	1.5	5100	680	{.31}*	600	.18
SBR	1.5		1120		340	
EBL	2	3400	560	.16*	930	.27*
EBT	4	6800	1170	.17	2590	.38
EBR	1	1700	60	.04	210	.12
WBL	2	3400	820	.24	620	.18
WBT	4	6800	2460	.36*	2050	.30*
WBR	d	1700	580	.34	250	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .94 1.02

27. Rancho Viejo & Ortega

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11	570	.17*
NBT	1	1700	180	.11*	130	.08
NBR	1	1700	70	.04	50	.03
SBL	1.5		140		370	
SBT	0.5	3400	100	.07*	160	.16*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	240	.14	260	.15
EBT	2	3400	1390	.41*	1600	.47*
EBR	1	1700	720	.42	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1650	.32	1260	.25
WBR	1	1700	410	.24	160	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .69 .89

28. La Novia & Ortega

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1150	.34*	1740	.51*
EBR	1	1700	380	.22	260	.15
WBL	2	3400	590	.17*	460	.14*
WBT	2	3400	1700	.50	1150	.34
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .86

30. Cm Capistrano & Del Obispo

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	430	.13*
NBT	1	1700	780	.46*	510	.30
NBR	1	1700	250	.15	330	.19
SBL	1	1700	40	.02*	70	.04
SBT	2	3400	420	.25	790	.33*
SBR	0	0	700	.41	330	
EBL	2	3400	270	.08	380	.11*
EBT	2	3400	1010	.30*	740	.22
EBR	1	1700	450	.26	420	.25
WBL	2	3400	330	.10*	370	.11
WBT	2	3400	670	.20	810	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.86**

32. Valle & San Juan Creek

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	550	.32*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	230	.14	340	.20
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	390	.23*	540	.32*
EBR	1	1700	360	.21	630	.37
WBL	1	1700	220	.13*	170	.10*
WBT	2	3400	920	.27	820	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.76**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	90	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	700	.21*	280	.08
EBT	3	5100	1000	.20	2280	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1300	.38*	1140	.22
WBR	1.5		1600	.47	190	.11
Right Turn Adjustment			WBR	.08*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.53**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	210	.12	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	620	.18*	720	.21*
EBT	1	1700	720	.42	470	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	820	.48*
WBR	1	1700	410	.24	250	.15
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.82**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	470	.15*	750	.23*
NBT	3	4800	1380	.29	1440	.30
NBR	1	1600	220	.14	360	.23
SBL	1	1600	100	.06	180	.11
SBT	3	4800	950	.20*	970	.20*
SBR	f		630		1000	
EBL	3	4800	1310	.27*	930	.19
EBT	2	3200	350	.11	560	.18*
EBR	1	1600	430	.27	430	.27
WBL	1	1600	280	.18	280	.18*
WBT	2	3200	720	.23*	400	.13
WBR	1	1600	270	.17	170	.11

TOTAL CAPACITY UTILIZATION **.85** **.79**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	80	.03*	360	.12*
NBR	0	0	10		10	
SBL	2	3200	730	.23*	580	.18*
SBT	2	3200	570	.24	170	.11
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1590	.54	1260	.40
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1160	.36*	1430	.45*
WBR	1	1600	330	.21	720	.45

TOTAL CAPACITY UTILIZATION **.82** **.86**

56. I-5 SB Ramps & Pico

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1640	.51*	950	.30*
SBT	0	0	10		10	
SBR	1	1600	240	.15	340	.21
EBL	0	0	0		0	
EBT	3	4800	910	.19*	880	.18*
EBR	1	1600	150	.09	370	.23
WBL	1.5		650	{.22}*	840	{.38}*
WBT	1.5	4800	430	.23	970	.38
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.92** **.86**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	610	.12*	550	.11*
NBT	3	5100	1230	.24	1160	.23
NBR	1	1700	650	.38	710	.42
SBL	2	3400	220	.06	220	.06
SBT	4	6800	1470	.22*	1360	.20*
SBR	f		1030		510	
EBL	2	3400	800	.24*	900	.26
EBT	4	6800	990	.15	1570	.23*
EBR	1	1700	480	.28	570	.34
WBL	2	3400	980	.29	900	.26*
WBT	3	5100	1390	.27*	870	.17
WBR	1	1700	420	.25	130	.08
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR EBR						

TOTAL CAPACITY UTILIZATION **.90** **.85**

12. Antonio & Crown Valley

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	900	.18*	1060	.21*
NBT	3	5100	1740	.34	1320	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1450	.28*	1570	.31*
SBR	f		1150		1050	
EBL	3	5100	660	.13*	1230	.24*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	500	.15	990	.29
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.02*	EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

29. La Pata & Ortega

2025 Proposed Project w/Mitigation (without FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	350	.10*
NBT	3	5100	1410	.28	1140	.26
NBR	0	0	40		200	
SBL	1	1700	60	.04	80	.05
SBT	3	5100	1470	.29*	1320	.26*
SBR	f		1610		1050	
EBL	2	3400	930	.27*	1370	.40*
EBT	1	1700	50	.03	430	.25
EBR	1	1700	470	.28	310	.18
WBL	1	1700	140	.08	30	.02
WBT	1	1700	250	.15*	150	.09*
WBR	1	1700	60	.04	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.90**

43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (without FTC-S)
(At-Grade Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	1060	.21*	1460	.29*
NBR	f		1200		1330	
SBL	2	3400	680	.20*	970	.29*
SBT	3	5100	1460	.29	1220	.24
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	3	5100	1280	.25*	1400	.27*
WBT	1	1700	40	.02	60	.04
WBR	f		900		940	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.94**

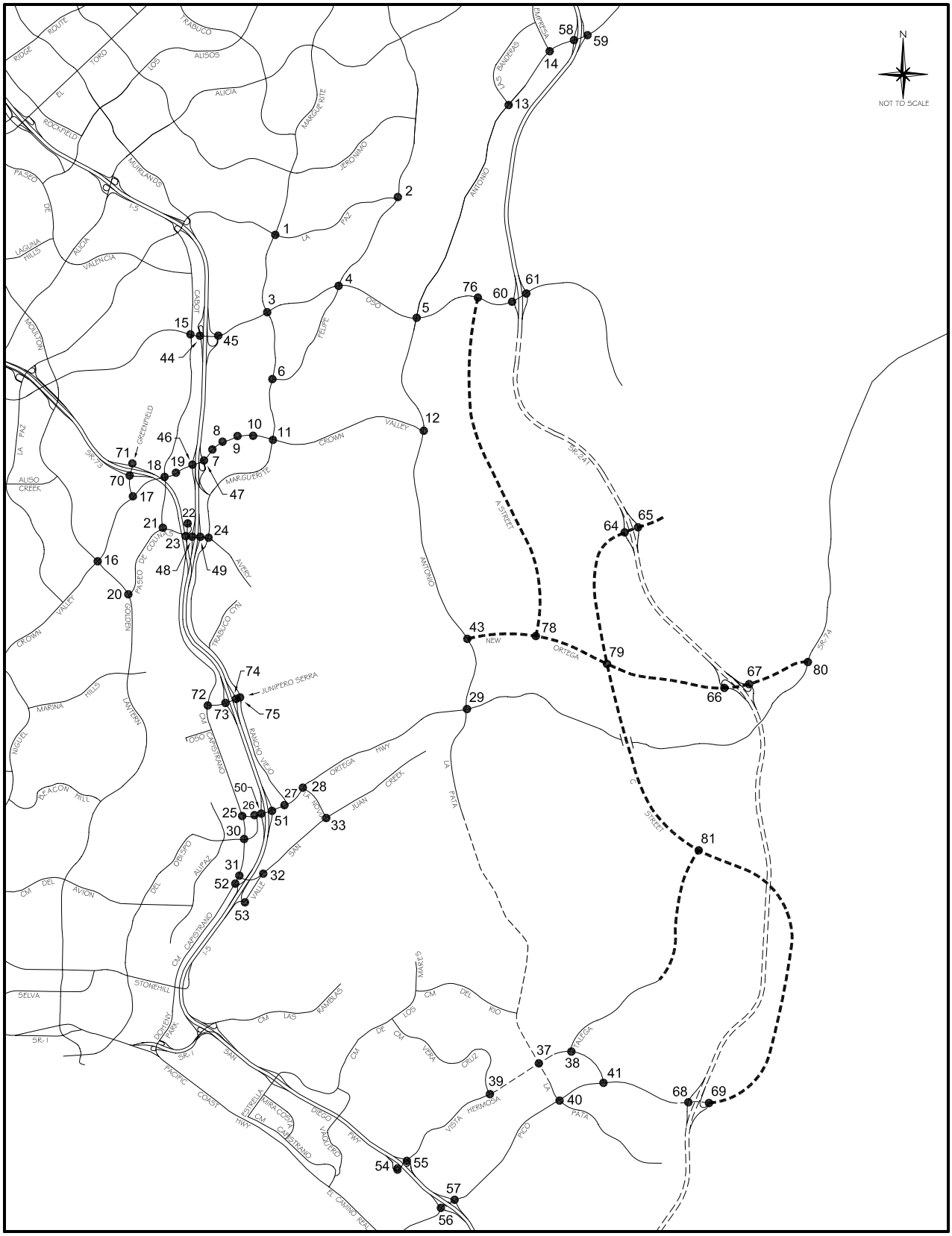
43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (without FTC-S)
(Grade Separated Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	2	3400	1060	.31*	1460	.43*
NBR	f		1200		1330	
SBL	2	3400	680	.20*	970	.29*
SBT	3	5100	1460	.29	1220	.24
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.08*	70	.08*
EBR	0	0	80		70	
WBL	0	0	0		0	
WBT	1	1700	40	.02	60	.04
WBR	f		900		940	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.85**

ICU Data Set 14

2025 Cumulative with Proposed Project and Mitigation (with FTC-S)



2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM
WITH MITIGATION AND WITH FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

4. Felipe & Oso

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	110	.06
NBT	2	3400	340	.10*	390	.11*
NBR	1	1700	70	.04	200	.12
SBL	2	3400	340	.10*	480	.14*
SBT	2	3400	400	.12	370	.11
SBR	d	1700	130	.08	220	.13
EBL	1	1700	110	.06	210	.12
EBT	3	5100	1570	.31*	2280	.45*
EBR	d	1700	80	.05	140	.08
WBL	1	1700	320	.19*	210	.12*
WBT	3	5100	1950	.38	1590	.31
WBR	d	1700	590	.35	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.87**

11. Marguerite & Crown Valley

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	50	.01
NBT	2	3400	480	.14	760	.22*
NBR	1	1700	460	.27	640	.38
SBL	2	3400	210	.06	390	.11*
SBT	1.5	5100	720	{.31}*	610	{.18}
SBR	1.5		1060		350	
EBL	2	3400	550	.16*	870	.26
EBT	4	6800	1230	.18	2630	.39*
EBR	1	1700	60	.04	210	.12
WBL	2	3400	740	.22	600	.18*
WBT	4	6800	2520	.37*	2030	.30
WBR	d	1700	570	.34	260	.15
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.95** **.95**

27. Rancho Viejo & Ortega

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11	590	.17*
NBT	1	1700	180	.11*	110	.06
NBR	1	1700	70	.04	50	.03
SBL	1.5		140		270	
SBT	0.5	3400	100	.07*	170	.13*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	150	.09	260	.15
EBT	2	3400	1430	.42*	1700	.50*
EBR	1	1700	720	.42	490	.29
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1640	.32	1290	.25
WBR	1	1700	390	.23	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.89**

30. Cm Capistrano & Del Obispo

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	710	.42*	410	.24
NBR	1	1700	190	.11	300	.18
SBL	1	1700	40	.02*	80	.05
SBT	2	3400	420	.25	740	.30*
SBR	0	0	700	.41	280	
EBL	2	3400	270	.08	360	.11*
EBT	2	3400	1020	.30*	750	.22
EBR	1	1700	450	.26	430	.25
WBL	2	3400	310	.09*	350	.10
WBT	2	3400	670	.20	830	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.83**

32. Valle & San Juan Creek

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	220	.13	300	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22*	560	.33*
EBR	1	1700	380	.22	580	.34
WBL	1	1700	240	.14*	150	.09*
WBT	2	3400	910	.27	820	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.77**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	40	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	590	.17*	200	.06
EBT	3	5100	950	.19	2220	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2.5	6800	1360	.40*	1160	.23
WBR	1.5		1510	.44	200	.12
Right Turn Adjustment			WBR	.02*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.53**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	210	.12	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	560	.16*	640	.19*
EBT	1	1700	680	.40	400	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	790	.46*
WBR	1	1700	380	.22	250	.15
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.78**

San Clemente Intersections

39. Vera Cruz & Vista Hermosa

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	80	.03*	260	.08*
NBR	0	0	10		10	
SBL	2	3200	860	.27*	610	.19*
SBT	2	3200	470	.21	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	170	.11*
EBT	2	3200	1240	.42	940	.30
EBR	0	0	100		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	820	.26*	1020	.32*
WBR	1	1600	340	.21	790	.49
Right Turn Adjustment					WBR	.03*
TOTAL CAPACITY UTILIZATION				**.75**		**.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	810	.16*	700	.14*
NBT	3	5100	970	.19	990	.19
NBR	1	1700	450	.26	590	.35
SBL	2	3400	150	.04	120	.04
SBT	4	6800	1310	.19*	1110	.16*
SBR	f		1060		540	
EBL	2	3400	830	.24*	870	.26
EBT	3	5100	740	.15	1320	.26*
EBR	1	1700	640	.38	760	.45
WBL	2	3400	870	.26	710	.21*
WBT	3	5100	1070	.21*	610	.12
WBR	1	1700	300	.18	80	.05
Right Turn Adjustment			EBR	.03*	EBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR EBR

TOTAL CAPACITY UTILIZATION **.88** **.87**

12. Antonio & Crown Valley

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	3	5100	1010	.20*	1160	.23*
NBT	3	5100	1560	.31	1290	.25
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1490	.29*	1520	.30*
SBR	f		1040		880	
EBL	3	5100	610	.12*	1140	.22*
EBT	1	1700	20	.01	40	.02
EBR	2	3400	600	.18	1010	.30
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.06*	EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.88**

29. La Pata & Ortega

2025 Proposed Project w/Mitigation (with FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	250	.15*	330	.19*
NBT	2	3400	570	.18	650	.20
NBR	0	0	50		20	
SBL	1	1700	50	.03	70	.04
SBT	2	3400	990	.29*	500	.15*
SBR	f		1710		1110	
EBL	2	3400	920	.27*	1410	.41*
EBT	1	1700	40	.02	410	.24
EBR	1	1700	510	.30	260	.15
WBL	1	1700	10	.01	40	.02
WBT	1	1700	220	.13*	120	.07*
WBR	1	1700	60	.04	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.87**

43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (with FTC-S)
(At-Grade Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	3	5100	660	.13*	1100	.22*
NBR	f		740		1160	
SBL	2	3400	1050	.31*	1280	.38*
SBT	3	5100	1240	.24	860	.17
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	80	.05	70	.04
WBL	3	5100	1100	.22*	920	.18*
WBT	1	1700	40	.02	60	.04
WBR	f		1230		1370	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.87**

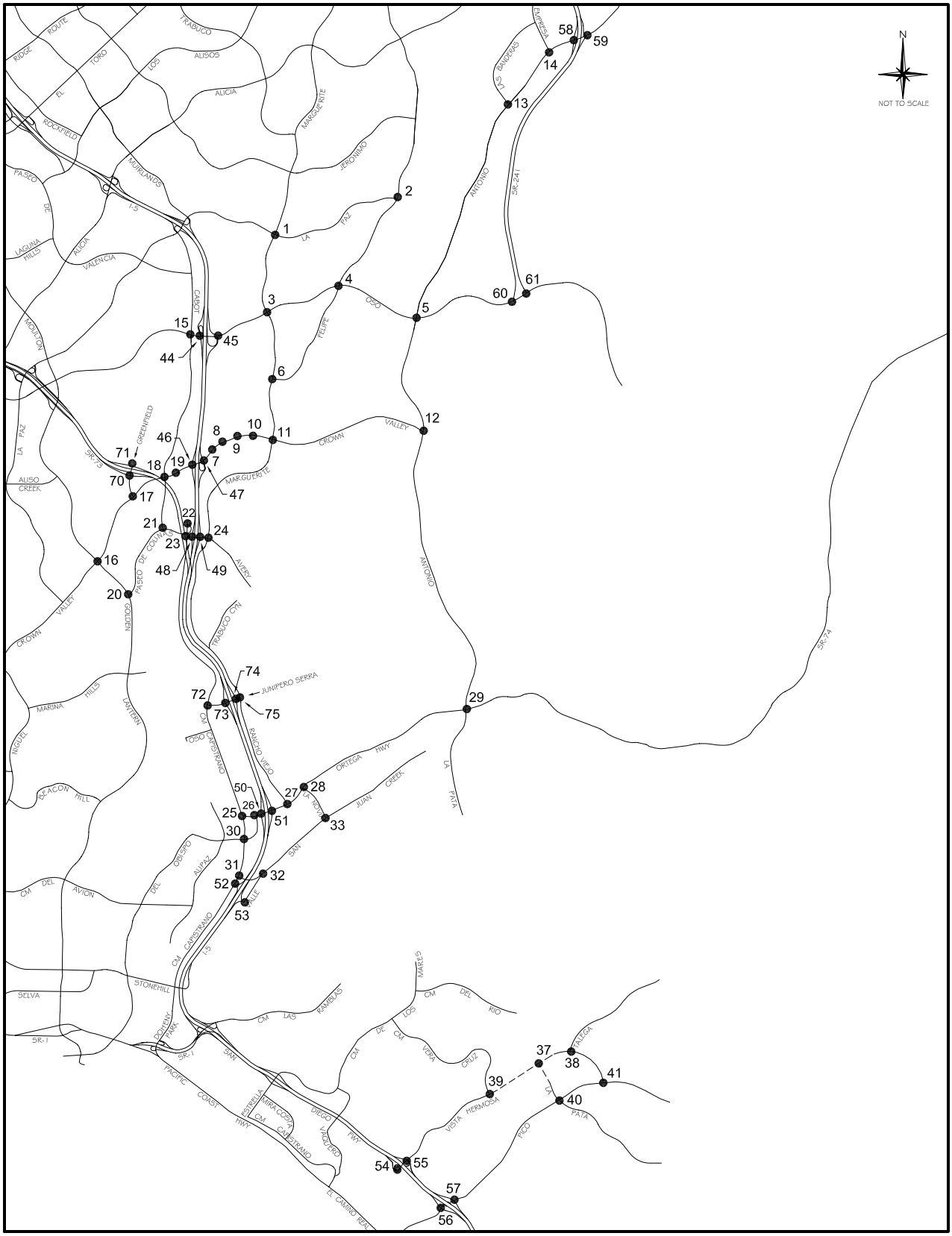
43. Antonio & New Ortega

2025 Proposed Project w/Mitigation (with FTC-S)
(Grade Separated Option)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	80	.05
NBT	2	3400	660	.19*	1100	.32*
NBR	f		740		1160	
SBL	2	3400	1050	.31*	1280	.38*
SBT	3	5100	1240	.24	860	.17
SBR	d	1700	40	.02	60	.04
EBL	1	1700	60	.04	50	.03
EBT	1	1700	60	.08*	70	.08*
EBR	0	0	80		70	
WBL	0	0	0		0	
WBT	1	1700	40	.02	60	.04
WBR	f		1230		1370	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.83**

ICU Data Set 15

2025 No Project Alternative
(Committed Circulation System)


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NOT TO SCALE
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LA PAZ
ALICIA
VALENCIA
ALISOS
TRABUCO
ANTONIO
SR-241
CROWN VALLEY
OSO
FELIPE
JERONIMO
MARGUERITE
GREENFIELD
GOLDEN
RANCHO JULIO
ORTEGA HWY
SAN JUAN CREEK
PACIFIC COAST HWY
STONEHILL
SELVA
SR-1
I-5
JUNIPERO SERRA
LA PATA
VISTA HERMOSA
PICO
AVERY
MARINA HILLS
LANTERN
NIGUEL
BEACON HILL
AUSO CREEK
LAGUNA HILLS
MOULTON
ROCKFIELD
RIDGE ROUTE
EL TORO
LOS
MARGUERITE
PASEO DE COLINAS
CM CAPISTRANO
CM DEL AVION
CM LAS RAMBLAS
CM DE LOS RIOS
CM DE LA VISTA
CM DEL REAL
CM CAPISTRANO
VIEJO CRO
EL CAMINO REAL
VISTA ALEGRE
VISTA CRUZ
VISTA PACIFICA
VISTA DIEGO
VISTA ESTRELLA
VISTA MIRA COSTA
VISTA PASEO
VISTA ALEGRE
VISTA PATA
VISTA PICO
VISTA HERMOSA
VISTA CRUZ

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	150	.04*	310	.09*
NBT	2	3400	820	.24	1160	.34
NBR	d	1700	130	.08	180	.11
SBL	2	3400	140	.04	220	.06
SBT	2	3400	1030	.30*	1130	.33*
SBR	1	1700	200	.12	160	.09
EBL	2	3400	230	.07*	350	.10
EBT	2	3400	300	.09	1030	.30*
EBR	1	1700	100	.06	260	.15
WBL	2	3400	330	.10	190	.06*
WBT	2	3400	490	.14*	330	.10
WBR	d	1700	350	.21	110	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.83**

2. Olympiad & La Paz

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	150	.09*
NBT	2	3400	660	.19	550	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	510	.21*	550	.20*
SBR	0	0	200		140	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	100	.06	520	.31
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.58**

3. Marguerite & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	460	.14*	230	.07
NBT	2	3400	790	.23	900	.26*
NBR	1	1700	50	.03	100	.06
SBL	2	3400	120	.04	540	.16*
SBT	2	3400	750	.22*	850	.25
SBR	1	1700	360	.21	220	.13
EBL	2	3400	220	.06*	180	.05
EBT	4	6800	1250	.18	1620	.24*
EBR	d	1700	120	.07	460	.27
WBL	2	3400	110	.03	160	.05*
WBT	4	6800	2300	.34*	1300	.19
WBR	d	1700	160	.09	160	.09
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.76**

4. Felipe & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	110	.06
NBT	2	3400	300	.09*	370	.11*
NBR	1	1700	50	.03	60	.04
SBL	1	1700	250	.15*	430	.25*
SBT	2	3400	410	.12	390	.11
SBR	d	1700	150	.09	230	.14
EBL	1	1700	120	.07*	270	.16
EBT	3	5100	1290	.25	1950	.38*
EBR	d	1700	80	.05	170	.10
WBL	1	1700	110	.06	180	.11*
WBT	3	5100	1860	.36*	1310	.26
WBR	d	1700	490	.29	290	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.72**		**.90**

6. Marguerite & Felipe

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	800	.24*	1070	.31*
NBR	1	1700	280	.16	650	.38
SBL	1	1700	100	.06*	370	.22*
SBT	2	3400	990	.29	870	.26
SBR	d	1700	30	.02	40	.02
EBL	1	1700	80	.05	40	.02
EBT	1	1700	50	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		590		440	
WBT	0.5	3400	20	.18*	10	.13*
WBR	1	1700	320	.19	100	.06
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.76**

7. Puerta Real & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	60	.04	170	.10
SBL	1	1700	140	.08*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	550	.16*	450	.13*
EBT	4	6800	2090	.31	3020	.44
EBR	1	1700	180	.11	440	.26
WBL	2	3400	30	.01	240	.07
WBT	4	6800	2770	.42*	2520	.40*
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.80**

8. Guevara/Medical Ctr & CVP

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		260	.15
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2010	.31	2990	.48*
EBR	0	0	130		250	
WBL	2	3400	350	.10	210	.06*
WBT	4	6800	2520	.39*	2470	.37
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.77**

9. Los Altos & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	540	.16
NBT	1	1700	20	.06*	20	.16*
NBR	0	0	80		260	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	130	.08
EBL	1	1700	160	.09*	110	.06
EBT	4	6800	1630	.29	3080	.47*
EBR	0	0	320		110	
WBL	1	1700	430	.25	160	.09*
WBT	4	6800	2930	.47*	2080	.31
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.91**

10. Bellogente & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1620	.24	3480	.51*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3610	.54*	2160	.32
WBR	0	0	80		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.65**

11. Marguerite & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07*	140	.04
NBT	2	3400	530	.16	880	.26*
NBR	1	1700	410	.24	540	.32
SBL	2	3400	190	.06	380	.11*
SBT	2	3400	850	.25*	690	.20
SBR	1	1700	900	.53	380	.22
EBL	2	3400	640	.19*	790	.23
EBT	4	6800	950	.14	2450	.36*
EBR	1	1700	70	.04	320	.19
WBL	2	3400	610	.18	510	.15*
WBT	4	6800	2580	.44*	1660	.27
WBR	0	0	400		200	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.14** **.93**

13. Banderas & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	460	.27	600	.35
EBL	2	3400	380	.11	410	.12*
EBT	3	5100	2460	.49*	1280	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1080	.22	1550	.32*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.73**

14. Empresa & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		210		450	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		150		340	
EBL	2	3400	830	.24*	170	.05*
EBT	3	5100	1040	.20	1150	.23
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	860	.17*	1070	.21*
WBR	f		290		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.47**

15. Cabot & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	720	.21*	330	.10*
NBR	1	1700	170	.10	580	.34
SBL	2	3400	290	.09*	670	.20*
SBT	2	3400	290	.09	630	.19
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	120	.04
EBT	3	5100	1050	.21	1130	.22*
EBR	1	1700	130	.08	70	.04
WBL	2	3400	350	.10	320	.09*
WBT	3	5100	1380	.27*	1150	.23
WBR	1	1700	540	.32	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.83**

16. Moulton & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06	220	.06*
NBT	2.5	6800	1380	{.27}*	1130	.22
NBR	1.5		610	{.22}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1610	.32*
SBR	1	1700	130	.08	190	.11
EBL	2	3400	180	.05	160	.05
EBT	3	5100	1360	.27*	1120	.22*
EBR	1	1700	400	.24	210	.12
WBL	2	3400	640	.19*	780	.23*
WBT	3	5100	860	.17	1480	.29
WBR	1	1700	170	.10	150	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.88**

17. Greenfield & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	70	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	910	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	250	.15
EBL	2	3400	560	.16*	290	.09*
EBT	3	5100	1580	.32	1180	.24
EBR	0	0	30		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1460	.29*	1600	.31*
WBR	1	1700	800	.47	780	.46
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.79** **.75**

18. Cabot & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	90	.05*
NBT	2	3400	300	.09*	170	.05
NBR	1	1700	390	.23	320	.19
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	110	.06	400	.20*
SBR	0	0	190	.11	280	
EBL	2	3400	310	.09*	320	.09*
EBT	3	5100	1980	.39	1600	.31
EBR	1	1700	130	.08	170	.10
WBL	2	3400	150	.04	330	.10
WBT	3	5100	2060	.40*	2030	.40*
WBR	1	1700	160	.09	240	.14
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	80	.05	210	.12*
SBT	1	1700	20	.01*	30	.02
SBR	1	1700	180	.11	240	.14
EBL	1	1700	200	.12*	130	.08*
EBT	4	6800	2260	.36	1970	.30
EBR	0	0	160		40	
WBL	1	1700	70	.04	50	.03
WBT	3	5100	2150	.42*	2230	.44*
WBR	1	1700	110	.06	200	.12
Right Turn Adjustment			SBR	.01*	SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.74**

20. Golden Lantern & P. Colinas

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2390	.47*	930	.18
NBR	1	1700	1130	.66	840	.49
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1280	.25	2290	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		860		1240	
WBT	0.5	3400	10	.26*	10	.37*
WBR	1	1700	520	.31	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.89**

21. Cabot & Paseo de Colinas

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	130	.04*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	420	.12
EBL	1	1700	470	.28*	470	.28*
EBT	2	3400	880	.26	660	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.65**

22. Cm Capistrano & P. Colinas

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	90	{.20}*
NBR	1.5		650		900	
SBL	1	1700	20	.01*	110	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1160		820	
WBT	0	3400	0	.35*	0	.25*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

23. Cm Capistrano & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	100	.06	310	.18
SBL	2	3400	980	.29*	990	.29*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	190	.11*
WBT	0	0	0		0	
WBR	2	3400	630	.19	870	.26
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.55**

24. Marguerite & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	620	.36*	300	.18*
NBT	2	3400	580	.17	380	.11
NBR	d	1700	170	.10	30	.02
SBL	1	1700	170	.10	130	.08
SBT	2	3400	590	.17*	540	.16*
SBR	d	1700	400	.24	700	.41
EBL	2	3400	610	.18	740	.22
EBT	2	3400	560	.29*	810	.34*
EBR	0	0	420		350	
WBL	1	1700	50	.03*	220	.13*
WBT	2	3400	220	.09	260	.09
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.86**

25. Cm Capistrano & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	750	.44*	720	.42*
NBR	1	1700	60	.04	90	.05
SBL	1	1700	170	.10*	150	.09*
SBT	1	1700	580	.34	700	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	160	.09*
WBT	0	0	0		0	
WBR	1	1700	210	.12	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.65**

26. Del Obispo & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1190	.35	1330	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	460	.16*	530	.19*
EBR	0	0	90		120	
WBL	2	3400	1310	.39*	1320	.39*
WBT	1	1700	700	.41	650	.38
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.73**

27. Rancho Viejo & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	130	.10
NBR	0		60		40	
SBL	1.5		120		280	
SBT	0.5	3400	110	.07*	150	.13*
SBR	1	1700	160	.09	180	.11
EBL	1	1700	200	.12*	250	.15
EBT	2	3400	1200	.35	1540	.45*
EBR	1	1700	750	.44	480	.28
WBL	1	1700	70	.04	50	.03*
WBT	3	5100	1570	.31*	1210	.24
WBR	1	1700	430	.25	120	.07
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .67 .83

28. La Novia & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	310	.09*
NBT	0	0	0		0	
NBR	1	1700	380	.22	510	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	960	.28*	1540	.45*
EBR	1	1700	350	.21	270	.16
WBL	1	1700	570	.34*	500	.29*
WBT	2	3400	1520	.45	1010	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .88

30. Cm Capistrano & Del Obispo

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	430	.13*
NBT	1	1700	860	.51*	550	.32
NBR	1	1700	220	.13	380	.22
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	440	.26	880	.52*
SBR	1	1700	700	.41	310	.18
EBL	1	1700	320	.19	390	.23*
EBT	2	3400	990	.29*	740	.22
EBR	1	1700	440	.26	380	.22
WBL	1	1700	340	.20*	370	.22
WBT	2	3400	690	.20	830	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.07 1.17

31. Cm Capistrano & San Juan Crk

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	960	.28*	1000	.29*
NBR	1	1700	470	.28	510	.30
SBL	2	3400	260	.08*	670	.20*
SBT	2	3400	790	.23	1180	.35
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		820	.24*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		570		530	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .78

32. Valle & San Juan Creek

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	500	.29	510	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	510	.30
EBR	1	1700	370	.22	670	.39
WBL	1	1700	250	.15	290	.17
WBT	1	1700	940	.55*	850	.50*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.84**

33. La Novia & San Juan Creek

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	150	.09
NBT	1	1700	280	.16*	170	.10*
NBR	1	1700	100	.06	50	.03
SBL	1	1700	400	.24*	370	.22*
SBT	1	1700	170	.10	270	.16
SBR	1	1700	640	.38	520	.31
EBL	1	1700	490	.29*	520	.31*
EBT	1	1700	310	.18	300	.18
EBR	1	1700	60	.04	120	.07
WBL	1	1700	60	.04	70	.04
WBT	1	1700	400	.24*	320	.19*
WBR	1	1700	410	.24	300	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.87**

44. I-5 SB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	630	.19*	1090	.32*
SBT	0	0	0		0	
SBR	1	1700	380	.22	430	.25
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1780	.35*
EBR	f		440		600	
WBL	0	0	0		0	
WBT	3	5100	1900	.37*	1430	.28
WBR	f		790		410	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.72**

45. I-5 NB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	350	.21*	440	.26*
NBT	0	0	0		0	
NBR	1	1700	320	.19	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1540	.30	2310	.45*
EBR	f		290		560	
WBL	0	0	0		0	
WBT	3	5100	2340	.46*	1390	.27
WBR	f		980		600	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.84**

46. I-5 SB Ramps & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1210	.24*	1820	.36*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2470	.36*
EBR	1	1700	150	.09	310	.18
WBL	2	3400	680	.20*	550	.16*
WBT	3	5100	1700	.33	1800	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.93**

47. I-5 NB Ramps & Crown Valley

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.25}*	240	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		740		630	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2030	{.40}*	3300	.65*
EBR	1.5		940	{.37}	970	.57
WBL	0	0	0		0	
WBT	3	5100	1840	.36	2120	.42
WBR	f		1390		1470	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.89**

48. I-5 SB Ramps & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520		520	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		180		400	
EBL	0	0	0		0	
EBT	2	3400	750	.22	1010	.30*
EBR	1	1700	320	.19	300	.18
WBL	1	1700	280	.16	320	.19*
WBT	1	1700	730	.43*	670	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.81**

49. I-5 NB Ramps & Avery

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	370	.22	630	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	290	.17*
EBT	2	3400	1230	.36*	1240	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	740	.22	740	.22*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment			NBR	.06*	NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.79**

50. I-5 SB Ramps & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1020		910	
SBT	0	5100	0	{.34}*	0	{.30}*
SBR	1.5		970		870	
EBL	0	0	0		0	
EBT	3	5100	1460	.29*	1600	.31*
EBR	1	1700	210	.12	270	.16
WBL	1	1700	400	.24*	330	.19*
WBT	2	3400	1050	.31	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.85**

51. I-5 NB Ramps & Ortega

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.13}*	260	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		610		510	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	830	.24*	700	.21*
EBT	2	3400	1640	.48	1790	.53
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1170	{.37}*	1160	{.37}*
WBR	1.5		920		900	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.76**

52. Cm Capistrano & I-5 SB Ramps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1200	.36*	1100	.33*
NBR	0	0	10		10	
SBL	2	3400	690	.20*	610	.18*
SBT	2	3400	970	.29	1390	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1010	.30*
WBT	0	5100	0		0	
WBR	1.5		190		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.86**

53. Valle & La Novia/I-5 NB Rmps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	170	.10*
NBT	1	1700	210	.12	240	.14
NBR	1	1700	30	.02	70	.04
SBL	0	0	70		220	
SBT	1	1700	220	.17*	500	.42*
SBR	1	1700	290	.17	240	.14
EBL	1	1700	600	.35*	590	.35*
EBT	1	1700	40	.05	150	.11
EBR	0	0	40		40	
WBL	0	0	50		60	
WBT	1	1700	270	.19*	60	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.95** **.99**

58. SR-241 SB Ramps & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.02}	470	{.16}
EBL	0	0	0		0	
EBT	3	5100	1460	.29*	1660	.33*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	70	.04*	50	.03*
WBT	3	5100	1230	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.66**

59. SR-241 NB Ramps & Antonio

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		30	{.00}	70	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	650	.38*	190	.11
EBT	3	5100	990	.19	2300	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	1120	.22
WBR	1	1700	1620	.95	210	.12
Right Turn Adjustment			WBR	.69*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.52**

60. SR-241 SB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70		180	
SBT	0	5100	0	{.03}*	0	{.08}*
SBR	1.5		120		480	
EBL	0	0	0		0	
EBT	2	3400	1270	.37*	1210	.36*
EBR	1	1700	0	.00	0	.00
WBL	2	3400	0	.00	0	.00
WBT	2	3400	1230	.36	600	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.49**

61. SR-241 NB Ramps & Oso

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		0		0	
NBT	0	3400	0		0	
NBR	0.5		0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	700	.41*	180	.11
EBT	2	3400	640	.19	1220	.36*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1230	.36*	590	.17
WBR	1	1700	400	.24	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.41**

70. Greenfield & SR-73 SB Ramps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1260	.47*	510	.25*
NBR	0	0	350		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.03}*	0	{.23}*
EBR	1.5		550		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1250	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.46**

72. Cm Capistrano & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	110	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	840	.49*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.24*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.89**		**.90**

73. I-5 SB Ramps & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	240	.14*	270	.16*
SBT	0	0	0		0	
SBR	1	1700	560	.33	790	.46
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	950	.32*
EBR	0	0	140		140	
WBL	0.5		240	{.14}*	360	{.21}*
WBT	1.5	3400	340	.17	630	.29
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.86**

74. I-5 NB Ramps & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	310	.18	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		610	{.36}*	740	.44*
EBT	1.5	3400	730	.39	480	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	550	.32*	870	.51*
WBR	1	1700	480	.28	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **1.07**

75. Rancho Viejo & J. Serra

2025 No Project (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	360	.21*
NBT	2	3400	280	.09	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	360	.21*
SBR	1	1700	590	.35	820	.48
EBL	1.5		800		500	
EBT	0.5	3400	30	.31*	10	.21*
EBR	0		210		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.80**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	870	.27*
NBT	3	4800	630	.13	520	.11
NBR	1	1600	230	.14	420	.26
SBL	1	1600	10	.01	50	.03
SBT	3	4800	200	.04*	280	.06*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	850	.53*	670	.42*
EBT	2	3200	290	.09	750	.23
EBR	1	1600	730	.46	490	.31
WBL	1	1600	360	.23	200	.13
WBT	2	3200	870	.30*	450	.17*
WBR	0	0	100		80	

TOTAL CAPACITY UTILIZATION **1.05** **.92**

38. Talega & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	70	.03	200	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	270	.09*	90	.03*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.74** **.69**

39. Vera Cruz & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	70	.03*	410	.13*
NBR	0	0	10		10	
SBL	1	1600	680	.43*	660	.41*
SBT	2	3200	560	.24	200	.13
SBR	0	0	220		230	.14
EBL	1	1600	320	.20*	230	.14*
EBT	2	3200	1400	.50	1200	.38
EBR	0	0	200		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1130	.45*	1270	.58*
WBR	0	0	310		580	

TOTAL CAPACITY UTILIZATION **1.11** **1.26**

40. La Pata & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	770	.48*
NBT	2	3200	10	.00	20	.01
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	70	.02*	30	.01*
SBR	f		210		70	
EBL	1	1600	200	.13	160	.10*
EBT	3	4800	800	.17*	410	.09
EBR	1	1600	610	.38	230	.14
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	190	.04	500	.10*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.13*		

TOTAL CAPACITY UTILIZATION **.43** **.69**

41. Vista Hermosa & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	370	.23*
NBT	2	3200	10	.01	10	.01
NBR	0	0	10		10	
SBL	2	3200	230	.07	50	.02
SBT	1	1600	80	.05*	10	.01*
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	490	.10*	110	.02*
EBR	1	1600	600	.38	120	.08
WBL	1	1600	10	.01*	10	.01*
WBT	3	4800	70	.02	10	.00
WBR	0	0	140	.09	100	.06
Right Turn Adjustment			EBR	.23*		

TOTAL CAPACITY UTILIZATION **.45** **.27**

54. I-5 SB Ramps & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1670	.52*	880	
SBT	0	4800	0		0	{.29}*
SBR	1.5		200	.13	570	
EBL	1	1600	40	.03*	50	.03*
EBT	3	4800	460	.10	470	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	370	.12*
WBR	f		140		10	

TOTAL CAPACITY UTILIZATION **.64** **.44**

55. I-5 NB Ramps & Vista Hermosa

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	{.05}*	30	.02*
NBT	0	4800	0	.05	0	
NBR	1.5		150		360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	2040	.64*	1320	.41*
EBR	f		210		220	
WBL	0	0	0		0	
WBT	1.5	4800	370	.23	440	.28
WBR	1.5		1200	.38	1640	.51
Right Turn Adjustment					Multi	.17*

TOTAL CAPACITY UTILIZATION **.69** **.60**

56. I-5 SB Ramps & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1850	.58*	1140	.36*
SBT	0	0	10		10	
SBR	1	1600	330	.21	520	.33
EBL	0	0	0		0	
EBT	3	4800	820	.17*	790	.16*
EBR	1	1600	190	.12	470	.29
WBL	1	1600	310	.19*	400	.25*
WBT	2	3200	390	.12	860	.27
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.94** **.77**

57. I-5 NB Ramps & Pico

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.06*	200	.13*
NBT	0	0	0		0	
NBR	1	1600	300	.19	160	.10
NBR(f)	f		610		330	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2490	.78*	1640	.51*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	600	.13	1070	.22
WBR	f		1280		1650	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.97**		**.64**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	540	.16*
NBT	3	5100	1110	.22	1070	.21
NBR	1	1700	710	.42	660	.39
SBL	2	3400	120	.04	80	.02
SBT	3	5100	1310	.26*	1330	.26*
SBR	f		1050		560	
EBL	2	3400	870	.26*	860	.25
EBT	3	5100	560	.11	990	.19*
EBR	1	1700	400	.24	620	.36
WBL	2	3400	890	.26	800	.24*
WBT	3	5100	820	.16*	380	.07
WBR	1	1700	240	.14	30	.02
Right Turn Adjustment			EBR	.08*	EBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.01** **1.07**

12. Antonio & Crown Valley

2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	490	.14	590	.17*
NBT	3	5100	1840	.36*	1000	.20
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	960	.19	1630	.32*
SBR	f		1310		890	
EBL	2	3400	550	.16*	1370	.40*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	260	.15	490	.29
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.95**

29. La Pata & Ortega

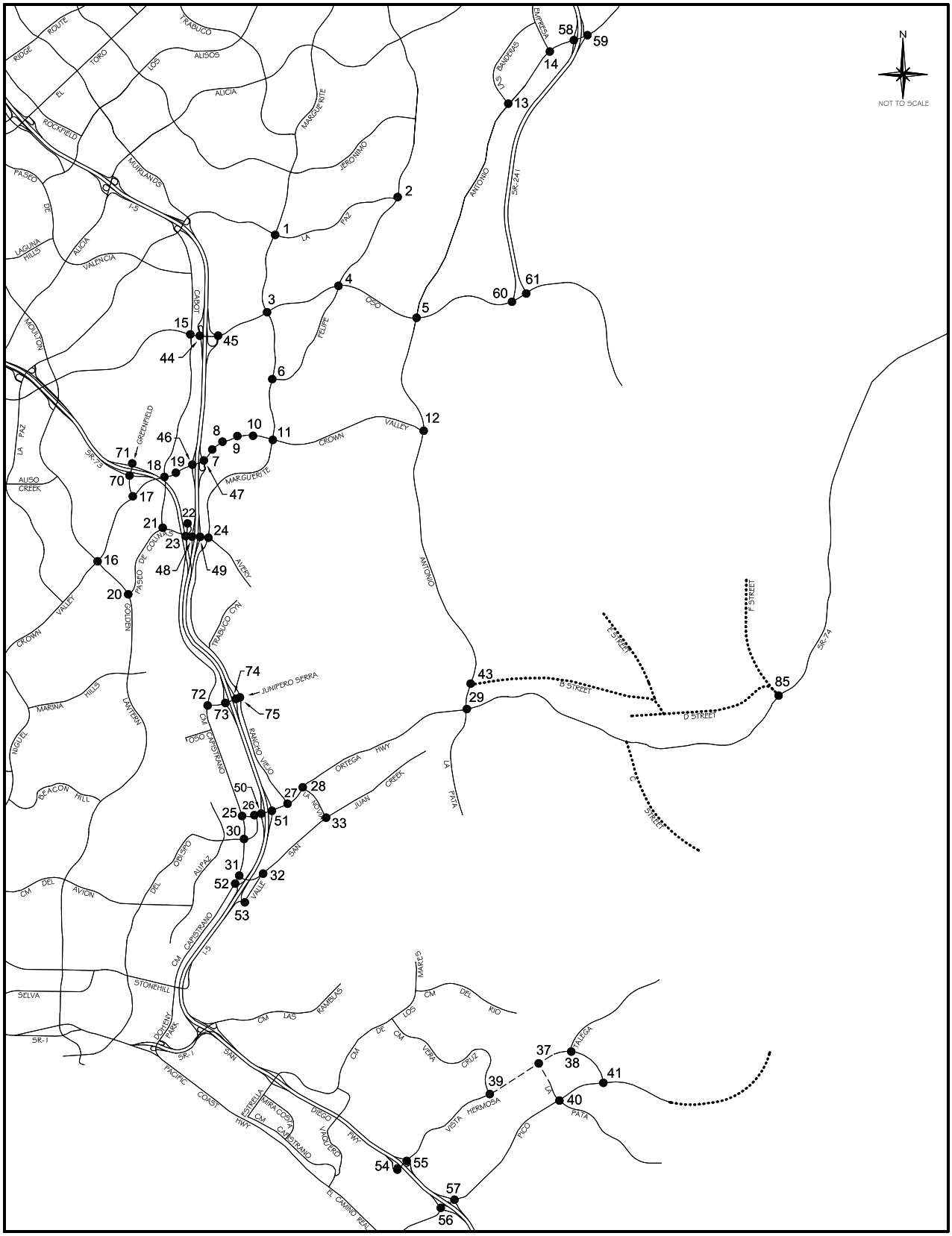
2025 No Project Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	200	.12*
NBT	1	1700	90	.06	60	.05
NBR	0	0	10		20	
SBL	1	1700	40	.02	140	.08
SBT	2	3400	190	.11*	50	.03*
SBR	0	0	1050	.62	960	.56
EBL	2	3400	980	.29*	880	.26
EBT	1	1700	300	.18	1070	.63*
EBR	1	1700	550	.32	130	.08
WBL	1	1700	10	.01	10	.01*
WBT	1	1700	840	.49*	530	.31
WBR	1	1700	250	.15	50	.03
Right Turn Adjustment			SBR	.51*	SBR	.53*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.37**

ICU Data Set 16

2025 Existing Zoning Alternative
(Committed Circulation System)



Legend

- - - - - - - - Future Roadway (MPAH)

..... Local Roadway

2025 INTERSECTION LOCATION MAP
- EXISTING ZONING
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	320	.09
NBT	2	3400	830	.24	1150	.34*
NBR	d	1700	150	.09	180	.11
SBL	2	3400	130	.04	230	.07*
SBT	2	3400	1010	.30*	1080	.32
SBR	1	1700	220	.13	160	.09
EBL	2	3400	220	.06*	340	.10
EBT	2	3400	310	.09	1070	.31*
EBR	1	1700	90	.05	300	.18
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	310	.09
WBR	d	1700	420	.25	110	.06
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.83**

2. Olympiad & La Paz

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	150	.09*
NBT	2	3400	680	.20	560	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	560	.21*
SBR	0	0	180		140	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	580	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.12*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.62**

3. Marguerite & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	230	.07
NBT	2	3400	850	.25	910	.27*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	140	.04	460	.14*
SBT	2	3400	720	.21*	940	.28
SBR	1	1700	350	.21	230	.14
EBL	2	3400	220	.06*	160	.05
EBT	4	6800	1270	.19	1770	.26*
EBR	d	1700	110	.06	380	.22
WBL	2	3400	120	.04	150	.04*
WBT	4	6800	2430	.36*	1350	.20
WBR	d	1700	100	.06	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.76**

4. Felipe & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	120	.07
NBT	2	3400	360	.11*	400	.12*
NBR	1	1700	100	.06	170	.10
SBL	1	1700	280	.16*	490	.29*
SBT	2	3400	430	.13	380	.11
SBR	d	1700	130	.08	230	.14
EBL	1	1700	120	.07*	250	.15
EBT	3	5100	1350	.26	2010	.39*
EBR	d	1700	80	.05	200	.12
WBL	1	1700	180	.11	200	.12*
WBT	3	5100	1920	.38*	1390	.27
WBR	d	1700	600	.35	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.97**

6. Marguerite & Felipe

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	850	.25*	1050	.31*
NBR	1	1700	350	.21	780	.46
SBL	1	1700	110	.06*	360	.21*
SBT	2	3400	950	.28	930	.27
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.05*
EBR	0	0	30		40	
WBL	1.5		660		450	
WBT	0.5	3400	30	.20*	10	.14*
WBR	1	1700	290	.17	100	.06
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.80**

7. Puerta Real & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	170	.10
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	530	.16*	450	.13
EBT	4	6800	2080	.31	3150	.46*
EBR	1	1700	180	.11	470	.28
WBL	2	3400	40	.01	280	.08*
WBT	4	6800	2860	.43*	2560	.41
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.81**

8. Guevara/Medical Ctr & CVP

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	.09*	370	
NBT	1.5	5100	30	.06	20	.11*
NBR	0		80		250	.15
SBL	0.5		30		70	
SBT	1.5	3400	10	.02*	50	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	150	.09*	120	.07
EBT	4	6800	2020	.32	3120	.50*
EBR	0	0	130		270	
WBL	2	3400	340	.10	200	.06*
WBT	4	6800	2600	.40*	2540	.39
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.79**

9. Los Altos & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	540	.16
NBT	1	1700	10	.05*	20	.16*
NBR	0	0	80		260	
SBL	0	0	30		190	
SBT	1	1700	20	.03*	30	.13*
SBR	1	1700	60	.04	140	.08
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1630	.29	3230	.49*
EBR	0	0	330		100	
WBL	1	1700	410	.24	160	.09*
WBT	4	6800	3000	.48*	2140	.32
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.92**

10. Bellogente & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.07*
SBR	0	0	40		110	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1600	.24	3620	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2210	.33
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.68**

11. Marguerite & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	140	.04
NBT	2	3400	550	.16	910	.27*
NBR	1	1700	390	.23	580	.34
SBL	2	3400	170	.05	550	.16*
SBT	2	3400	880	.26*	670	.20
SBR	1	1700	930	.55	360	.21
EBL	2	3400	660	.19*	900	.26*
EBT	4	6800	920	.14	2470	.36
EBR	1	1700	60	.04	320	.19
WBL	2	3400	620	.18	540	.16
WBT	4	6800	2630	.46*	1740	.29*
WBR	0	0	500		200	
Right Turn Adjustment			SBR	.15*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.17** **1.03**

13. Banderas & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	400	.24	600	.35
EBL	2	3400	480	.14	390	.11*
EBT	3	5100	2480	.49*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1020	.21	1580	.33*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.74**

14. Empresa & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		460	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		140		360	
EBL	2	3400	820	.24*	160	.05*
EBT	3	5100	1090	.21	1090	.21
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	850	.17*	1070	.21*
WBR	f		300		270	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.47**

15. Cabot & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	730	.21*	360	.11*
NBR	1	1700	210	.12	590	.35
SBL	2	3400	290	.09*	710	.21*
SBT	2	3400	280	.08	600	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04	130	.04
EBT	3	5100	1020	.20*	1200	.24*
EBR	1	1700	120	.07	80	.05
WBL	2	3400	390	.11*	370	.11*
WBT	3	5100	1350	.26	1160	.23
WBR	1	1700	540	.32	400	.24
Right Turn Adjustment					NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.88**

16. Moulton & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	220	.06*
NBT	2.5	6800	1450	{.28}*	1150	.23
NBR	1.5		620	{.23}	370	.22
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	780	.15	1600	.31*
SBR	1	1700	120	.07	200	.12
EBL	2	3400	170	.05	160	.05
EBT	3	5100	1360	.27*	1110	.22*
EBR	1	1700	420	.25	230	.14
WBL	2	3400	620	.18*	820	.24*
WBT	3	5100	840	.16	1450	.28
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.88**

17. Greenfield & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		30	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	920	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	240	.14
EBL	2	3400	560	.16*	290	.09*
EBT	3	5100	1580	.32	1200	.24
EBR	0	0	30		20	
WBL	1	1700	30	.02	30	.02
WBT	3	5100	1430	.28*	1630	.32*
WBR	1	1700	870	.51	760	.45
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.76**

18. Cabot & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	90	.05*
NBT	2	3400	320	.09*	170	.05
NBR	1	1700	390	.23	320	.19
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	120	.07	420	.21*
SBR	0	0	220	.13	310	
EBL	2	3400	330	.10*	320	.09*
EBT	3	5100	1950	.38	1570	.31
EBR	1	1700	140	.08	170	.10
WBL	2	3400	150	.04	330	.10
WBT	3	5100	2070	.41*	2010	.39*
WBR	1	1700	150	.09	240	.14
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	230	.14*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	190	.11*	130	.08*
EBT	4	6800	2240	.35	1940	.29
EBR	0	0	150		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2170	.43*	2220	.44*
WBR	1	1700	130	.08	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.74**

20. Golden Lantern & P. Colinas

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2430	.48*	950	.19
NBR	1	1700	1140	.67	860	.51
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1280	.25	2310	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		850		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	530	.31	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.88**

21. Cabot & Paseo de Colinas

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	120	.04*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	320	.09	440	.13
EBL	1	1700	500	.29*	490	.29*
EBT	2	3400	860	.25	690	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.66**

22. Cm Capistrano & P. Colinas

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	80	{.19}*
NBR	1.5		660		910	
SBL	1	1700	20	.01*	110	.06*
SBT	1	1700	80	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		850	
WBT	0	3400	0	.34*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

23. Cm Capistrano & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	30	.02*	130	.08*
NBR	1	1700	100	.06	300	.18
SBL	2	3400	960	.28*	1000	.29*
SBT	1	1700	50	.03	70	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	650	.19	870	.26
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.55**

24. Marguerite & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	650	.38*	330	.19*
NBT	2	3400	600	.18	400	.12
NBR	d	1700	200	.12	30	.02
SBL	1	1700	170	.10	120	.07
SBT	2	3400	620	.18*	660	.19*
SBR	d	1700	400	.24	590	.35
EBL	2	3400	590	.17	760	.22
EBT	2	3400	520	.27*	860	.36*
EBR	0	0	400		350	
WBL	1	1700	50	.03*	190	.11*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.90**

25. Cm Capistrano & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	770	.45*	810	.48*
NBR	1	1700	30	.02	70	.04
SBL	1	1700	140	.08*	150	.09*
SBT	1	1700	620	.36	720	.42
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	240	.14*	150	.09*
WBT	0	0	0		0	
WBR	1	1700	220	.13	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.71**

26. Del Obispo & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1250	.37	1330	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	380	.14*	510	.19*
EBR	0	0	80		130	
WBL	2	3400	1260	.37*	1280	.38*
WBT	1	1700	780	.46	660	.39
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

27. Rancho Viejo & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	150	.11
NBR	0		60		40	
SBL	1.5		120		310	
SBT	0.5	3400	110	.07*	170	.14*
SBR	1	1700	160	.09	210	.12
EBL	1	1700	270	.16*	260	.15
EBT	2	3400	1140	.34	1600	.47*
EBR	1	1700	750	.44	480	.28
WBL	1	1700	70	.04	50	.03*
WBT	3	5100	1690	.33*	1270	.25
WBR	1	1700	550	.32	130	.08
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .73 .85

28. La Novia & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	470	.14*	320	.09*
NBT	0	0	0		0	
NBR	1	1700	430	.25	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	910	.27*	1640	.48*
EBR	1	1700	330	.19	260	.15
WBL	1	1700	560	.33*	520	.31*
WBT	2	3400	1830	.54	1080	.32
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .79 .95

30. Cm Capistrano & Del Obispo

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	450	.13*
NBT	1	1700	870	.51*	580	.34
NBR	1	1700	300	.18	360	.21
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	480	.28	880	.52*
SBR	1	1700	700	.41	340	.20
EBL	1	1700	330	.19	410	.24*
EBT	2	3400	980	.29*	760	.22
EBR	1	1700	420	.25	370	.22
WBL	1	1700	350	.21*	370	.22
WBT	2	3400	640	.19	780	.23*
WBR	1	1700	70	.04	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.17

31. Cm Capistrano & San Juan Crk

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	970	.29*	1040	.31*
NBR	1	1700	450	.26	490	.29
SBL	2	3400	270	.08*	650	.19*
SBT	2	3400	790	.23	1140	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		850	.25*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		490	{.15}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .80

32. Valle & San Juan Creek

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	500	.29	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	480	.28
EBR	1	1700	360	.21	650	.38
WBL	1	1700	280	.16	260	.15
WBT	1	1700	930	.55*	880	.52*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.85**

33. La Novia & San Juan Creek

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	140	.08
NBT	1	1700	310	.18*	170	.10*
NBR	1	1700	90	.05	60	.04
SBL	1	1700	380	.22*	370	.22*
SBT	1	1700	170	.10	290	.17
SBR	1	1700	650	.38	550	.32
EBL	1	1700	490	.29*	510	.30*
EBT	1	1700	240	.14	290	.17
EBR	1	1700	60	.04	130	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	300	.18*
WBR	1	1700	400	.24	280	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **.85**

44. I-5 SB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	640	.19*	1150	.34*
SBT	0	0	0		0	
SBR	1	1700	400	.24	490	.29
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1840	.36*
EBR	f		440		670	
WBL	0	0	0		0	
WBT	3	5100	1910	.37*	1430	.28
WBR	f		800		410	
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.75**

45. I-5 NB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	330	.19	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1550	.30	2410	.47*
EBR	f		280		590	
WBL	0	0	0		0	
WBT	3	5100	2340	.46*	1400	.27
WBR	f		1070		640	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.86**

46. I-5 SB Ramps & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1910	.37*
SBT	0	8500	0		0	
SBR	2.5		670	.20	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2450	.36*
EBR	1	1700	140	.08	310	.18
WBL	2	3400	770	.23*	570	.17*
WBT	3	5100	1780	.35	1780	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.95**

47. I-5 NB Ramps & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		570	{.26}*	240	.14*
NBT	0	5100	0	.26	0	
NBR	1.5		750		650	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2000	{.39}	3390	.66*
EBR	1.5		950	{.36}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1990	.39*	2120	.42
WBR	f		1330		1520	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.90**

48. I-5 SB Ramps & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		480		560	
SBT	0	3400	0	.20*	0	.28*
SBR	0.5		190		390	
EBL	0	0	0		0	
EBT	2	3400	720	.21	980	.29*
EBR	1	1700	320	.19	320	.19
WBL	1	1700	260	.15	290	.17*
WBT	1	1700	750	.44*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.79**

49. I-5 NB Ramps & Avery

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	350	.21	680	.40
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	40	.02	280	.16
EBT	2	3400	1170	.34*	1260	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	770	.23	720	.21
WBR	1	1700	560	.33	510	.30
Right Turn Adjustment			NBR	.06*	NBR	.25*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.82**

50. I-5 SB Ramps & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1020		1030	
SBT	0	5100	0	{.34}*	0	{.33}*
SBR	1.5		1020		890	
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1590	.31*
EBR	1	1700	190	.11	270	.16
WBL	1	1700	400	.24*	340	.20*
WBT	2	3400	1020	.30	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.89**

51. I-5 NB Ramps & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.13}*	260	.15*
NBT	0	5100	0	{.13}	0	
NBR	1.5		630		780	.23
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	720	.21*
EBT	2	3400	1640	.48	1880	.55
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1140	{.39}*	1170	{.38}*
WBR	1.5		1050		950	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.84**

52. Cm Capistrano & I-5 SB Ramps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1190	.35*	1100	.33*
NBR	0	0	10		10	
SBL	2	3400	690	.20*	620	.18*
SBT	2	3400	970	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1010	.30*
WBT	0	5100	0		0	
WBR	1.5		170		370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.86**

53. Valle & La Novia/I-5 NB Rmps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	170	.10*
NBT	1	1700	210	.12	200	.12
NBR	1	1700	30	.02	60	.04
SBL	0	0	70		220	
SBT	1	1700	240	.18*	460	.40*
SBR	1	1700	270	.16	230	.14
EBL	1	1700	620	.36*	610	.36*
EBT	1	1700	40	.05	140	.11
EBR	0	0	40		40	
WBL	0	0	50		50	
WBT	1	1700	260	.18*	60	.06*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.97**

58. SR-241 SB Ramps & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	900	.26*
SBT	0	5100	0		0	
SBR	1.5		130	{.00}	470	{.17}
EBL	0	0	0		0	
EBT	3	5100	1520	.30*	1620	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	60	.04*	50	.03*
WBT	3	5100	1220	.24	1050	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.66**

59. SR-241 NB Ramps & Antonio

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		30	{.00}	50	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	640	.38*	180	.11
EBT	3	5100	1020	.20	2310	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1250	.25*	1110	.22
WBR	1	1700	1600	.94	220	.13
Right Turn Adjustment			WBR	.68*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.37** **.51**

60. SR-241 SB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		80		210	
SBT	0	5100	0	{.02}*	0	{.12}*
SBR	1.5		120		610	
EBL	0	0	0		0	
EBT	2	3400	1410	.41*	1150	.34*
EBR	1	1700	0	.00	0	.00
WBL	2	3400	0	.00	0	.00
WBT	2	3400	1180	.35	610	.18
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.51**

61. SR-241 NB Ramps & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		0		0	
NBT	0	3400	0		0	
NBR	0.5		0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	840	.49*	160	.09
EBT	2	3400	650	.19	1200	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1180	.35*	600	.18
WBR	1	1700	430	.25	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.40**

70. Greenfield & SR-73 SB Ramps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	510	.25*
NBR	0	0	330		340	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		530		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1320	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.46**

72. Cm Capistrano & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1140	.67	1010	.59
SBL	1	1700	110	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.24*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.90**

73. I-5 SB Ramps & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	550	.32	820	.48
EBL	0	0	0		0	
EBT	2	3400	1130	.37*	1020	.34*
EBR	0	0	140		130	
WBL	0.5		240	{.14}*	380	{.22}*
WBT	1.5	3400	370	.18	650	.30
WBR	0	0	0		0	
Right Turn Adjustment				SBR	.12*	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.89**

74. I-5 NB Ramps & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	240	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		610	{.36}*	750	.44*
EBT	1.5	3400	780	.41	520	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	580	.34*	910	.54*
WBR	1	1700	500	.29	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.11**

75. Rancho Viejo & J. Serra

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	380	.22*
NBT	2	3400	370	.11	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	380	.22*
SBR	1	1700	610	.36	870	.51
EBL	1.5		810		530	
EBT	0.5	3400	30	.31*	10	.22*
EBR	0		230		220	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.80** **.84**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	650	.20*	870	.27*
NBT	3	4800	650	.14	520	.11
NBR	1	1600	220	.14	420	.26
SBL	1	1600	10	.01	50	.03
SBT	3	4800	200	.04*	290	.06*
SBR	1	1600	280	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	290	.09	750	.23
EBR	1	1600	710	.44	550	.34
WBL	1	1600	350	.22	200	.13
WBT	2	3200	880	.31*	460	.17*
WBR	0	0	100		80	

TOTAL CAPACITY UTILIZATION **1.08** **.93**

38. Talega & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	10	.01	10	.01
SBT	1	1600	30	.51*	30	.21*
SBR	0	0	780		300	
EBL	1	1600	210	.13*	710	.44*
EBT	2	3200	70	.03	220	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.09*	90	.03*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION **.74** **.69**

39. Vera Cruz & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	100	.06
NBT	2	3200	70	.03*	410	.13*
NBR	0	0	10		10	
SBL	1	1600	690	.43*	680	.43*
SBT	2	3200	560	.24	210	.13
SBR	0	0	220		230	.14
EBL	1	1600	330	.21*	210	.13*
EBT	2	3200	1390	.49	1250	.41
EBR	0	0	170		50	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1130	.47*	1260	.58*
WBR	0	0	380		590	

TOTAL CAPACITY UTILIZATION **1.14** **1.27**

40. La Pata & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	780	.49*
NBT	2	3200	10	.00	20	.01
NBR	1	1600	10	.01	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	50	.02*	20	.01*
SBR	f		200		70	
EBL	1	1600	200	.13*	170	.11*
EBT	3	4800	820	.17	620	.13
EBR	1	1600	620	.39	230	.14
WBL	2	3200	10	.00	10	.00
WBT	2.5	6400	460	.10*	560	.12*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.08*		

TOTAL CAPACITY UTILIZATION **.44** **.73**

41. Vista Hermosa & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	340	.21*
NBT	2	3200	10	.01	10	.01
NBR	0	0	10		10	
SBL	2	3200	230	.07	50	.02
SBT	1	1600	80	.05*	10	.01*
SBR	1	1600	10	.01	10	.01
EBL	2	3200	10	.00	10	.00
EBT	3	4800	550	.11	490	.10*
EBR	1	1600	540	.34	120	.08
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	470	.13*	10	.00
WBR	0	0	150		110	.07
Right Turn Adjustment			EBR	.17*		

TOTAL CAPACITY UTILIZATION **.41** **.33**

54. I-5 SB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1640	.51*	890	
SBT	0	4800	0		0	{.30}*
SBR	1.5		190	.12	580	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	460	.10	460	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	360	.11*
WBR	f		190		50	

TOTAL CAPACITY UTILIZATION **.63** **.45**

55. I-5 NB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.05}*	30	.02*
NBT	0	4800	0	.05	0	
NBR	1.5		160		350	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	2010	.63*	1310	.41*
EBR	f		210		220	
WBL	0	0	0		0	
WBT	1.5	4800	420	.26	470	.29
WBR	1.5		1240	.39	1580	.49
Right Turn Adjustment					Multi	.15*

TOTAL CAPACITY UTILIZATION **.68** **.58**

56. I-5 SB Ramps & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1870	.58*	1230	.38*
SBT	0	0	10		10	
SBR	1	1600	210	.13	350	.22
EBL	0	0	0		0	
EBT	3	4800	810	.17*	830	.17*
EBR	1	1600	180	.11	430	.27
WBL	1	1600	390	.24*	690	.43*
WBT	2	3200	510	.16	1010	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.99** **.98**

57. I-5 NB Ramps & Pico

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	280	.18*
NBT	0	0	0		0	
NBR	1	1600	310	.19	180	.11
NBR(f)	f		610		370	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2490	.78*	1780	.56*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	790	.16	1410	.29
WBR	f		1270		1520	
Right Turn Adjustment			NBR	.11*		
TOTAL CAPACITY UTILIZATION				**.97**		**.74**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	860	.25*	590	.17*
NBT	3	5100	1150	.23	920	.18
NBR	1	1700	760	.45	650	.38
SBL	2	3400	130	.04	90	.03
SBT	3	5100	1150	.23*	1320	.26*
SBR	f		1110		550	
EBL	2	3400	920	.27*	910	.27
EBT	3	5100	600	.12	1090	.21*
EBR	1	1700	450	.26	670	.39
WBL	2	3400	920	.27	930	.27*
WBT	3	5100	840	.16*	430	.08
WBR	1	1700	240	.14	40	.02
Right Turn Adjustment			Multi	.11*	EBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.07** **1.14**

12. Antonio & Crown Valley

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20	660	.19*
NBT	3	5100	2050	.40*	970	.19
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01*	10	.01
SBT	3	5100	930	.18	1770	.35*
SBR	f		1250		920	
EBL	2	3400	580	.17*	1270	.37*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	250	.15	760	.45
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **1.04**

29. La Pata & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	210	.12
NBT	1	1700	100	.06	60	.05*
NBR	0	0	10		20	
SBL	1	1700	60	.04	230	.14*
SBT	2	3400	190	.11*	60	.04
SBR	0	0	900	.53	830	.49
EBL	2	3400	800	.24*	740	.22
EBT	1	1700	370	.22	1320	.78*
EBR	1	1700	550	.32	140	.08
WBL	1	1700	10	.01	10	.01*
WBT	1	1700	1150	.68*	680	.40
WBR	1	1700	340	.20	130	.08
Right Turn Adjustment			SBR	.42*	SBR	.42*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.65** **1.45**

43. Antonio & B St

2025 Existing Zoning Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	1130	.22*	950	.19*
NBR	f		10		50	
SBL	2	3400	20	.01*	450	.13*
SBT	3	5100	870	.17	1150	.23
SBR	d	1700	10	.01	30	.02
EBL	1	1700	40	.02*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	20	.01	10	.01
WBL	2	3400	60	.02	20	.01
WBT	1	1700	10	.01*	10	.01*
WBR	f		440		80	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.31** **.39**

85. D St & Ortega

2025 Existing Zoning Alt. (Committed Circulation)

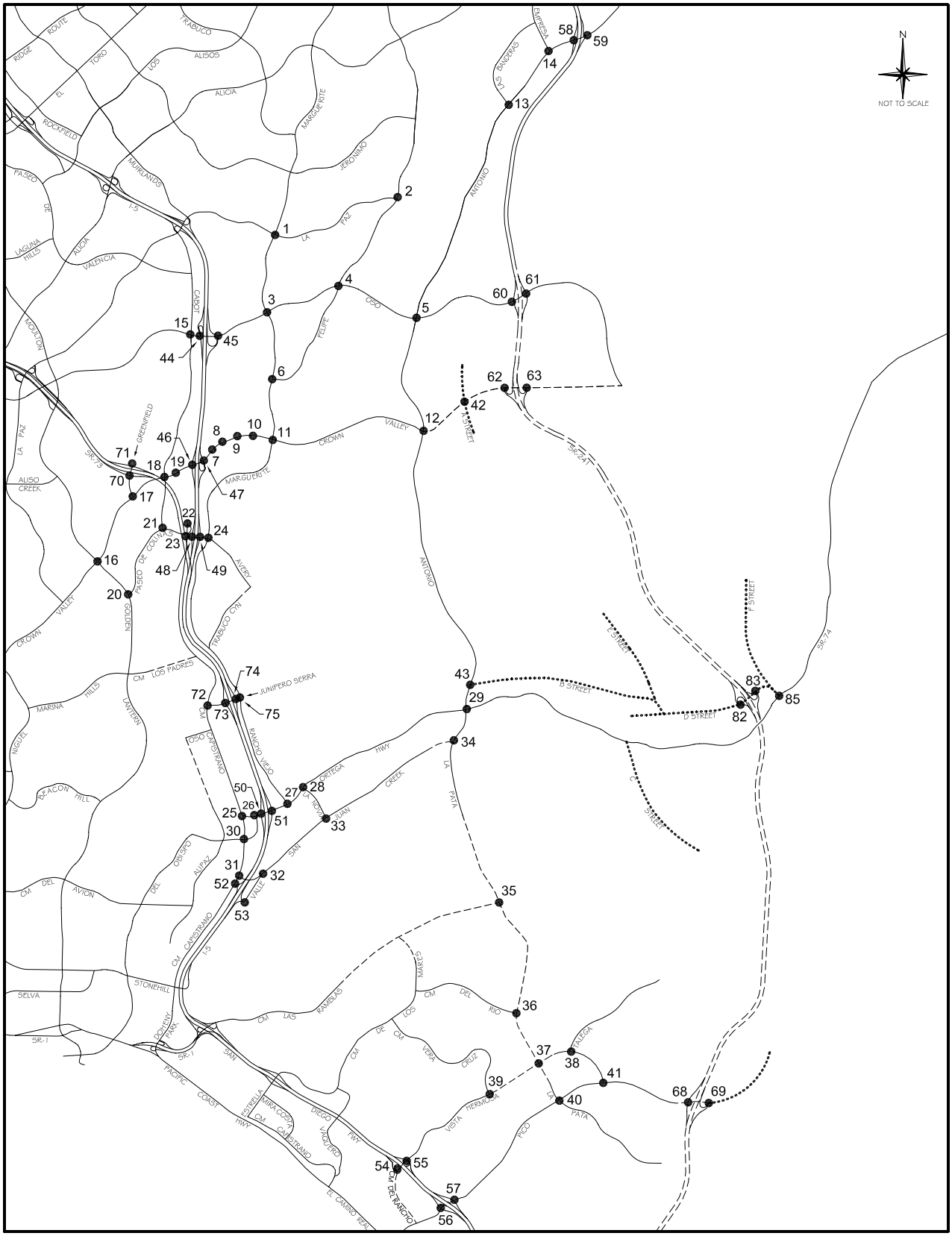
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	30	.01*	260	.08*
SBT	0	0	0		0	
SBR	2	3400	70	.02	50	.01
EBL	2	3400	20	.01*	70	.02
EBT	2	3400	400	.12	1390	.41*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1330	.39*	730	.21
WBR	1	1700	220	.13	40	.02
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION **.47** **.54**

ICU Data Set 17

2025 Existing Zoning Alternative
(MPAH Buildout)



Legend

- – – – – – – Future Roadway (MPAH)
- ..... Local Roadway

2025 INTERSECTION LOCATION MAP
- EXISTING ZONING
(MPAH BUILDOUT)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	180	.05*	320	.09*
NBT	2	3400	850	.25	1080	.32
NBR	d	1700	140	.08	180	.11
SBL	2	3400	130	.04	200	.06
SBT	2	3400	990	.29*	1040	.31*
SBR	1	1700	180	.11	150	.09
EBL	2	3400	220	.06*	320	.09
EBT	2	3400	310	.09	960	.28*
EBR	1	1700	100	.06	300	.18
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	510	.15*	330	.10
WBR	d	1700	310	.18	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.79**

2. Olympiad & La Paz

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	340	.20*	140	.08*
NBT	2	3400	860	.25	710	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	610	.25*	770	.28*
SBR	0	0	250		190	
EBL	1	1700	130	.08*	310	.18*
EBT	0	0	0		0	
EBR	1	1700	110	.06	410	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.59**

3. Marguerite & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	220	.06
NBT	2	3400	830	.24	810	.24*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	180	.05	690	.20*
SBT	2	3400	690	.20*	790	.23
SBR	1	1700	330	.19	190	.11
EBL	2	3400	220	.06*	300	.09
EBT	4	6800	1170	.17	1540	.23*
EBR	d	1700	90	.05	450	.26
WBL	2	3400	120	.04	170	.05*
WBT	4	6800	2320	.34*	1310	.19
WBR	d	1700	110	.06	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.77**

4. Felipe & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	120	.07
NBT	2	3400	370	.11*	410	.12*
NBR	1	1700	40	.02	150	.09
SBL	1	1700	330	.19*	570	.34*
SBT	2	3400	430	.13	480	.14
SBR	d	1700	140	.08	240	.14
EBL	1	1700	130	.08*	260	.15
EBT	3	5100	1270	.25	1690	.33*
EBR	d	1700	80	.05	140	.08
WBL	1	1700	110	.06	180	.11*
WBT	3	5100	1840	.36*	1410	.28
WBR	d	1700	660	.39	410	.24
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.95**

6. Marguerite & Felipe

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	820	.24*	940	.28*
NBR	1	1700	290	.17	760	.45
SBL	1	1700	110	.06*	380	.22*
SBT	2	3400	900	.26	830	.24
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	50	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		600		490	
WBT	0.5	3400	30	.19*	10	.15*
WBR	1	1700	290	.17	100	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.81**

7. Puerta Real & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	460	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	180	.11
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	560	.16
EBL	2	3400	530	.16*	430	.13*
EBT	4	6800	1980	.29	3030	.45
EBR	1	1700	170	.10	440	.26
WBL	2	3400	40	.01	280	.08
WBT	4	6800	2650	.40*	2470	.40*
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.78**

8. Guevara/Medical Ctr & CVP

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	350	
NBT	1.5	5100	30	.06	20	.11*
NBR	0		80		270	.16
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	50	.08*
SBR	0		60	.04	170	.10
EBL	1	1700	150	.09*	120	.07
EBT	4	6800	1930	.30	3020	.48*
EBR	0	0	130		260	
WBL	2	3400	340	.10	200	.06*
WBT	4	6800	2390	.37*	2480	.38
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.78**

9. Los Altos & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	540	.16
NBT	1	1700	10	.05*	20	.17*
NBR	0	0	80		270	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	130	.08
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1550	.28	3160	.48*
EBR	0	0	320		90	
WBL	1	1700	420	.25	170	.10*
WBT	4	6800	2780	.45*	2100	.31
WBR	0	0	290		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.94**

10. Bellogente & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1530	.23	3570	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3450	.52*	2180	.32
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.66**

11. Marguerite & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	130	.04
NBT	2	3400	540	.16	890	.26*
NBR	1	1700	410	.24	470	.28
SBL	2	3400	180	.05	340	.10*
SBT	2	3400	760	.22*	690	.20
SBR	1	1700	940	.55	420	.25
EBL	2	3400	560	.16*	760	.22
EBT	4	6800	950	.14	2570	.38*
EBR	1	1700	60	.04	300	.18
WBL	2	3400	640	.19	510	.15*
WBT	4	6800	2400	.35*	1660	.24
WBR	d	1700	540	.32	210	.12
Right Turn Adjustment			SBR	.21*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.05** **.94**

13. Banderas & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	570	.34
EBL	2	3400	370	.11	380	.11*
EBT	3	5100	2350	.47*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1020	.21	1370	.28*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.68**

14. Empresa & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		300	
EBL	2	3400	820	.24*	150	.04
EBT	3	5100	960	.19	1120	.22*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	790	.15*	960	.19
WBR	f		300		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.58** **.46**

15. Cabot & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	180	.05
NBT	2	3400	680	.20*	300	.09*
NBR	1	1700	230	.14	590	.35
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	260	.08	580	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	110	.03*	130	.04
EBT	3	5100	950	.19	1250	.25*
EBR	1	1700	110	.06	70	.04
WBL	2	3400	350	.10	280	.08*
WBT	3	5100	1410	.28*	1080	.21
WBR	1	1700	600	.35	390	.23
Right Turn Adjustment					NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.87**

16. Moulton & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1270	{.25}*	1100	.22
NBR	1.5		500	{.16}	320	.19
SBL	2	3400	100	.03*	220	.06
SBT	3	5100	800	.16	1360	.27*
SBR	1	1700	130	.08	140	.08
EBL	2	3400	120	.04	160	.05
EBT	3	5100	1260	.25*	1030	.20*
EBR	1	1700	420	.25	210	.12
WBL	2	3400	610	.18*	650	.19*
WBT	3	5100	810	.16	1330	.26
WBR	1	1700	160	.09	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.78**

17. Greenfield & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		30	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	840	.25*	890	.26*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	230	.14	240	.14
EBL	2	3400	540	.16*	210	.06*
EBT	3	5100	1380	.28	1170	.23
EBR	0	0	30		20	
WBL	1	1700	30	.02	30	.02
WBT	3	5100	1400	.27*	1410	.28*
WBR	1	1700	860	.51	790	.46
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.68**

18. Cabot & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	350	.10*	140	.04
NBR	1	1700	370	.22	310	.18
SBL	2	3400	220	.06*	250	.07
SBT	2	3400	110	.06	380	.19*
SBR	0	0	190	.11	260	
EBL	2	3400	290	.09*	350	.10*
EBT	3	5100	1880	.37	1520	.30
EBR	1	1700	80	.05	170	.10
WBL	2	3400	150	.04	340	.10
WBT	3	5100	2060	.40*	1880	.37*
WBR	1	1700	150	.09	210	.12
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.75**

19. Forbes & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05	140	.08
NBT	1	1700	10	.01*	40	.02*
NBR	1	1700	60	.04	110	.06
SBL	1	1700	100	.06*	220	.13*
SBT	1	1700	20	.01	20	.01
SBR	1	1700	160	.09	210	.12
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2190	.34	1880	.28
EBR	0	0	130		30	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2140	.42*	2120	.42*
WBR	1	1700	140	.08	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.70**

20. Golden Lantern & P. Colinas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2190	.43*	910	.18
NBR	2	3400	930	.27	530	.16
SBL	1	1700	420	.25*	250	.15
SBT	3	5100	1270	.25	1990	.39*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1060	
WBT	0.5	3400	10	.21*	10	.31*
WBR	1	1700	460	.27	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**.77**

21. Cabot & Paseo de Colinas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	270	.08	430	.13
EBL	1	1700	550	.32*	410	.24*
EBT	2	3400	610	.18	410	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	300	.10*	820	.25*
WBR	0	0	50		20	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.57**

22. Cm Capistrano & P. Colinas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	230	{.14}*	90	{.19}*
NBR	1.5		480	{.11}	780	
SBL	1	1700	20	.01*	80	.05*
SBT	1	1700	80	.05	290	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		770		560	
WBT	0	3400	0	.23*	0	.17*
WBR	0.5		20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.46**

23. Cm Capistrano & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	80	.05*
NBR	1	1700	620	.36	530	.31
SBL	2	3400	660	.19*	770	.23*
SBT	1	1700	10	.01	100	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	680	.40*
WBT	0	0	0		0	
WBR	2	3400	530	.16	770	.23
Right Turn Adjustment			NBR	.20*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.73**

24. Marguerite & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	270	.16*
NBT	2	3400	540	.16	330	.10
NBR	d	1700	170	.10	20	.01
SBL	1	1700	160	.09	130	.08
SBT	2	3400	550	.16*	450	.13*
SBR	d	1700	340	.20	780	.46
EBL	2	3400	640	.19	700	.21
EBT	2	3400	590	.29*	820	.32*
EBR	0	0	390		260	
WBL	1	1700	50	.03*	180	.11*
WBT	2	3400	220	.09	290	.11
WBR	0	0	70		70	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.86**

25. Cm Capistrano & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	330	.19	540	.32*
NBR	1	1700	20	.01	90	.05
SBL	1	1700	140	.08	180	.11*
SBT	1	1700	590	.35*	340	.20
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	80	.05*	100	.06*
WBT	0	0	0		0	
WBR	1	1700	180	.11	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.54**

26. Del Obispo & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1060	.31	1100	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	350	.13*	560	.20*
EBR	0	0	100		130	
WBL	2	3400	1030	.30*	1180	.35*
WBT	1	1700	660	.39	620	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.67**

27. Rancho Viejo & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11	570	.17*
NBT	1	1700	180	.11*	130	.08
NBR	1	1700	60	.04	50	.03
SBL	1.5		160		270	
SBT	0.5	3400	120	.08*	150	.12*
SBR	1	1700	150	.09	180	.11
EBL	1	1700	160	.09*	240	.14
EBT	2	3400	1030	.30	1700	.50*
EBR	1	1700	720	.42	490	.29
WBL	1	1700	90	.05	60	.04*
WBT	3	5100	1410	.28*	980	.19
WBR	1	1700	680	.40	160	.09
Right Turn Adjustment			Multi	.08*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.88**

28. La Novia & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	30	.02	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23	1700	.50*
EBR	1	1700	380	.22	290	.17
WBL	1	1700	230	.14	130	.08*
WBT	2	3400	1700	.50*	870	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.71**

30. Cm Capistrano & Del Obispo

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	630	.19*	430	.13*
NBT	1	1700	550	.32	410	.24
NBR	1	1700	250	.15	260	.15
SBL	1	1700	40	.02	60	.04
SBT	1	1700	420	.25*	560	.33*
SBR	1	1700	650	.38	80	.05
EBL	1	1700	70	.04	290	.17*
EBT	2	3400	830	.24*	650	.19
EBR	1	1700	420	.25	460	.27
WBL	2	3400	270	.08*	410	.12
WBT	2	3400	490	.14	650	.19*
WBR	1	1700	70	.04	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.87**

31. Cm Capistrano & San Juan Crk

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	580	.17*	740	.22*
NBR	1	1700	500	.29	690	.41
SBL	2	3400	250	.07*	660	.19*
SBT	2	3400	630	.19	980	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1030		820	.24*
WBT	0	5100	0	{.33}*	0	
WBR	1.5		730		560	{.19}
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.71**

32. Valle & San Juan Creek

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	.16*	560	.16*
NBT	0	5100	0		0	
NBR	1.5		160		270	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	350	.21	760	.40*
EBR	0	0	400	.24	590	
WBL	1	1700	220	.13	90	.05*
WBT	2	3400	1200	.35*	820	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.66**

33. La Novia & San Juan Creek

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	160	.09
NBT	1	1700	200	.12*	150	.09*
NBR	1	1700	130	.08	70	.04
SBL	1	1700	230	.14*	260	.15*
SBT	1	1700	160	.09	230	.14
SBR	1	1700	480	.28	280	.16
EBL	1	1700	180	.11*	230	.14*
EBT	2	3400	240	.07	570	.17
EBR	d	1700	60	.04	140	.08
WBL	1	1700	70	.04	100	.06
WBT	2	3400	730	.21*	320	.09*
WBR	d	1700	450	.26	200	.12
Right Turn Adjustment		SBR	.05*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.52**

44. I-5 SB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	630	.19*	1010	.30*
SBT	0	0	0		0	
SBR	1	1700	360	.21	400	.24
EBL	0	0	0		0	
EBT	3	5100	1020	.20	1930	.38*
EBR	f		450		610	
WBL	0	0	0		0	
WBT	3	5100	1970	.39*	1350	.26
WBR	f		620		340	
Right Turn Adjustment		SBR	.02*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.73**

45. I-5 NB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	410	.24*	400	.24*
NBT	0	0	0		0	
NBR	1	1700	260	.15	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1510	.30	2420	.47*
EBR	f		270		520	
WBL	0	0	0		0	
WBT	3	5100	2190	.43*	1280	.25
WBR	f		1080		660	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

46. I-5 SB Ramps & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1200	.24*	2110	.41*
SBT	0	8500	0		0	
SBR	2.5		680	.20	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1660	.24*	2370	.35*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	420	.12*	490	.14*
WBT	3	5100	1770	.35	1690	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.95**

47. I-5 NB Ramps & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.24}*	200	.12*
NBT	0	5100	0	.24	0	
NBR	1.5		680		440	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1950	{.38}*	3480	.68*
EBR	1.5		950	{.38}	1000	.59
WBL	0	0	0		0	
WBT	3	5100	1650	.32	1990	.39
WBR	f		1460		1520	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

48. I-5 SB Ramps & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	490	.14*	500	.15*
SBT	0	0	0		0	
SBR	1	1700	190	.11	610	.36
EBL	0	0	0		0	
EBT	1.5	5100	1000	.29*	1000	.29*
EBR	1.5		250	.15	290	.17
WBL	1	1700	200	.12*	360	.21*
WBT	2	3400	680	.20	790	.23
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.71**

49. I-5 NB Ramps & Avery

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.12}*	270	{.14}*
NBT	0	5100	0	.12	0	{.14}
NBR	1.5		370		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	250	.15	280	.16*
EBT	2	3400	1260	.37*	1220	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	630	.19	890	.26*
WBR	f		440		450	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.61**

50. I-5 SB Ramps & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1010		1370	
SBT	0	5100	0	{.35}*	0	{.42}*
SBR	1.5		930		890	
EBL	0	0	0		0	
EBT	3	5100	1240	.24*	1420	.28*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	170	.10*	170	.10*
WBT	2	3400	770	.23	910	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.85**

51. I-5 NB Ramps & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.11}*	280	{.13}*
NBT	0	5100	0	{.11}	0	.13
NBR	1.5		480		390	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	720	.21*	750	.22
EBT	2	3400	1520	.45	2060	.61*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	680	{.34}*	810	{.32}
WBR	1.5		1230		1010	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.79**

52. Cm Capistrano & I-5 SB Ramps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	900	.27*	1050	.32*
NBR	0	0	20		40	
SBL	2	3400	620	.18*	530	.16*
SBT	2	3400	1050	.31	1270	.37
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1070	.31*
WBT	0	5100	0		0	
WBR	1.5		190		380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.84**

53. Valle & La Novia/I-5 NB Rmps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	150	.09*
NBT	1	1700	90	.05	160	.09
NBR	1	1700	10	.01	30	.02
SBL	0	0	80		200	
SBT	1	1700	160	.14*	190	.23*
SBR	1	1700	350	.21	310	.18
EBL	1	1700	410	.24*	510	.30*
EBT	1	1700	80	.06	190	.13
EBR	0	0	20		30	
WBL	0	0	20		40	
WBT	1	1700	250	.16*	80	.07*
WBR	1	1700	170	.10	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.74**

58. SR-241 SB Ramps & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	830	.24*
SBT	0	5100	0		0	
SBR	1.5		150	{.02}	390	.23
EBL	0	0	0		0	
EBT	3	5100	1380	.27*	1630	.32*
EBR	1	1700	20	.01	50	.03
WBL	1	1700	80	.05*	90	.05*
WBT	3	5100	1160	.23	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.42** **.66**

59. SR-241 NB Ramps & Antonio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		100		50	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	620	.18*	190	.06
EBT	3	5100	950	.19	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1190	.23*	1120	.22
WBR	1	1700	1590	.94	210	.12
Right Turn Adjustment			WBR	.70*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.17** **.50**

60. SR-241 SB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70	.02*	200	
SBT	0	5100	0		0	{.09}*
SBR	1.5		20	.01	310	
EBL	0	0	0		0	
EBT	2	3400	900	.26	590	.17*
EBR	1	1700	90	.05	110	.06
WBL	2	3400	20	.01	10	.00
WBT	2	3400	910	.27*	480	.14
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.34** **.31**

61. SR-241 NB Ramps & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		140	{.04}*	110	{.04}*
NBT	0	3400	0	.04	0	.04
NBR	0.5		10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	430	.25*	30	.02
EBT	2	3400	540	.16	760	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	790	.23*	370	.11
WBR	1	1700	460	.27	80	.05
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.31**

70. Greenfield & SR-73 SB Ramps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1340	.47*	540	.24*
NBR	0	0	250		270	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	420	.12	370	.11
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		530		960	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.54**

71. Greenfield & SR-73 NB Ramps

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1330	.39*	440	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	290	.17*	300	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.42**

72. Cm Capistrano & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	160	.05*	240	.07*
NBR	1	1700	1050	.62	800	.47
SBL	2	3400	450	.13*	310	.09*
SBT	2	3400	210	.06	390	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	850	.25*	1120	.33*
WBT	0	0	0		0	
WBR	1	1700	170	.10	550	.32
Right Turn Adjustment			NBR	.32*	NBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.80** **.61**

73. I-5 SB Ramps & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		220		220	.13*
SBT	0	5100	0	{.07}*	0	
SBR	1.5		550		810	.24
EBL	0	0	0		0	
EBT	2	3400	1130	.33*	880	.26*
EBR	d	1700	350	.21	240	.14
WBL	1	1700	240	.14*	270	.16*
WBT	2	3400	480	.14	870	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.60**

74. I-5 NB Ramps & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	100	.03*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	290	.17	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	710	.21*	630	.19*
EBT	2	3400	660	.19	460	.14
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	630	.23*	820	.24*
WBR	1.5		560		260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

75. Rancho Viejo & J. Serra

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	580	.17*	430	.13*
NBT	2	3400	300	.09	190	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	200	{.08}*	320	{.14}*
SBR	1.5		590		630	
EBL	1.5		620		480	
EBT	0.5	3400	30	.28*	10	.20*
EBR	0		290		180	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.53**

San Clemente Intersections

35. La Pata & Las Ramblas

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	2	3200	620	.19	630	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	630	.20*	720	.23*
SBR	1	1600	170	.11	320	.20
EBL	0.5		420	.26*	180	
EBT	0	3200	0		0	{.14}*
EBR	1.5		70	.04	310	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.40**

36. La Pata & Del Rio

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	530	.33*
NBT	2	3200	650	.20	650	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	690	.22*	960	.30*
SBR	1	1600	20	.01	40	.03
EBL	0.5		40		10	.01*
EBT	0	3200	0	{.19}*	0	
EBR	1.5		700		400	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.52** **.64**

37. La Pata & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	580	.18*	540	.17
NBT	3	4800	440	.09	1060	.22*
NBR	1	1600	140	.09	230	.14
SBL	1	1600	140	.09	130	.08*
SBT	3	4800	840	.18*	560	.12
SBR	1	1600	200	.13	200	.13
EBL	1	1600	110	.07*	190	.12*
EBT	2	3200	280	.09	370	.12
EBR	1	1600	290	.18	270	.17
WBL	1	1600	220	.14	210	.13
WBT	2	3200	620	.23*	380	.13*
WBR	0	0	100		40	

TOTAL CAPACITY UTILIZATION **.66** **.55**

38. Talega & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	200	.13	80	.05
SBT	1	1600	30	.38*	30	.23*
SBR	0	0	580		340	
EBL	1	1600	280	.18*	360	.23*
EBT	2	3200	30	.02	150	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	170	.09*	30	.02*
WBR	0	0	130		220	.14
Right Turn Adjustment					WBR	.01*

TOTAL CAPACITY UTILIZATION **.66** **.50**

39. Vera Cruz & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	30	.02
NBT	2	3200	70	.03*	80	.03*
NBR	0	0	10		20	
SBL	1	1600	350	.22*	180	.11*
SBT	2	3200	150	.09	60	.04
SBR	0	0	190	.12	180	.11
EBL	1	1600	300	.19*	140	.09*
EBT	2	3200	1080	.35	750	.24
EBR	0	0	50		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	750	.29*	980	.38*
WBR	0	0	170		230	

TOTAL CAPACITY UTILIZATION **.73** **.61**

40. La Pata & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	700	.44*
NBT	2	3200	10	.00	40	.01
NBR	1	1600	170	.11	50	.03
SBL	2	3200	10	.00	10	.00
SBT	2	3200	70	.02*	40	.01*
SBR	f		190		60	
EBL	1	1600	170	.11	140	.09*
EBT	3	4800	730	.15*	570	.12
EBR	1	1600	520	.33	270	.17
WBL	2	3200	270	.08*	10	.00
WBT	2.5	6400	250	.05	540	.11*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.11*		

TOTAL CAPACITY UTILIZATION **.45** **.65**

41. Vista Hermosa & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	240	.15*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	350	.11*	90	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03*	200	.06
EBT	3	4800	500	.10	390	.08*
EBR	1	1600	360	.23	70	.04
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	390	.12*	50	.02
WBR	0	0	220	.14	160	.10
Right Turn Adjustment			EBR	.03*		

TOTAL CAPACITY UTILIZATION **.30** **.25**

54. I-5 SB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		950	.30*	450	
SBT	0	4800	0		0	{.20}*
SBR	1.5		190	.12	560	
EBL	1	1600	60	.04*	50	.03*
EBT	3	4800	450	.09	550	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	330	.10*
WBR	f		230		160	

TOTAL CAPACITY UTILIZATION **.43** **.33**

55. I-5 NB Ramps & Vista Hermosa

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	10	.01*
NBT	0	4800	0		0	
NBR	1.5		280	.09	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1340	.42*	890	.28
EBR	f		190		240	
WBL	0	0	0		0	
WBT	1.5	4800	450	{.24}	580	.31*
WBR	1.5		790		910	
Right Turn Adjustment			NBR	.03*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.51** **.41**

56. I-5 SB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1620	.51*	690	.22*
SBT	0	0	10		10	
SBR	1	1600	220	.14	340	.21
EBL	0	0	0		0	
EBT	3	4800	750	.16*	800	.17*
EBR	1	1600	160	.10	410	.26
WBL	1	1600	320	.20*	590	.37*
WBT	2	3200	440	.14	970	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.87** **.76**

57. I-5 NB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	290	.18	150	.09
NBR(f)	f		580		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	240	.15	260	.16*
EBT	2	3200	2130	.67*	1210	.38
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	620	.13	1250	.26*
WBR	f		820		1060	
Right Turn Adjustment			NBR	.09*		

TOTAL CAPACITY UTILIZATION **.85** **.60**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	780	.23*
NBT	3	5100	1000	.20	880	.17
NBR	1	1700	380	.22	220	.13
SBL	2	3400	140	.04	110	.03
SBT	3	5100	1270	.25*	1090	.21*
SBR	f		1010		530	
EBL	2	3400	790	.23*	900	.26
EBT	3	5100	560	.11	920	.18*
EBR	f		540		910	
WBL	2	3400	390	.11	510	.15*
WBT	3	5100	830	.16*	370	.07
WBR	1	1700	290	.17	60	.04
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**.82**

12. Antonio & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	540	.16*
NBT	3	5100	1580	.31	1240	.24
NBR	1	1700	80	.05	130	.08
SBL	2	3400	20	.01	30	.01
SBT	3	5100	1160	.23*	1620	.32*
SBR	f		720		650	
EBL	2	3400	510	.15*	720	.21*
EBT	2	3400	90	.03	690	.20
EBR	f		270		480	
WBL	2	3400	160	.05	110	.03
WBT	3	5100	490	.10*	280	.05*
WBR	1	1700	70	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.79**

29. La Pata & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11*	270	.08*
NBT	2	3400	670	.20	810	.24
NBR	1	1700	60	.04	200	.12
SBL	2	3400	20	.01	50	.01
SBT	2	3400	1140	.34*	650	.19*
SBR	1	1700	600	.35	380	.22
EBL	2	3400	350	.10*	450	.13
EBT	2	3400	70	.02	700	.21*
EBR	1	1700	380	.22	380	.22
WBL	2	3400	210	.06	60	.02*
WBT	2	3400	600	.18*	220	.06
WBR	1	1700	90	.05	20	.01
Right Turn Adjustment			SBR	.01*	Multi	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.59**

34. La Pata & San Juan

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	230	.14*	80	.05*
NBT	2	3400	800	.24	890	.26
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	920	.27*	910	.27*
SBR	1	1700	330	.19	140	.08
EBL	1	1700	80	.05*	300	.18*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	90	.05	180	.11
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.56**

42. A St & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	60	.02*
NBT	1	1700	0	.00	0	.00
NBR	d	1700	20	.01	0	.00
SBL	1	1700	10	.01	0	.00
SBT	2	3400	0	.00*	0	.00*
SBR	d	1700	60	.04	40	.02
EBL	1	1700	20	.01*	60	.04
EBT	2.5	6800	130	.03	680	.13*
EBR	1.5		40	.02	120	.07
WBL	2	3400	10	.00	10	.00
WBT	3	5100	560	.11*	320	.06
WBR	d	1700	10	.01	10	.01
Right Turn Adjustment			SBR	.04*	SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.24** **.22**

43. Antonio & B St

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	20	.01
NBT	3	5100	1010	.20	1330	.26*
NBR	f		10		60	
SBL	2	3400	20	.01	110	.03*
SBT	3	5100	1420	.28*	1150	.23
SBR	d	1700	10	.01	30	.02
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	20	.01	10	.01
WBL	2	3400	50	.01	20	.01
WBT	1	1700	10	.01*	10	.01*
WBR	f		130		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.36**

62. SR-241 SB & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		10	.01*	60	.04*
NBT	0	3400	0		0	
NBR	0.5		10	.01	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	140	.03	540	.11*
EBR	1	1700	30	.02	150	.09
WBL	1	1700	50	.03	30	.02*
WBT	3	5100	560	.11*	290	.06
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.17** **.23**

63. SR-241 NB & Crown Valley

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		110	{.04}*	60	{.03}*
NBT	0	3400	0	.04	0	.03
NBR	0.5		30		40	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	80	.02	600	.12*
EBR	1	1700	60	.04	20	.01
WBL	1	1700	70	.04	10	.01*
WBT	2	3400	510	.15*	260	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.24** **.21**

68. SR-241 SB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		10	.01*	70	.04*
SBT	0	5100	0		0	
SBR	1.5		380	.11	220	.06
EBL	0	0	0		0	
EBT	2	3400	270	.08	640	.19*
EBR	1	1700	90	.05	230	.14
WBL	1	1700	50	.03	30	.02*
WBT	2	3400	380	.11*	250	.07
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.10*	SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.32**

69. SR-241 NB Ramps & Pico

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	90	.05*
NBT	0	0	0		0	
NBR	1	1700	20	.01	40	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	90	.03	390	.11*
EBR	1	1700	190	.11	320	.19
WBL	1	1700	90	.05	10	.01*
WBT	2	3400	380	.11*	200	.06
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*	EBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.23**		**.30**

82. SR-241 SB Ramps & D St

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	150	.09*	520	.31*
SBT	0	0	0		0	
SBR	1	1700	10	.01	20	.01
EBL	0	0	0		0	
EBT	2	3400	20	.01*	10	.00
EBR	f		10		10	
WBL	0	0	0		0	
WBT	2	3400	10	.00	10	.00*
WBR	f		490		360	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.15**		**.36**

83. SR-241 NB Ramps & D St

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	320	.19	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	160	.05	520	.15*
EBR	f		20		10	
WBL	0	0	0		0	
WBT	2	3400	490	.14*	360	.11
WBR	f		550		240	
Right Turn Adjustment			NBR	.18*	NBR	.26*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.38**		**.47**

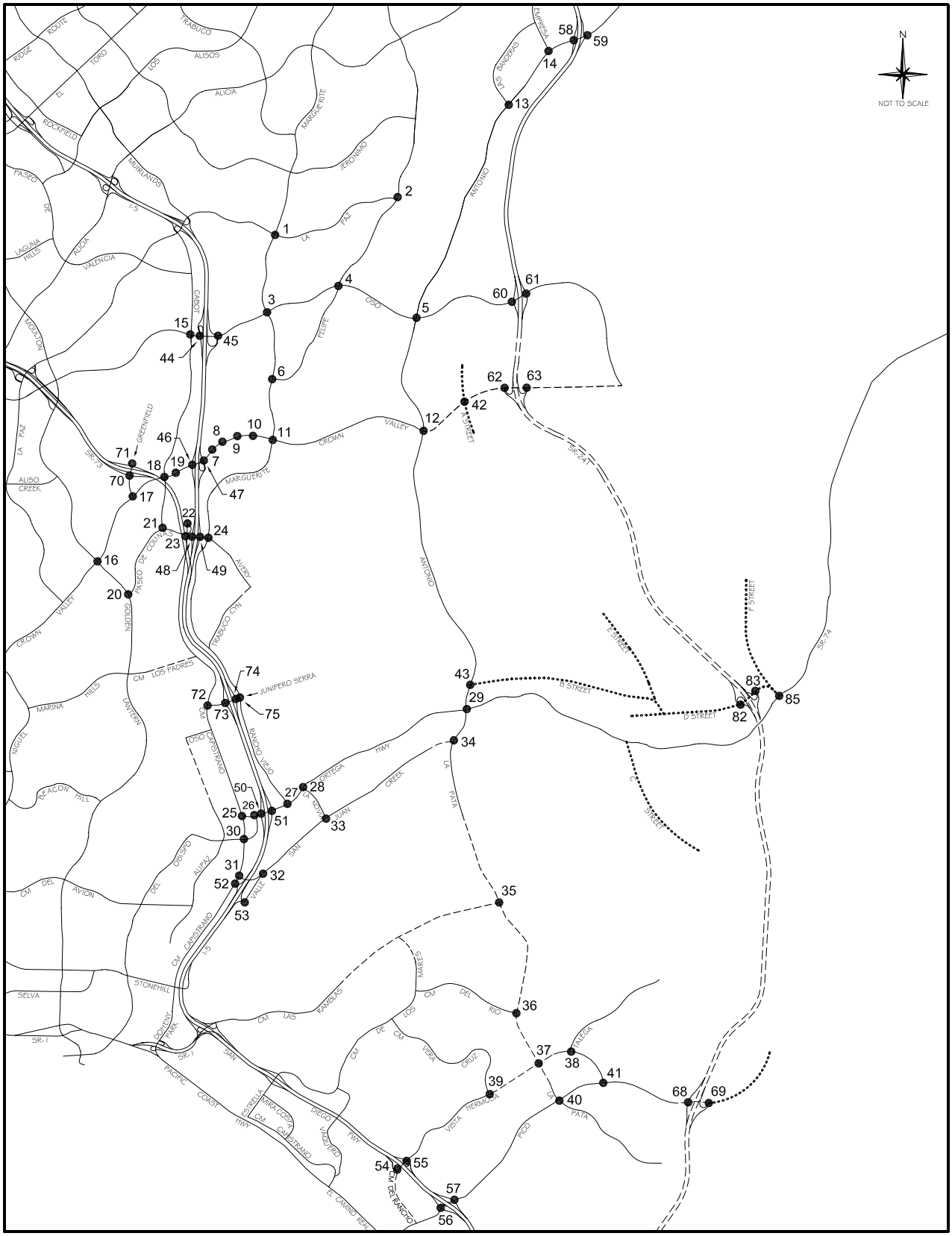
85. D St & Ortega

2025 Existing Zoning Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	360	.11*	930	.27*
SBT	0	0	0		0	
SBR	2	3400	130	.04	30	.01
EBL	2	3400	30	.01*	70	.02
EBT	2	3400	100	.03	820	.24*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	640	.31*	260	.15
WBR	1.5		920		570	.17
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.48**		**.56**

ICU Data Set 18

2025 OCP-2000 Alternative
(MPAH Buildout)



Legend

- Future Roadway (MPAH)
- Local Roadway

2025 INTERSECTION LOCATION MAP
- OCP-2000
(MPAH BUILDOUT)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	270	.08*	350	.10*
NBT	2	3400	800	.24	1070	.31
NBR	d	1700	140	.08	190	.11
SBL	2	3400	130	.04	200	.06
SBT	2	3400	970	.29*	1130	.33*
SBR	1	1700	180	.11	110	.06
EBL	2	3400	230	.07*	360	.11
EBT	2	3400	320	.09	940	.28*
EBR	1	1700	120	.07	360	.21
WBL	2	3400	360	.11	190	.06*
WBT	2	3400	490	.14*	390	.11
WBR	d	1700	330	.19	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.63**		**.82**

2. Olympiad & La Paz

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	180	.11*
NBT	2	3400	1060	.31	700	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	620	.26*	850	.31*
SBR	0	0	260		210	
EBL	1	1700	140	.08*	340	.20*
EBT	0	0	0		0	
EBR	1	1700	110	.06	330	.19
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.67**

3. Marguerite & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12	250	.07
NBT	2	3400	930	.27*	780	.23*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	220	.06*	670	.20*
SBT	2	3400	680	.20	760	.22
SBR	1	1700	350	.21	130	.08
EBL	2	3400	170	.05*	300	.09*
EBT	4	6800	1410	.21	1590	.23
EBR	d	1700	100	.06	520	.31
WBL	2	3400	90	.03	180	.05
WBT	4	6800	2470	.36*	1480	.22*
WBR	d	1700	110	.06	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.79**

4. Felipe & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	90	.05
NBT	2	3400	430	.13*	380	.11*
NBR	1	1700	100	.06	530	.31
SBL	1	1700	360	.21*	520	.31*
SBT	2	3400	430	.13	610	.18
SBR	d	1700	120	.07	250	.15
EBL	1	1700	140	.08	210	.12
EBT	3	5100	1590	.31*	2250	.44*
EBR	d	1700	80	.05	130	.08
WBL	1	1700	440	.26*	250	.15*
WBT	3	5100	2030	.40	1730	.34
WBR	d	1700	800	.47	450	.26
Right Turn Adjustment				NBR		.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**1.15**

6. Marguerite & Felipe

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	980	.29*	870	.26*
NBR	1	1700	320	.19	1060	.62
SBL	1	1700	100	.06*	370	.22*
SBT	2	3400	830	.24	870	.26
SBR	d	1700	30	.02	50	.03
EBL	1	1700	70	.04	50	.03
EBT	1	1700	60	.05*	40	.05*
EBR	0	0	30		50	
WBL	1.5		880		590	
WBT	0.5	3400	40	.27*	20	.18*
WBR	1	1700	220	.13	150	.09
Right Turn Adjustment					NBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

7. Puerta Real & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	430	.13*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	220	.13
SBL	1	1700	170	.10*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	550	.16
EBL	2	3400	500	.15*	470	.14*
EBT	4	6800	1980	.29	3290	.48
EBR	1	1700	140	.08	380	.22
WBL	2	3400	50	.01	340	.10
WBT	4	6800	2910	.44*	2750	.44*
WBR	0	0	100		220	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.81**

8. Guevara/Medical Ctr & CVP

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	310	
NBT	1.5	5100	30	.08	20	.10*
NBR	0		110		310	.18
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	40	.08*
SBR	0		60	.04	150	.09
EBL	1	1700	170	.10*	100	.06
EBT	4	6800	1970	.30	3290	.53*
EBR	0	0	90		310	
WBL	2	3400	380	.11	220	.06*
WBT	4	6800	2680	.41*	2890	.44
WBR	0	0	140		70	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.85**

9. Los Altos & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	480	.14
NBT	1	1700	20	.06*	20	.20*
NBR	0	0	90		320	
SBL	0	0	40		230	
SBT	1	1700	20	.04*	20	.15*
SBR	1	1700	50	.03	100	.06
EBL	1	1700	150	.09*	70	.04
EBT	4	6800	1650	.29	3540	.53*
EBR	0	0	300		60	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	3130	.51*	2600	.39
WBR	0	0	320		30	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.75** **1.04**

10. Bellogente & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1650	.24	4030	.60*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3870	.58*	2710	.40
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.73**

11. Marguerite & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	120	.04
NBT	2	3400	580	.17	1080	.32*
NBR	1	1700	440	.26	420	.25
SBL	2	3400	200	.06	480	.14*
SBT	2	3400	850	.25*	710	.21
SBR	1	1700	1040	.61	400	.24
EBL	2	3400	480	.14*	760	.22
EBT	4	6800	1170	.17	3110	.46*
EBR	1	1700	50	.03	230	.14
WBL	2	3400	670	.20	640	.19*
WBT	4	6800	2740	.40*	2240	.33
WBR	d	1700	730	.43	210	.12
Right Turn Adjustment			SBR	.25*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.15** **1.16**

13. Banderas & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	410	.24	590	.35
EBL	2	3400	540	.16	380	.11*
EBT	3	5100	2440	.48*	1150	.23
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	930	.19	1560	.32*
WBR	0	0	40		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.67** **.73**

14. Empresa & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		220		550	
SBT	0.5	3400	50	.08*	20	.17*
SBR	f		140		360	
EBL	2	3400	900	.26*	140	.04*
EBT	3	5100	950	.19	1060	.21
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	740	.15*	1050	.21*
WBR	f		390		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.49**

15. Cabot & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	150	.04	180	.05
NBT	2	3400	630	.19*	320	.09*
NBR	1	1700	340	.20	590	.35
SBL	2	3400	300	.09*	660	.19*
SBT	2	3400	260	.08	740	.22
SBR	1	1700	50	.03	100	.06
EBL	2	3400	100	.03*	130	.04
EBT	3	5100	990	.19	1290	.25*
EBR	1	1700	110	.06	80	.05
WBL	2	3400	330	.10	290	.09*
WBT	3	5100	1480	.29*	1160	.23
WBR	1	1700	600	.35	410	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.86**

16. Moulton & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1340	{.26}*	1160	.23
NBR	1.5		470	{.16}	310	.18
SBL	2	3400	100	.03*	280	.08
SBT	3	5100	840	.16	1480	.29*
SBR	1	1700	130	.08	150	.09
EBL	2	3400	170	.05	150	.04
EBT	3	5100	1230	.24*	970	.19*
EBR	1	1700	420	.25	210	.12
WBL	2	3400	550	.16*	630	.19*
WBT	3	5100	770	.15	1300	.25
WBR	1	1700	220	.13	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.79**

17. Greenfield & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		50		20	
SBL	2	3400	850	.25*	980	.29*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	210	.12	250	.15
EBL	2	3400	530	.16*	200	.06*
EBT	3	5100	1320	.26	1160	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	20	.01
WBT	3	5100	1370	.27*	1370	.27*
WBR	1	1700	940	.55	820	.48
Right Turn Adjustment			WBR	.09*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.86** **.70**

18. Cabot & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	400	.12*	170	.05
NBR	1	1700	350	.21	290	.17
SBL	2	3400	240	.07*	390	.11
SBT	2	3400	110	.06	390	.19*
SBR	0	0	140	.08	250	
EBL	2	3400	300	.09*	350	.10*
EBT	3	5100	1820	.36	1600	.31
EBR	1	1700	80	.05	160	.09
WBL	2	3400	150	.04	350	.10
WBT	3	5100	2180	.43*	1880	.37*
WBR	1	1700	160	.09	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.75**

19. Forbes & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	100	.06
SBL	1	1700	90	.05	200	.12*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	160	.09	210	.12
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2100	.33	2080	.31
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2290	.45*	2160	.42*
WBR	1	1700	130	.08	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.69**

20. Golden Lantern & P. Colinas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2240	.44*	970	.19
NBR	2	3400	910	.27	540	.16
SBL	1	1700	440	.26*	260	.15
SBT	3	5100	1280	.25	2080	.41*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1030	
WBT	0.5	3400	10	.21*	10	.31*
WBR	1	1700	510	.30	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.79**

21. Cabot & Paseo de Colinas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	270	.08	420	.12
EBL	1	1700	540	.32*	430	.25*
EBT	2	3400	600	.18	410	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	360	.13*	790	.24*
WBR	0	0	70		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.58**

22. Cm Capistrano & P. Colinas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.16}*	100	{.18}*
NBR	1.5		580		770	
SBL	1	1700	20	.01*	70	.04*
SBT	1	1700	70	.04	320	.19
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		760		610	
WBT	0	3400	0	.23*	0	.19*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.46**

23. Cm Capistrano & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	30	.02*	80	.05*
NBR	1	1700	610	.36	550	.32
SBL	2	3400	640	.19*	850	.25*
SBT	1	1700	10	.01	100	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	680	.40*
WBT	0	0	0		0	
WBR	2	3400	610	.18	770	.23
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.75**

24. Marguerite & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	560	.33*	310	.18*
NBT	2	3400	600	.18	360	.11
NBR	d	1700	180	.11	20	.01
SBL	1	1700	160	.09	120	.07
SBT	2	3400	560	.16*	580	.17*
SBR	d	1700	380	.22	710	.42
EBL	2	3400	550	.16	750	.22
EBT	2	3400	670	.31*	800	.33*
EBR	0	0	390		320	
WBL	1	1700	50	.03*	160	.09*
WBT	2	3400	230	.09	300	.11
WBR	0	0	60		60	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.84**

25. Cm Capistrano & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	360	.21	580	.34*
NBR	1	1700	10	.01	50	.03
SBL	1	1700	130	.08	150	.09*
SBT	1	1700	630	.37*	390	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	70	.04*	40	.02*
WBT	0	0	0		0	
WBR	1	1700	240	.14	220	.13
Right Turn Adjustment					WBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.54**

26. Del Obispo & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1030	.30	1020	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	280	.11*	490	.18*
EBR	0	0	90		120	
WBL	2	3400	940	.28*	1120	.33*
WBT	1	1700	650	.38	510	.30
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.62**

27. Rancho Viejo & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	340	.10	540	.16*
NBT	1	1700	190	.11*	140	.08
NBR	1	1700	80	.05	60	.04
SBL	1.5		200		500	
SBT	0.5	3400	120	.09*	180	.20*
SBR	1	1700	130	.08	170	.10
EBL	1	1700	170	.10*	220	.13
EBT	2	3400	1390	.41	2140	.63*
EBR	1	1700	670	.39	420	.25
WBL	1	1700	90	.05	60	.04*
WBT	3	5100	1860	.36*	1400	.27
WBR	1	1700	780	.46	210	.12
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .74 1.08

28. La Novia & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	530	.16*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	30	.02	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1180	.35	2170	.64*
EBR	1	1700	400	.24	500	.29
WBL	1	1700	240	.14	160	.09*
WBT	2	3400	2140	.63*	1340	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .87

30. Cm Capistrano & Del Obispo

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	700	.21*	500	.15*
NBT	1	1700	570	.34	460	.27
NBR	1	1700	300	.18	300	.18
SBL	1	1700	40	.02	60	.04
SBT	1	1700	420	.25*	590	.35*
SBR	1	1700	650	.38	50	.03
EBL	1	1700	60	.04	270	.16*
EBT	2	3400	780	.23*	550	.16
EBR	1	1700	450	.26	560	.33
WBL	2	3400	210	.06*	390	.11
WBT	2	3400	490	.14	630	.19*
WBR	1	1700	70	.04	50	.03
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .90

31. Cm Capistrano & San Juan Crk

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	540	.16*	740	.22*
NBR	1	1700	520	.31	820	.48
SBL	2	3400	250	.07*	910	.27*
SBT	2	3400	630	.19	930	.27
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1100		940	.28*
WBT	0	5100	0	{.38}*	0	
WBR	1.5		930		750	{.24}
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .87

32. Valle & San Juan Creek

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		590	.17*	580	.17*
NBT	0	5100	0		0	
NBR	1.5		160		290	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	390	.22*	1200	.51*
EBR	0	0	370		530	
WBL	1	1700	460	.27*	120	.07*
WBT	2	3400	1440	.42	1110	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.80**

33. La Novia & San Juan Creek

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	160	.09	150	.09
NBT	1	1700	210	.12*	140	.08*
NBR	1	1700	140	.08	80	.05
SBL	1	1700	250	.15*	560	.33*
SBT	1	1700	150	.09	180	.11
SBR	1	1700	510	.30	300	.18
EBL	1	1700	180	.11*	260	.15*
EBT	2	3400	300	.09	960	.28
EBR	d	1700	60	.04	170	.10
WBL	1	1700	70	.04	110	.06
WBT	2	3400	1190	.35*	640	.19*
WBR	d	1700	520	.31	230	.14
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.80**

44. I-5 SB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	770	.23*	1090	.32*
SBT	0	0	0		0	
SBR	1	1700	340	.20	430	.25
EBL	0	0	0		0	
EBT	3	5100	1200	.24	1900	.37*
EBR	f		430		650	
WBL	0	0	0		0	
WBT	3	5100	2070	.41*	1420	.28
WBR	f		630		340	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.74**

45. I-5 NB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	750	.44*	380	.22*
NBT	0	0	0		0	
NBR	1	1700	260	.15	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1700	.33	2540	.50*
EBR	f		390		450	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1370	.27
WBR	f		1430		730	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.80**

46. I-5 SB Ramps & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1230	.24*	2120	.42*
SBT	0	8500	0		0	
SBR	2.5		630	.19	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1570	.23	2580	.38*
EBR	1	1700	160	.09	310	.18
WBL	2	3400	460	.14	530	.16*
WBT	3	5100	1930	.38*	1730	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **1.01**

47. I-5 NB Ramps & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.24}*	210	.12*
NBT	0	5100	0	.24	0	
NBR	1.5		670		460	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1870	{.37}*	3710	.73*
EBR	1.5		970		980	.58
WBL	0	0	0		0	
WBT	3	5100	1850	.36	2060	.40
WBR	f		1510		1680	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.92**

48. I-5 SB Ramps & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	510	.15*	510	.15*
SBT	0	0	0		0	
SBR	1	1700	210	.12	590	.35
EBL	0	0	0		0	
EBT	1.5	5100	970	.29*	1090	.32*
EBR	1.5		250	.15	300	.18
WBL	1	1700	190	.11*	310	.18*
WBT	2	3400	760	.22	800	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.70**

49. I-5 NB Ramps & Avery

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	{.13}*	270	{.15}*
NBT	0	5100	0	.13	0	{.15}
NBR	1.5		360		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	240	.14	280	.16*
EBT	2	3400	1250	.37*	1320	.39
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	690	.20	860	.25*
WBR	f		490		460	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.61**

50. I-5 SB Ramps & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1260		1790	.53*
SBT	0	5100	0	{.38}*	0	
SBR	1.5		870		820	.48
EBL	0	0	0		0	
EBT	3	5100	1120	.22*	1240	.24*
EBR	1	1700	190	.11	270	.16
WBL	1	1700	220	.13*	220	.13*
WBT	2	3400	730	.21	810	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.95**

51. I-5 NB Ramps & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.14}*	260	{.15}*
NBT	0	5100	0	{.14}	0	.15
NBR	1.5		540		500	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	580	.17*	710	.21
EBT	2	3400	1800	.53	2330	.69*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	690	.41*	780	{.39}
WBR	1.5		1620	.48	1420	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.89**

52. Cm Capistrano & I-5 SB Ramps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	880	.26*	1070	.33*
NBR	0	0	20		40	
SBL	2	3400	640	.19*	540	.16*
SBT	2	3400	1090	.32	1320	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		770	.23*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		180		500	.29
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.84**

53. Valle & La Novia/I-5 NB Rmps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	150	.09*
NBT	1	1700	100	.06	170	.10
NBR	1	1700	10	.01	20	.01
SBL	0	0	90		190	
SBT	1	1700	150	.14*	200	.23*
SBR	1	1700	540	.32	280	.16
EBL	1	1700	410	.24*	540	.32*
EBT	1	1700	90	.06	190	.13
EBR	0	0	20		30	
WBL	0	0	10		30	
WBT	1	1700	240	.15*	90	.07*
WBR	1	1700	250	.15	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.76**

58. SR-241 SB Ramps & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	780	.23*
SBT	0	5100	0		0	
SBR	1.5		150	{.02}	530	{.16}
EBL	0	0	0		0	
EBT	3	5100	1380	.27*	1590	.31*
EBR	1	1700	30	.02	100	.06
WBL	1	1700	110	.06*	140	.08*
WBT	3	5100	1220	.24	990	.19
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.67**

59. SR-241 NB Ramps & Antonio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.02*	20	.01*
NBT	0	5100	0		0	
NBR	1.5		150	{.00}	90	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	630	.19*	180	.05
EBT	3	5100	940	.18	2160	.42*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	1130	.22
WBR	1	1700	1480	.87	220	.13
Right Turn Adjustment			WBR	.61*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.11** **.50**

60. SR-241 SB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70	.02*	290	
SBT	0	5100	0		0	.11*
SBR	1.5		20	.01	290	
EBL	0	0	0		0	
EBT	2	3400	960	.28	510	.15
EBR	1	1700	270	.16	550	.32
WBL	2	3400	30	.01	20	.01
WBT	2	3400	1120	.33*	710	.21*
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.41**

61. SR-241 NB Ramps & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		400	{.12}*	340	{.11}*
NBT	0	3400	0	.12	0	.11
NBR	0.5		10		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	470	.28*	30	.02
EBT	2	3400	560	.16	760	.22*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	740	.22*	360	.11
WBR	1	1700	470	.28	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.38**

70. Greenfield & SR-73 SB Ramps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1500	.51*	570	.25*
NBR	0	0	250		280	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	370	.11
SBR	0	0	0		0	
EBL	0.5		10	{.01}*	20	
EBT	0	3400	0	{.01}	0	{.26}*
EBR	1.5		530		1060	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.57**

71. Greenfield & SR-73 NB Ramps

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1490	.44*	470	.14*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	320	.19*	300	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.43**

72. Cm Capistrano & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	170	.05*	230	.07*
NBR	1	1700	1160	.68	840	.49
SBL	2	3400	490	.14*	340	.10*
SBT	2	3400	210	.06	390	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	870	.26*	1210	.36*
WBT	0	0	0		0	
WBR	1	1700	180	.11	560	.33
Right Turn Adjustment			NBR	.37*	NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.87** **.64**

73. I-5 SB Ramps & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		210		350	
SBT	0	5100	0	{.06}*	0	{.19}*
SBR	1.5		580		880	
EBL	0	0	0		0	
EBT	2	3400	1260	.37*	930	.27*
EBR	d	1700	370	.22	260	.15
WBL	1	1700	240	.14*	330	.19*
WBT	2	3400	490	.14	890	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

74. I-5 NB Ramps & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	310	.09*
NBT	0	0	0		0	
NBR	1	1700	330	.19	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	790	.23*	650	.19*
EBT	2	3400	680	.20	630	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	630	{.24}*	900	.26*
WBR	1.5		620		240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.59**

75. Rancho Viejo & J. Serra

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	640	.19*	420	.12*
NBT	2	3400	370	.11	250	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	210	{.08}*	430	{.16}*
SBR	1.5		590		700	
EBL	1.5		670		490	
EBT	0.5	3400	30	.30*	10	.24*
EBR	0		310		330	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.58**

San Clemente Intersections

35. La Pata & Las Ramblas

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	40	.03*
NBT	2	3200	520	.16	710	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	770	.24*	640	.20*
SBR	1	1600	350	.22	360	.23
EBL	0.5		390	.24*	320	.20*
EBT	0	3200	0		0	
EBR	1.5		80	.05	310	.19
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.53** **.43**

36. La Pata & Del Rio

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	180	.11*	560	.35*
NBT	2	3200	600	.19	750	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	820	.26*	960	.30*
SBR	1	1600	20	.01	40	.03
EBL	0.5		40		10	.01*
EBT	0	3200	0	{.20}*	0	
EBR	1.5		720		420	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.57** **.66**

37. La Pata & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	600	.19*
NBT	3	4800	390	.08	1120	.23
NBR	1	1600	130	.08	230	.14
SBL	1	1600	140	.09	130	.08
SBT	3	4800	1000	.21*	600	.13*
SBR	1	1600	220	.14	240	.15
EBL	1	1600	130	.08*	210	.13*
EBT	2	3200	270	.08	390	.12
EBR	1	1600	390	.24	380	.24
WBL	1	1600	210	.13	200	.13
WBT	2	3200	630	.23*	430	.16*
WBR	0	0	100		90	

TOTAL CAPACITY UTILIZATION **.70** **.61**

38. Talega & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	200	.13	80	.05
SBT	1	1600	30	.38*	30	.23*
SBR	0	0	580		340	
EBL	1	1600	280	.18*	360	.23*
EBT	2	3200	80	.03	170	.06
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	210	.11*	180	.11*
WBR	0	0	130		220	.14

TOTAL CAPACITY UTILIZATION **.68** **.58**

39. Vera Cruz & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	2	3200	60	.02*	100	.04*
NBR	0	0	10		20	
SBL	1	1600	390	.24*	210	.13*
SBT	2	3200	160	.10	60	.04
SBR	0	0	180	.11	170	.11
EBL	1	1600	300	.19*	130	.08*
EBT	2	3200	1160	.39	870	.28
EBR	0	0	90		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	790	.30*	1070	.43*
WBR	0	0	180		290	

TOTAL CAPACITY UTILIZATION **.75** **.68**

40. La Pata & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	690	.43*
NBT	2	3200	10	.00	40	.01
NBR	1	1600	270	.17	200	.13
SBL	2	3200	90	.03	40	.01
SBT	2	3200	90	.03*	10	.00*
SBR	f		210		50	
EBL	1	1600	160	.10	160	.10*
EBT	3	4800	1020	.21*	790	.16
EBR	1	1600	520	.33	280	.18
WBL	2	3200	390	.12*	90	.03
WBT	2.5	6400	530	.11	750	.16*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.05*		

TOTAL CAPACITY UTILIZATION **.50** **.69**

41. Vista Hermosa & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	150	.09*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	460	.14*	170	.05
SBT	1	1600	60	.04	10	.01*
SBR	1	1600	80	.05	90	.06
EBL	2	3200	90	.03*	180	.06*
EBT	3	4800	1210	.25	1080	.23
EBR	1	1600	320	.20	10	.01
WBL	1	1600	10	.01	10	.01
WBT	3	4800	870	.24*	660	.21*
WBR	0	0	300		370	.23

TOTAL CAPACITY UTILIZATION **.42** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1050	.33*	590	
SBT	0	4800	0		0	{.23}*
SBR	1.5		210	.13	540	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	440	.09	540	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	360	.11*
WBR	f		210		140	

TOTAL CAPACITY UTILIZATION **.45** **.38**

55. I-5 NB Ramps & Vista Hermosa

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		290	.09	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1450	.45*	1020	.32
EBR	f		180		230	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.25}	580	{.32}*
WBR	1.5		850		990	
Right Turn Adjustment			NBR	.03*	NBR	.11*

TOTAL CAPACITY UTILIZATION **.54** **.44**

56. I-5 SB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1640	.51*	760	.24*
SBT	0	0	10		10	
SBR	1	1600	200	.13	340	.21
EBL	0	0	0		0	
EBT	3	4800	850	.18*	880	.18*
EBR	1	1600	160	.10	380	.24
WBL	1	1600	300	.19*	600	.38*
WBT	2	3200	500	.16	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.88** **.80**

57. I-5 NB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	280	.18	140	.09
NBR(f)	f		560		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	270	.17*
EBT	2	3200	2250	.70*	1370	.43
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	660	.14	1290	.27*
WBR	f		980		1150	
Right Turn Adjustment			NBR	.09*		

TOTAL CAPACITY UTILIZATION **.88** **.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1390	.41*	1010	.30*
NBT	3	5100	1090	.21	860	.17
NBR	1	1700	350	.21	260	.15
SBL	2	3400	160	.05	140	.04
SBT	3	5100	1140	.22*	1230	.24*
SBR	f		940		510	
EBL	2	3400	850	.25*	810	.24
EBT	3	5100	760	.15	1270	.25*
EBR	f		690		1220	
WBL	2	3400	440	.13	480	.14*
WBT	3	5100	1040	.20*	560	.11
WBR	1	1700	350	.21	90	.05
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.14** **.98**

12. Antonio & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	780	.23*
NBT	3	5100	1820	.36	1450	.28
NBR	1	1700	210	.12	330	.19
SBL	2	3400	150	.04	210	.06
SBT	3	5100	1280	.25*	1860	.36*
SBR	f		570		690	
EBL	2	3400	550	.16*	660	.19
EBT	2	3400	300	.09	1360	.40*
EBR	f		440		450	
WBL	2	3400	350	.10	310	.09*
WBT	3	5100	1160	.23*	730	.14
WBR	1	1700	380	.22	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **1.13**

29. La Pata & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07*	210	.06
NBT	2	3400	630	.19	1140	.34*
NBR	1	1700	210	.12	780	.46
SBL	2	3400	60	.02	270	.08*
SBT	2	3400	1540	.45*	730	.21
SBR	1	1700	710	.42	510	.30
EBL	2	3400	490	.14*	710	.21
EBT	2	3400	300	.09	1280	.38*
EBR	1	1700	410	.24	200	.12
WBL	2	3400	670	.20	410	.12*
WBT	2	3400	1230	.36*	700	.21
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.07** **1.09**

34. La Pata & San Juan

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	210	.12*	150	.09*
NBT	2	3400	720	.21	1040	.31
NBR	0	0	10		20	
SBL	1	1700	10	.01	30	.02
SBT	2	3400	1200	.35*	870	.26*
SBR	1	1700	900	.53	410	.24
EBL	1	1700	180	.11*	950	.56*
EBT	1	1700	10	.01	20	.01
EBR	1	1700	120	.07	190	.11
WBL	1	1700	20	.01	10	.01
WBT	1	1700	20	.02*	10	.02*
WBR	0	0	20		20	
Right Turn Adjustment			SBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.98**

42. A St & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	400	.12*
NBT	1	1700	10	.01	10	.01
NBR	d	1700	190	.11	110	.06
SBL	1	1700	90	.05	70	.04
SBT	2	3400	10	.00*	10	.00*
SBR	d	1700	330	.19	250	.15
EBL	1	1700	160	.09*	330	.19*
EBT	2.5	6800	250	.07	920	.23
EBR	1.5		250	.07	650	
WBL	2	3400	70	.02	200	.06
WBT	3	5100	960	.19*	540	.11*
WBR	d	1700	50	.03	120	.07
Right Turn Adjustment			SBR	.19*	SBR	.15*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.62**

43. Antonio & B St

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	3	5100	1000	.20*	1370	.27*
NBR	f		260		760	
SBL	2	3400	650	.19*	820	.24*
SBT	3	5100	1440	.28	1250	.25
SBR	d	1700	50	.03	40	.02
EBL	1	1700	30	.02	60	.04
EBT	1	1700	10	.01*	10	.01*
EBR	1	1700	20	.01	30	.02
WBL	2	3400	630	.19*	340	.10*
WBT	1	1700	10	.01	10	.01
WBR	f		930		940	
Right Turn Adjustment					EBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.68**

62. SR-241 SB & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		20	{.01}*	280	{.11}*
NBT	0	3400	0	.01	0	.11
NBR	0.5		10		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	350	.07	500	.10*
EBR	1	1700	180	.11	600	.35
WBL	1	1700	110	.06	50	.03*
WBT	3	5100	1060	.21*	580	.11
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.25*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.27**		**.54**

63. SR-241 NB & Crown Valley

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		690	{.21}*	340	{.13}*
NBT	0	3400	0	.21	0	.13
NBR	0.5		40		90	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	80	.02	550	.11*
EBR	1	1700	260	.15	50	.03
WBL	1	1700	100	.06	10	.01*
WBT	2	3400	480	.14*	290	.09
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.30**

68. SR-241 SB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		340		310	
SBT	0	5100	0	.19*	0	.12*
SBR	1.5		620		320	
EBL	0	0	0		0	
EBT	2	3400	1300	.38*	1770	.52*
EBR	1	1700	80	.05	190	.11
WBL	1	1700	80	.05*	120	.07*
WBT	2	3400	920	.27	1270	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.76**

69. SR-241 NB Ramps & Pico

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	90	.05	90	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1360	.40*	1520	.45*
EBR	1	1700	270	.16	570	.34
WBL	1	1700	290	.17*	290	.17*
WBT	2	3400	960	.28	1310	.39
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.72**

82. SR-241 SB Ramps & D St

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	380	.11*	1810	.53*
SBT	0	0	0		0	
SBR	2	3400	220	.06	1090	.32
EBL	0	0	0		0	
EBT	2	3400	1210	.36*	700	.21*
EBR	f		100		50	
WBL	0	0	0		0	
WBT	2	3400	260	.08	220	.06
WBR	f		810		410	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.79**

83. SR-241 NB Ramps & D St

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.02*	70	.04*
NBT	0	5100	0		0	
NBR	1.5		340	.10	730	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	540	.16	2060	.61*
EBR	f		1040		460	
WBL	0	0	0		0	
WBT	2	3400	1040	.31*	560	.16
WBR	f		2010		670	
Right Turn Adjustment			NBR	.08*	NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.87**

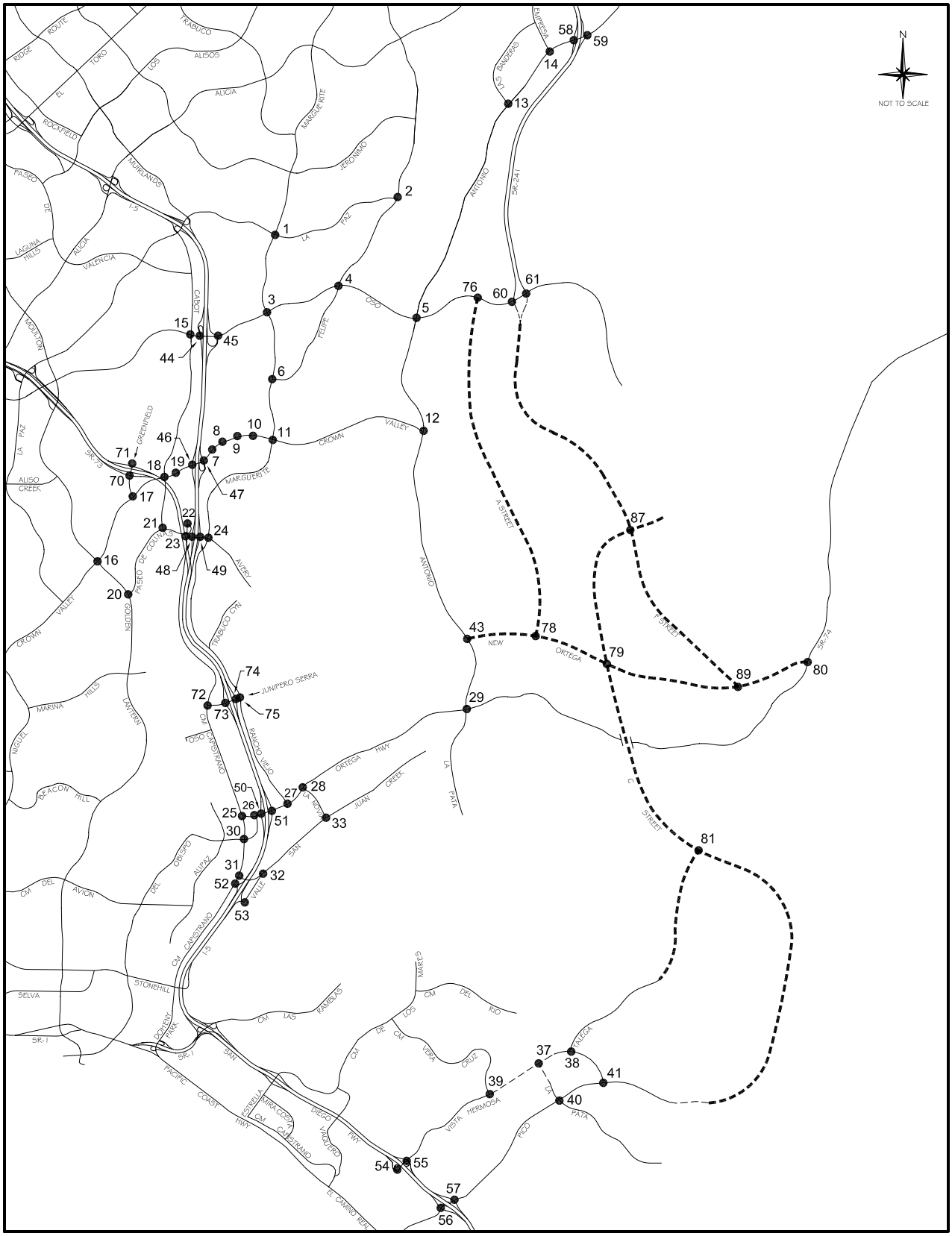
85. D St & Ortega

2025 OCP-2000 Alt. (MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	640	.19*	1330	.39*
SBT	0	0	0		0	
SBR	2	3400	450	.13	840	.25
EBL	2	3400	730	.21*	430	.13*
EBT	2	3400	40	.01	600	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	380	.22*	220	.13*
WBR	1.5		1540	.45	890	.26
Right Turn Adjustment			WBR	.23*	WBR	.13*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.83**

ICU Data Set 19

2025 B-4 Reduced Intensity Alternative
(Committed Circulation System)



2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	820	.24	1160	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1000	.29*	1130	.33*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1110	.33*
EBR	1	1700	110	.06	220	.13
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	380	.11
WBR	d	1700	440	.26	120	.07
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.86**

2. Olympiad & La Paz

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	220	.13*
NBT	2	3400	690	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	550	.21*
SBR	0	0	180		160	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	590	.35
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.64**

3. Marguerite & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	210	.06
NBT	2	3400	870	.26	940	.28*
NBR	1	1700	40	.02	80	.05
SBL	2	3400	190	.06	560	.16*
SBT	2	3400	710	.21*	930	.27
SBR	1	1700	320	.19	200	.12
EBL	2	3400	190	.06*	190	.06
EBT	4	6800	1530	.23	1880	.28*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	100	.03	150	.04*
WBT	4	6800	2420	.36*	1480	.22
WBR	d	1700	100	.06	190	.11
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**.81**

4. Felipe & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	140	.08
NBT	2	3400	360	.11*	430	.13*
NBR	1	1700	70	.04	210	.12
SBL	1	1700	300	.18*	510	.30*
SBT	2	3400	430	.13	380	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	130	.08*	220	.13
EBT	3	5100	1660	.33	2260	.44*
EBR	d	1700	90	.05	180	.11
WBL	1	1700	210	.12	230	.14*
WBT	3	5100	1990	.39*	1600	.31
WBR	d	1700	630	.37	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.81**		**1.06**

6. Marguerite & Felipe

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	850	.25*	1040	.31*
NBR	1	1700	260	.15	810	.48
SBL	1	1700	120	.07*	410	.24*
SBT	2	3400	890	.26	880	.26
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.05*
EBR	0	0	30		40	
WBL	1.5		690		450	
WBT	0.5	3400	30	.21*	20	.14*
WBR	1	1700	280	.16	110	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.85**

7. Puerta Real & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	570	.17
EBL	2	3400	530	.16*	470	.14*
EBT	4	6800	2110	.31	2980	.44
EBR	1	1700	160	.09	430	.25
WBL	2	3400	40	.01	310	.09
WBT	4	6800	2800	.42*	2650	.42*
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	.08	350	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2080	.32	3040	.48*
EBR	0	0	110		250	
WBL	2	3400	350	.10	220	.06*
WBT	4	6800	2570	.40*	2670	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.77**

9. Los Altos & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	80		290	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1720	.30	3150	.48*
EBR	0	0	310		80	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	2990	.48*	2340	.35
WBR	0	0	290		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1720	.25	3580	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2450	.36
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .66

11. Marguerite & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	510	.15	870	.26*
NBR	1	1700	460	.27	590	.35
SBL	2	3400	170	.05	500	.15*
SBT	2	3400	770	.23*	630	.19
SBR	1	1700	1020	.60	370	.22
EBL	2	3400	600	.18*	900	.26*
EBT	4	6800	1090	.16	2470	.36
EBR	1	1700	70	.04	280	.16
WBL	2	3400	720	.21	620	.18
WBT	4	6800	2570	.45*	1990	.33*
WBR	0	0	500		240	
Right Turn Adjustment			SBR	.23*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION 1.20 1.05

13. Banderas & Antonio

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	420	.25	600	.35
EBL	2	3400	480	.14	380	.11*
EBT	3	5100	2470	.49*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1050	.22	1680	.35*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .68 .76

14. Empresa & Antonio

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		350	
EBL	2	3400	850	.25*	160	.05*
EBT	3	5100	1050	.21	1100	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	830	.16*	1170	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .60 .50

15. Cabot & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	720	.21*	350	.10*
NBR	1	1700	180	.11	590	.35
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	280	.08	620	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	140	.04
EBT	3	5100	1080	.21*	1160	.23*
EBR	1	1700	140	.08	80	.05
WBL	2	3400	310	.09*	320	.09*
WBT	3	5100	1350	.26	1180	.23
WBR	1	1700	510	.30	410	.24
Right Turn Adjustment					NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.85**

16. Moulton & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	240	.07*
NBT	2.5	6800	1410	{.28}*	1180	.23
NBR	1.5		600	{.22}	340	.20
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1610	.32*
SBR	1	1700	140	.08	200	.12
EBL	2	3400	160	.05	150	.04
EBT	3	5100	1370	.27*	1070	.21*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	610	.18*	800	.24*
WBT	3	5100	840	.16	1470	.29
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.89**

17. Greenfield & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		30	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	950	.28*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	280	.16	250	.15
EBL	2	3400	560	.16*	260	.08*
EBT	3	5100	1580	.31	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1400	.27*	1640	.32*
WBR	1	1700	870	.51	780	.46
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.82** **.76**

18. Cabot & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	180	.05
NBR	1	1700	380	.22	310	.18
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	120	.07	400	.20*
SBR	0	0	150	.09	290	
EBL	2	3400	310	.09*	310	.09*
EBT	3	5100	1970	.39	1630	.32
EBR	1	1700	130	.08	150	.09
WBL	2	3400	150	.04	340	.10
WBT	3	5100	2100	.41*	2060	.40*
WBR	1	1700	160	.09	270	.16
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.79**

19. Forbes & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2270	.35	1980	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2210	.43*	2290	.45*
WBR	1	1700	120	.07	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.76**

20. Golden Lantern & P. Colinas

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2430	.48*	970	.19
NBR	1	1700	1130	.66	860	.51
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1240	.25	2310	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		850		1240	
WBT	0.5	3400	10	.25*	10	.37*
WBR	1	1700	520	.31	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.89**

21. Cabot & Paseo de Colinas

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	120	.04*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	320	.09	420	.12
EBL	1	1700	480	.28*	480	.28*
EBT	2	3400	870	.26	690	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	980	.30*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.66**

22. Cm Capistrano & P. Colinas

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	80	{.20}*
NBR	1.5		660	{.13}	920	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1160		860	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.57**

23. Cm Capistrano & Avery

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	120	.07*
NBR	1	1700	100	.06	300	.18
SBL	2	3400	980	.29*	1020	.30*
SBT	1	1700	60	.04	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	660	.19	870	.26
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.56**

24. Marguerite & Avery

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	650	.38*	340	.20*
NBT	2	3400	580	.17	400	.12
NBR	d	1700	190	.11	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	580	.17*	610	.18*
SBR	d	1700	370	.22	660	.39
EBL	2	3400	560	.16	790	.23
EBT	2	3400	560	.28*	830	.34*
EBR	0	0	400		340	
WBL	1	1700	50	.03*	220	.13*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.90**

25. Cm Capistrano & Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	740	.44*	770	.45*
NBR	1	1700	40	.02	100	.06
SBL	1	1700	150	.09*	140	.08*
SBT	1	1700	620	.36	720	.42
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	210	.12	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.69**

26. Del Obispo & Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1240	.36	1280	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	420	.15*	540	.19*
EBR	0	0	80		120	
WBL	2	3400	1270	.37*	1280	.38*
WBT	1	1700	700	.41	690	.41
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.71**

27. Rancho Viejo & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	140	.11
NBR	0		60		50	
SBL	1.5		120		330	
SBT	0.5	3400	110	.07*	190	.15*
SBR	1	1700	170	.10	200	.12
EBL	1	1700	250	.15*	260	.15
EBT	2	3400	1310	.39	1530	.45*
EBR	1	1700	730	.43	470	.28
WBL	1	1700	80	.05	50	.03*
WBT	3	5100	1660	.33*	1140	.22
WBR	1	1700	460	.27	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .72 .84

28. La Novia & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	310	.09*
NBT	0	0	0		0	
NBR	1	1700	420	.25	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1030	.30*	1610	.47*
EBR	1	1700	370	.22	260	.15
WBL	1	1700	590	.35*	540	.32*
WBT	2	3400	1720	.51	980	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .93

30. Cm Capistrano & Del Obispo

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	850	.50*	570	.34
NBR	1	1700	270	.16	360	.21
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	480	.28	890	.52*
SBR	1	1700	710	.42	310	.18
EBL	1	1700	300	.18	430	.25*
EBT	2	3400	1010	.30*	720	.21
EBR	1	1700	430	.25	380	.22
WBL	1	1700	340	.20*	370	.22
WBT	2	3400	650	.19	810	.24*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.07 1.19

31. Cm Capistrano & San Juan Crk

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	910	.27*	980	.29*
NBR	1	1700	470	.28	460	.27
SBL	2	3400	260	.08*	690	.20*
SBT	2	3400	760	.22	1120	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		910		810	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		590		550	{.17}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .78

32. Valle & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	450	.26	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	510	.30
EBR	1	1700	360	.21	640	.38
WBL	1	1700	250	.15	280	.16
WBT	1	1700	960	.56*	850	.50*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.92**		**.85**

33. La Novia & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	280	.16*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	440	.26*	380	.22*
SBT	1	1700	170	.10	260	.15
SBR	1	1700	600	.35	530	.31
EBL	1	1700	450	.26*	440	.26*
EBT	1	1700	280	.16	310	.18
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	300	.18*
WBR	1	1700	450	.26	360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.98**		**.81**

44. I-5 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	790	.23*	1240	.36*
SBT	0	0	0		0	
SBR	1	1700	350	.21	460	.27
EBL	0	0	0		0	
EBT	3	5100	1100	.22	1740	.34*
EBR	f		450		700	
WBL	0	0	0		0	
WBT	3	5100	1840	.36*	1440	.28
WBR	f		760		400	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.75**

45. I-5 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	330	.19	610	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1770	.35	2420	.47*
EBR	f		250		570	
WBL	0	0	0		0	
WBT	3	5100	2160	.42*	1410	.28
WBR	f		1200		720	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.88**

46. I-5 SB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1190	.23*	1850	.36*
SBT	0	8500	0		0	
SBR	2.5		690	.20	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1740	.26*	2490	.37*
EBR	1	1700	140	.08	290	.17
WBL	2	3400	630	.19*	560	.16*
WBT	3	5100	1780	.35	1880	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**.94**

47. I-5 NB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		540	{.25}*	240	.14*
NBT	0	5100	0	.25	0	
NBR	1.5		710		490	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2010	{.39}*	3380	.66*
EBR	1.5		960	{.38}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1880	.37	2210	.43
WBR	f		1370		1510	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.85**

48. I-5 SB Ramps & Avery

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		500		530	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		210		400	
EBL	0	0	0		0	
EBT	2	3400	720	.21	1020	.30*
EBR	1	1700	340	.20	300	.18
WBL	1	1700	230	.14	330	.19*
WBT	1	1700	740	.44*	670	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.81**

49. I-5 NB Ramps & Avery

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	340	.20	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	290	.17*
EBT	2	3400	1190	.35*	1270	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	700	.21	750	.22*
WBR	1	1700	550	.32	530	.31
Right Turn Adjustment			NBR	.04*	NBR	.22*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.81**

50. I-5 SB Ramps & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1060		960	
SBT	0	5100	0	{.34}*	0	{.33}*
SBR	1.5		960		950	
EBL	0	0	0		0	
EBT	3	5100	1490	.29*	1580	.31*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	420	.25*	290	.17*
WBT	2	3400	1020	.30	1030	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.86**

51. I-5 NB Ramps & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.14}*	250	{.13}*
NBT	0	5100	0	{.14}	0	{.13}
NBR	1.5		630		510	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	780	.23*	750	.22*
EBT	2	3400	1760	.52	1770	.52
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1170	{.39}*	1060	{.36}*
WBR	1.5		1020		950	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.76**

52. Cm Capistrano & I-5 SB Ramps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1200	.36*	1090	.32*
NBR	0	0	10		10	
SBL	2	3400	680	.20*	550	.16*
SBT	2	3400	990	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1040	.31*
WBT	0	5100	0		0	
WBR	1.5		180		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

53. Valle & La Novia/I-5 NB Rmps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	160	.09*
NBT	1	1700	200	.12	240	.14
NBR	1	1700	20	.01	50	.03
SBL	0	0	70		220	
SBT	1	1700	210	.16*	470	.41*
SBR	1	1700	300	.18	230	.14
EBL	1	1700	570	.34*	590	.35*
EBT	1	1700	30	.04	150	.11
EBR	0	0	40		40	
WBL	0	0	50		50	
WBT	1	1700	280	.19*	70	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.97**

58. SR-241 SB Ramps & Antonio

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	880	.26*
SBT	0	5100	0		0	
SBR	1.5		140	{.01}	580	{.22}
EBL	0	0	0		0	
EBT	3	5100	1490	.29*	1640	.32*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	80	.05*	80	.05*
WBT	3	5100	1220	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70		100	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	680	.40*	200	.12
EBT	3	5100	990	.19	2290	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	1130	.22
WBR	1	1700	1580	.93	200	.12
Right Turn Adjustment			WBR	.67*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.53**

60. SR-241 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	270	.08*	880	.26*
SBR	1	1700	80	.05	230	.14
EBL	0	0	0		0	
EBT	2	3400	1100	.32*	380	.11
EBR	f		820		1590	
WBL	1	1700	160	.09*	120	.07
WBT	3	5100	1980	.39	1450	.28*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.59**

61. SR-241 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	970	.29	860	.25*
NBT	2	3400	1050	.31*	470	.14
NBR	1	1700	60	.04	630	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	560	.16*	60	.02
EBT	2	3400	630	.19	550	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1180	.23*	610	.12
WBR	1	1700	450	.26	100	.06
Right Turn Adjustment			WBR	.03*	NBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.58**

70. Greenfield & SR-73 SB Ramps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	520	.26*
NBR	0	0	330		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	460	.14	450	.13
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		520		950	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.57**		**.55**

71. Greenfield & SR-73 NB Ramps

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1310	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.45**

72. Cm Capistrano & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1130	.66	990	.58
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	870	.51*	1200	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	190	.11
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.90**

73. I-5 SB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	310	.18*
SBT	0	0	0		0	
SBR	1	1700	580	.34	720	.42
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	980	.33*
EBR	0	0	130		140	
WBL	0.5		250	{.15}*	350	{.21}*
WBT	1.5	3400	350	.18	670	.30
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.83**

74. I-5 NB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	300	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		620	{.36}*	750	.44*
EBT	1.5	3400	730	.40	550	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	890	.52*
WBR	1	1700	520	.31	320	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.08**

75. Rancho Viejo & J. Serra

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	490	.29*	350	.21*
NBT	2	3400	250	.08	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	380	.22*
SBR	1	1700	590	.35	850	.50
EBL	1.5		760		530	
EBT	0.5	3400	30	.30*	10	.23*
EBR	0		240		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.11*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.79** **.83**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	680	.21*	830	.26*
NBT	3	4800	640	.13	520	.11
NBR	1	1600	230	.14	460	.29
SBL	1	1600	20	.01	70	.04
SBT	3	4800	210	.04*	290	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	490	.15	790	.25
EBR	1	1600	670	.42	540	.34
WBL	1	1600	370	.23	220	.14
WBT	2	3200	930	.33*	630	.23*
WBR	0	0	120		120	

TOTAL CAPACITY UTILIZATION **1.11** **.98**

38. Talega & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	150	.09	40	.03
SBT	1	1600	30	.63*	30	.36*
SBR	0	0	970		550	
EBL	1	1600	450	.28*	880	.55*
EBT	2	3200	80	.03	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.12*	130	.07*
WBR	0	0	100		80	

TOTAL CAPACITY UTILIZATION **1.04** **.99**

39. Vera Cruz & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	80	.05
NBT	2	3200	70	.03*	360	.12*
NBR	0	0	10		10	
SBL	1	1600	680	.43*	710	.44*
SBT	2	3200	480	.22	200	.13
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	180	.11*
EBT	2	3200	1540	.52	1250	.40
EBR	0	0	130		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1210	.50*	1370	.62*
WBR	0	0	390		620	

TOTAL CAPACITY UTILIZATION **1.16** **1.29**

40. La Pata & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	770	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	80	.05	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	30	.01*	10	.00*
SBR	f		190		70	
EBL	1	1600	200	.13	150	.09*
EBT	3	4800	1030	.21*	840	.18
EBR	1	1600	610	.38	230	.14
WBL	2	3200	160	.05*	10	.00
WBT	2.5	6400	610	.13	770	.16*
WBR	1.5		40		10	
Right Turn Adjustment			EBR	.09*		

TOTAL CAPACITY UTILIZATION **.46** **.73**

41. Vista Hermosa & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	190	.12*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	260	.08*	80	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	90	.06	90	.06
EBL	2	3200	90	.03*	160	.05
EBT	3	4800	920	.19	920	.19*
EBR	1	1600	410	.26	40	.03
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	850	.21*	390	.12
WBR	0	0	180		170	

TOTAL CAPACITY UTILIZATION **.33** **.33**

54. I-5 SB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1520	.48*	880	
SBT	0	4800	0		0	{.29}*
SBR	1.5		170	.11	570	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	450	.09	460	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	370	.12*
WBR	f		250		170	

TOTAL CAPACITY UTILIZATION **.60** **.45**

55. I-5 NB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.05*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		350	.11	400	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1890	.59*	1320	.41*
EBR	f		200		200	
WBL	0	0	0		0	
WBT	1.5	4800	480	.30	610	.38
WBR	1.5		1180	.37	1470	.46
Right Turn Adjustment			NBR	.06*	Multi	.16*

TOTAL CAPACITY UTILIZATION **.70** **.58**

56. I-5 SB Ramps & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1770	.55*	1160	.36*
SBT	0	0	10		10	
SBR	1	1600	200	.13	330	.21
EBL	0	0	0		0	
EBT	3	4800	820	.17*	870	.18*
EBR	1	1600	150	.09	360	.23
WBL	1	1600	440	.28*	810	.51*
WBT	2	3200	530	.17	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **1.05**

57. I-5 NB Ramps & Pico

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	340	.21	220	.14
NBR(f)	f		690		430	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	210	.13	280	.18
EBT	2	3200	2410	.75*	1740	.54*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	850	.18	1490	.31
WBR	f		1270		1270	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.96**		**.73**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	470	.14*
NBT	3	5100	1030	.20	860	.17
NBR	1	1700	550	.32	590	.35
SBL	2	3400	300	.09	230	.07
SBT	3	5100	1140	.22*	1280	.25*
SBR	f		1020		540	
EBL	2	3400	830	.24*	920	.27
EBT	3	5100	1080	.21	1520	.30*
EBR	1	1700	350	.21	550	.32
WBL	2	3400	840	.25	760	.22*
WBT	3	5100	1260	.25*	840	.16
WBR	1	1700	440	.26	140	.08
Right Turn Adjustment			WBR	.01*	Multi	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.96**		**1.01**

12. Antonio & Crown Valley

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	940	.28*
NBT	3	5100	1460	.29	810	.16
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	840	.16*	1320	.26*
SBR	f		1180		1060	
EBL	2	3400	660	.19*	1210	.36*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	430	.25	930	.55
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.06*	EBR	.18*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.73**		**1.14**

29. La Pata & Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	210	.12*
NBT	1	1700	100	.06	90	.06
NBR	0	0	10		20	
SBL	1	1700	30	.02	20	.01
SBT	2	3400	240	.14*	60	.04*
SBR	0	0	1730	1.02	1160	.68
EBL	2	3400	1060	.31*	1390	.41*
EBT	1	1700	30	.02	400	.24
EBR	1	1700	530	.31	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	210	.12*	90	.05*
WBR	1	1700	40	.02	20	.01
Right Turn Adjustment			SBR	.88*	SBR	.64*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.65**		**1.31**

43. Antonio & New Ortega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	30	.02
NBT	3	5100	540	.11*	680	.13*
NBR	f		560		950	
SBL	2	3400	650	.19*	980	.29*
SBT	3	5100	740	.15	620	.12
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	30	.02*	20	.01*
EBR	1	1700	50	.03	20	.01
WBL	2	3400	890	.26*	670	.20*
WBT	1	1700	10	.01	30	.02
WBR	f		940		910	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.68**

76. A St & Oso

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	50	.03	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1900	.37	1810	.35*
EBR	d	1700	20	.01	60	.04
WBL	1	1700	10	.01	30	.02*
WBT	3	5100	2020	.40*	1650	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.49** **.44**

78. A St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	20	.01*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1230	.24	1930	.38*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1820	.36*	1600	.31
WBR	d	1700	10	.01	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.44**

79. C St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	640	.19*	640	.19*
NBT	2	3400	700	.21	560	.16
NBR	1	1700	150	.09	200	.12
SBL	2	3400	50	.01	50	.01
SBT	2	3400	460	.14*	640	.19*
SBR	1	1700	250	.15	230	.14
EBL	2	3400	230	.07*	250	.07
EBT	2	3400	580	.17	800	.24*
EBR	2	3400	470	.14	780	.23
WBL	2	3400	150	.04	120	.04*
WBT	3	5100	780	.15*	760	.15
WBR	1	1700	50	.03	90	.05
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.60** **.71**

80. Ortega & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	70	.04
NBT	2	3400	10	.01	270	.08*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	80	.05*	10	.01
SBR	2	3400	880	.26	640	.19
EBL	2	3400	380	.11*	840	.25*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	120	.07	50	.03
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.21*	SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.54**

81. C St & Talega

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	660	.20	660	.20
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	570	.30*	690	.33*
SBR	0	0	450		440	
EBL	1	1700	450	.26*	450	.26*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.66**

87. F St & C St

2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	920	.18*	700	.14*
NBR	1	1700	50	.03	60	.04
SBL	2	3400	110	.03*	250	.07*
SBT	3	5100	620	.12	950	.19
SBR	1	1700	510	.30	840	.49
EBL	2	3400	880	.26*	640	.19*
EBT	2	3400	100	.03	130	.04
EBR	d	1700	10	.01	10	.01
WBL	1	1700	50	.03	60	.04
WBT	1.5	5100	110	.06*	110	.05*
WBR	1.5		260	.08	140	
Right Turn Adjustment			WBR	.02*	SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.60** **.60**

89. F St & New Ortega

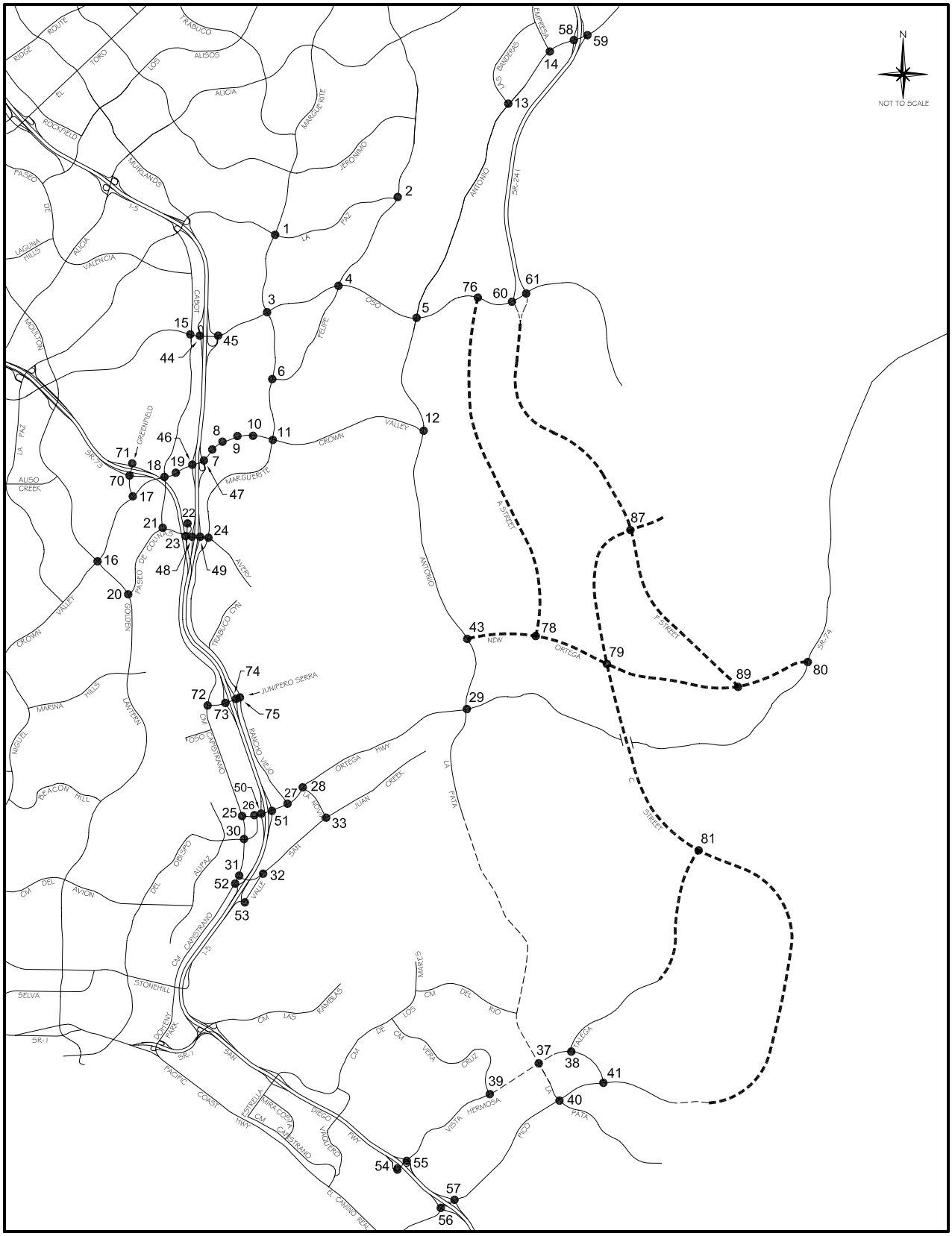
2025 B-4 Reduced Intensity Alt.(Committed Circulation)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		380		660	
SBT	0	5100	0	.13*	0	.20*
SBR	1.5		290		360	
EBL	2	3400	360	.11*	280	.08*
EBT	2	3400	670	.20	880	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	940	.28*	760	.22*
WBR	1	1700	620	.36	490	.29
Right Turn Adjustment			WBR	.08*	WBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.62**

ICU Data Set 20

2025 B-4 Reduced Intensity Alternative
(Committed Circulation System Plus La Pata)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	820	.24	1160	.34
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	230	.07
SBT	2	3400	1010	.30*	1120	.33*
SBR	1	1700	220	.13	150	.09
EBL	2	3400	210	.06*	340	.10
EBT	2	3400	320	.09	1080	.32*
EBR	1	1700	110	.06	240	.14
WBL	2	3400	300	.09	190	.06*
WBT	2	3400	430	.13*	370	.11
WBR	d	1700	440	.26	120	.07
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.85**

2. Olympiad & La Paz

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	220	.13*
NBT	2	3400	690	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	550	.21*	560	.21*
SBR	0	0	170		150	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	130	.08	580	.34
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.63**

3. Marguerite & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	220	.06
NBT	2	3400	880	.26	920	.27*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	220	.06	550	.16*
SBT	2	3400	690	.20*	950	.28
SBR	1	1700	310	.18	190	.11
EBL	2	3400	180	.05*	190	.06
EBT	4	6800	1470	.22	1850	.27*
EBR	d	1700	100	.06	400	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2410	.35*	1450	.21
WBR	d	1700	90	.05	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.79**

4. Felipe & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	350	.10*	420	.12*
NBR	1	1700	70	.04	250	.15
SBL	1	1700	320	.19*	540	.32*
SBT	2	3400	420	.12	380	.11
SBR	d	1700	130	.08	190	.11
EBL	1	1700	140	.08*	230	.14
EBT	3	5100	1620	.32	2190	.43*
EBR	d	1700	80	.05	200	.12
WBL	1	1700	240	.14	230	.14*
WBT	3	5100	1960	.38*	1610	.32
WBR	d	1700	650	.38	380	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**1.06**

6. Marguerite & Felipe

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	880	.26*	1040	.31*
NBR	1	1700	260	.15	820	.48
SBL	1	1700	110	.06*	390	.23*
SBT	2	3400	890	.26	920	.27
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.05*
EBR	0	0	30		40	
WBL	1.5		710		450	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	270	.16	100	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.84**

7. Puerta Real & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	520	.15*	460	.14*
EBT	4	6800	2080	.31	3020	.44
EBR	1	1700	160	.09	420	.25
WBL	2	3400	60	.02	280	.08
WBT	4	6800	2780	.42*	2640	.42*
WBR	0	0	90		220	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.81**

8. Guevara/Medical Ctr & CVP

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	360	
NBT	1.5	5100	30	.08	20	.11*
NBR	0		100		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	160	.09
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2050	.32	3100	.49*
EBR	0	0	110		240	
WBL	2	3400	340	.10	230	.07*
WBT	4	6800	2570	.40*	2630	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.79**

9. Los Altos & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	80		290	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1690	.29	3200	.48*
EBR	0	0	310		90	
WBL	1	1700	450	.26	180	.11*
WBT	4	6800	2980	.48*	2300	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1690	.25	3620	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2410	.36
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.67**

11. Marguerite & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	130	.04
NBT	2	3400	510	.15	850	.25*
NBR	1	1700	470	.28	540	.32
SBL	2	3400	180	.05	560	.16*
SBT	2	3400	730	.21*	600	.18
SBR	1	1700	1070	.63	350	.21
EBL	2	3400	560	.16*	920	.27*
EBT	4	6800	1110	.16	2490	.37
EBR	1	1700	70	.04	280	.16
WBL	2	3400	690	.20	620	.18
WBT	4	6800	2530	.46*	1950	.33*
WBR	0	0	570		260	
Right Turn Adjustment			SBR	.30*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.24** **1.06**

13. Banderas & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	480	.28	620	.36
EBL	2	3400	550	.16	440	.13*
EBT	3	5100	2520	.50*	1390	.27
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1160	.24	1690	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.69** **.77**

14. Empresa & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		240		470	
SBT	0.5	3400	50	.09*	20	.14*
SBR	f		180		350	
EBL	2	3400	790	.23*	170	.05*
EBT	3	5100	1170	.23	1230	.24
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	900	.18*	1190	.23*
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	710	.21*	350	.10*
NBR	1	1700	150	.09	580	.34
SBL	2	3400	290	.09*	700	.21*
SBT	2	3400	280	.08	610	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	140	.04*	140	.04
EBT	3	5100	1090	.21	1140	.22*
EBR	1	1700	140	.08	80	.05
WBL	2	3400	330	.10	320	.09*
WBT	3	5100	1360	.27*	1170	.23
WBR	1	1700	520	.31	410	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.84**

16. Moulton & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	230	.07*
NBT	2.5	6800	1360	{.27}*	1150	.23
NBR	1.5		600	{.22}	340	.20
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	800	.16	1550	.30*
SBR	1	1700	140	.08	190	.11
EBL	2	3400	180	.05	150	.04
EBT	3	5100	1340	.26*	1070	.21*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	620	.18*	800	.24*
WBT	3	5100	850	.17	1460	.29
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.87**

17. Greenfield & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		30	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	940	.28*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	280	.16	250	.15
EBL	2	3400	570	.17*	260	.08*
EBT	3	5100	1540	.31	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1430	.28*	1620	.32*
WBR	1	1700	810	.48	770	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.76**

18. Cabot & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	300	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	110	.06	400	.20*
SBR	0	0	180	.11	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1630	.32
EBR	1	1700	120	.07	150	.09
WBL	2	3400	160	.05	330	.10
WBT	3	5100	2050	.40*	2050	.40*
WBR	1	1700	170	.10	260	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.79**

19. Forbes & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2270	.35	1990	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2170	.43*	2280	.45*
WBR	1	1700	140	.08	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.76**

20. Golden Lantern & P. Colinas

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2360	.46*	930	.18
NBR	1	1700	1110	.65	840	.49
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1240	.25	2250	.44*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	520	.31	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.87**

21. Cabot & Paseo de Colinas

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	100	.03*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	410	.12
EBL	1	1700	470	.28*	470	.28*
EBT	2	3400	870	.26	670	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.15*	980	.30*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.66**

22. Cm Capistrano & P. Colinas

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	80	{.20}*
NBR	1.5		640	{.11}	920	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1140		840	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.57**

23. Cm Capistrano & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	1020	.30*
SBT	1	1700	60	.04	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	630	.19	890	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.56**

24. Marguerite & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	600	.35*	320	.19*
NBT	2	3400	570	.17	380	.11
NBR	d	1700	180	.11	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	570	.17*	590	.17*
SBR	d	1700	330	.19	640	.38
EBL	2	3400	580	.17	720	.21
EBT	2	3400	530	.27*	820	.33*
EBR	0	0	400		300	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.84**

25. Cm Capistrano & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	730	.43*	700	.41*
NBR	1	1700	20	.01	70	.04
SBL	1	1700	140	.08*	140	.08*
SBT	1	1700	620	.36	660	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	200	.12*
WBT	0	0	0		0	
WBR	1	1700	240	.14	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.66**

26. Del Obispo & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1200	.35	1280	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	340	.12*	510	.19*
EBR	0	0	80		120	
WBL	2	3400	1250	.37*	1260	.37*
WBT	1	1700	690	.41	730	.43
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.71**

27. Rancho Viejo & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		570	.17*
NBT	1.5	5100	180	.12*	130	.11
NBR	0		60		50	
SBL	1.5		130		340	
SBT	0.5	3400	110	.07*	170	.15*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	240	.14*	250	.15
EBT	2	3400	1230	.36	1540	.45*
EBR	1	1700	720	.42	470	.28
WBL	1	1700	80	.05	60	.04*
WBT	3	5100	1630	.32*	1120	.22
WBR	1	1700	410	.24	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.86**

28. La Novia & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	380	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	250	.15	430	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	960	.28*	1630	.48*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	570	.34*	430	.25*
WBT	2	3400	1670	.49	980	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.87**

30. Cm Capistrano & Del Obispo

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16	440	.13*
NBT	1	1700	810	.48*	510	.30
NBR	1	1700	230	.14	320	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	440	.26	790	.46*
SBR	1	1700	700	.41	360	.21
EBL	1	1700	280	.16	390	.23*
EBT	2	3400	1000	.29*	730	.21
EBR	1	1700	430	.25	400	.24
WBL	1	1700	300	.18*	370	.22
WBT	2	3400	660	.19	780	.23*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **1.10**

31. Cm Capistrano & San Juan Crk

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	900	.26*
NBR	1	1700	490	.29	510	.30
SBL	2	3400	250	.07*	640	.19*
SBT	2	3400	700	.21	1110	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		890		780	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		600		560	{.19}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.73**

32. Valle & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	550	.32*	510	.30*
NBT	0	0	0		0	
NBR	1	1700	230	.14	320	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	530	.31
EBR	1	1700	370	.22	610	.36
WBL	1	1700	220	.13	160	.09
WBT	1	1700	920	.54*	810	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.91**		**.83**

33. La Novia & San Juan Creek

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	270	.16*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	450	.26*	400	.24*
SBT	1	1700	170	.10	270	.16
SBR	1	1700	570	.34	400	.24
EBL	1	1700	260	.15*	350	.21*
EBT	1	1700	270	.16	280	.16
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	390	.23*	280	.16*
WBR	1	1700	470	.28	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.85**		**.76**

44. I-5 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	770	.23*	1260	.37*
SBT	0	0	0		0	
SBR	1	1700	340	.20	450	.26
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1710	.34*
EBR	f		460		710	
WBL	0	0	0		0	
WBT	3	5100	1880	.37*	1450	.28
WBR	f		700		380	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.76**

45. I-5 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	480	.28*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	300	.18	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1720	.34	2430	.48*
EBR	f		240		550	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	1400	.27
WBR	f		1210		710	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.74**		**.86**

46. I-5 SB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1220	.24*	1940	.38*
SBT	0	8500	0		0	
SBR	2.5		720	.21	1090	.32
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2480	.36*
EBR	1	1700	160	.09	300	.18
WBL	2	3400	550	.16*	510	.15*
WBT	3	5100	1740	.34	1860	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.94**

47. I-5 NB Ramps & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.24}*	240	{.14}*
NBT	0	5100	0	.24	0	.14
NBR	1.5		680		450	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2020	{.40}*	3460	.68*
EBR	1.5		960	{.38}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1750	.34	2130	.42
WBR	f		1460		1580	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.87**

48. I-5 SB Ramps & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		510		510	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	710	.21	1010	.30*
EBR	1	1700	330	.19	310	.18
WBL	1	1700	190	.11	320	.19*
WBT	1	1700	710	.42*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.81**

49. I-5 NB Ramps & Avery

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	280	.16*
NBT	0	0	0		0	
NBR	1	1700	340	.20	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	270	.16
EBT	2	3400	1180	.35*	1250	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	640	.19	720	.21
WBR	1	1700	520	.31	530	.31
Right Turn Adjustment			NBR	.04*	NBR	.18*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.76**

50. I-5 SB Ramps & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1070		1070	
SBT	0	5100	0	{.37}*	0	{.38}*
SBR	1.5		980		1000	
EBL	0	0	0		0	
EBT	3	5100	1370	.27*	1550	.30*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	230	.14*	190	.11*
WBT	2	3400	970	.29	990	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.84**

51. I-5 NB Ramps & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.14}*	250	{.12}*
NBT	0	5100	0	{.14}	0	{.12}
NBR	1.5		590		430	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	730	.21*	760	.22*
EBT	2	3400	1710	.50	1850	.54
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	930	{.38}*	930	{.36}*
WBR	1.5		1220		1060	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.75**

52. Cm Capistrano & I-5 SB Ramps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1150	.34*	1010	.30*
NBR	0	0	20		10	
SBL	2	3400	620	.18*	520	.15*
SBT	2	3400	960	.28	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		170		390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	150	.09*
NBT	1	1700	130	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	180	.15*	310	.31*
SBR	1	1700	310	.18	260	.15
EBL	1	1700	440	.26*	540	.32*
EBT	1	1700	30	.05	160	.13
EBR	0	0	50		60	
WBL	0	0	40		50	
WBT	1	1700	300	.20*	70	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

58. SR-241 SB Ramps & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		210	{.05}	590	{.22}
EBL	0	0	0		0	
EBT	3	5100	1510	.30*	1750	.34*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	70	.04*	70	.04*
WBT	3	5100	1240	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	80	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	720	.42*	270	.16
EBT	3	5100	990	.19	2300	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1280	.25*	1130	.22
WBR	1	1700	1590	.94	190	.11
Right Turn Adjustment			WBR	.68*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.41** **.52**

60. SR-241 SB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	220	.06*	1090	.32*
SBR	1	1700	90	.05	310	.18
EBL	0	0	0		0	
EBT	2	3400	1190	.35*	400	.12
EBR	f		740		1600	
WBL	1	1700	110	.06*	110	.06
WBT	3	5100	2040	.40	1460	.29*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.66**

61. SR-241 NB Ramps & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	990	.29	850	.25*
NBT	2	3400	1170	.34*	440	.13
NBR	1	1700	60	.04	620	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	650	.19*	80	.02
EBT	2	3400	640	.19	550	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1170	.23*	610	.12
WBR	1	1700	430	.25	110	.06
Right Turn Adjustment			WBR	.02*	NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.57**

70. Greenfield & SR-73 SB Ramps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1270	.48*	520	.26*
NBR	0	0	350		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		520		950	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.56**

71. Greenfield & SR-73 NB Ramps

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1260	.37*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.47**

72. Cm Capistrano & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1080	.64*
WBT	0	0	0		0	
WBR	1	1700	70	.04	190	.11
Right Turn Adjustment			NBR	.24*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.85**

73. I-5 SB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	300	.18*
SBT	0	0	0		0	
SBR	1	1700	570	.34	680	.40
EBL	0	0	0		0	
EBT	2	3400	1120	.37*	940	.32*
EBR	0	0	130		140	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	340	.17	640	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.77**

74. I-5 NB Ramps & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	120	.07*
NBT	0	0	0		0	
NBR	1	1700	270	.16	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		670	{.39}*	730	.43*
EBT	1.5	3400	730	.41	510	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	800	.47*
WBR	1	1700	480	.28	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **1.02**

75. Rancho Viejo & J. Serra

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	460	.27*	310	.18*
NBT	2	3400	220	.07	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	370	.22*
SBR	1	1700	580	.34	760	.45
EBL	1.5		730		490	
EBT	0.5	3400	30	.29*	10	.21*
EBR	0		230		230	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.74**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	480	.15	740	.23*
NBT	3	4800	1390	.29*	1370	.29
NBR	1	1600	220	.14	360	.23
SBL	1	1600	110	.07*	160	.10
SBT	3	4800	870	.18	990	.21*
SBR	1	1600	620	.39	960	.60
EBL	1	1600	1290	.81*	920	.58*
EBT	2	3200	350	.11	550	.17
EBR	1	1600	410	.26	430	.27
WBL	1	1600	280	.18	280	.18
WBT	2	3200	740	.32*	380	.17*
WBR	0	0	270		170	

TOTAL CAPACITY UTILIZATION **1.49** **1.19**

38. Talega & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	130	.08	40	.03
SBT	1	1600	30	.51*	30	.29*
SBR	0	0	790		430	
EBL	1	1600	350	.22*	640	.40*
EBT	2	3200	80	.03	250	.08
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	320	.13*	120	.08*
WBR	0	0	100		130	.08

TOTAL CAPACITY UTILIZATION **.87** **.78**

39. Vera Cruz & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	710	.44*	580	.36*
SBT	2	3200	580	.24	160	.10
SBR	0	0	200		210	.13
EBL	1	1600	310	.19*	190	.12*
EBT	2	3200	1560	.53	1250	.39
EBR	0	0	130		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1150	.47*	1400	.65*
WBR	0	0	350		680	

TOTAL CAPACITY UTILIZATION **1.13** **1.24**

40. La Pata & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	230	.14*	880	.55*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	70	.04	10	.01
SBL	2	3200	10	.00	50	.02
SBT	2	3200	10	.00*	10	.00*
SBR	f		260		130	
EBL	1	1600	270	.17*	210	.13*
EBT	3	4800	1050	.22	860	.18
EBR	1	1600	750	.47	280	.18
WBL	2	3200	120	.04	10	.00
WBT	2.5	6400	650	.14*	790	.16*
WBR	1.5		60		10	
Right Turn Adjustment			EBR	.09*		

TOTAL CAPACITY UTILIZATION **.54** **.84**

41. Vista Hermosa & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.03	200	.13*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	230	.07*	90	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	90	.06
EBL	2	3200	100	.03*	200	.06
EBT	3	4800	890	.19	970	.20*
EBR	1	1600	420	.26	40	.03
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	870	.22*	400	.12
WBR	0	0	180		160	

TOTAL CAPACITY UTILIZATION **.33** **.35**

54. I-5 SB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1270	.40*	730	
SBT	0	4800	0		0	{.26}*
SBR	1.5		180	.11	550	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	480	.10	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	390	.12*
WBR	f		490		310	

TOTAL CAPACITY UTILIZATION **.51** **.42**

55. I-5 NB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		560	.18	560	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1680	.52*	1150	.36
EBR	f		220		210	
WBL	0	0	0		0	
WBT	1.5	4800	690	{.33}	840	{.41}*
WBR	1.5		970		1160	
Right Turn Adjustment			NBR	.12*	NBR	.13*

TOTAL CAPACITY UTILIZATION **.70** **.55**

56. I-5 SB Ramps & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1640	.51*	940	.29*
SBT	0	0	10		10	
SBR	1	1600	230	.14	350	.22
EBL	0	0	0		0	
EBT	3	4800	890	.19*	870	.18*
EBR	1	1600	150	.09	370	.23
WBL	1	1600	700	.44*	840	.52*
WBT	2	3200	440	.14	960	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.14** **.99**

57. I-5 NB Ramps & Pico

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	350	.22	310	.19
NBR(f)	f		700		610	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	280	.18*
EBT	2	3200	2320	.73*	1500	.47
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1020	.21	1500	.31*
WBR	f		1120		1190	
Right Turn Adjustment			NBR	.14*		
TOTAL CAPACITY UTILIZATION				**.95**		**.68**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	620	.18*	520	.15*
NBT	3	5100	1260	.25	1150	.23
NBR	1	1700	650	.38	620	.36
SBL	2	3400	220	.06	210	.06
SBT	3	5100	1390	.27*	1370	.27*
SBR	f		1020		510	
EBL	2	3400	790	.23*	870	.26
EBT	3	5100	1070	.21	1540	.30*
EBR	1	1700	390	.23	570	.34
WBL	2	3400	920	.27	860	.25*
WBT	3	5100	1310	.26*	850	.17
WBR	1	1700	390	.23	110	.06
Right Turn Adjustment			EBR	.01*	EBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **1.06**

12. Antonio & Crown Valley

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	850	.25*	960	.28*
NBT	3	5100	1750	.34	1220	.24
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1280	.25*	1530	.30*
SBR	f		1110		1050	
EBL	2	3400	670	.20*	1180	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	440	.26	960	.56
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.06*	EBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **1.19**

29. La Pata & Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	330	.19*	330	.19*
NBT	2	3400	1420	.42	1060	.37
NBR	0	0	20		190	
SBL	1	1700	30	.02	40	.02
SBT	2	3400	1360	.40*	1280	.38*
SBR	1	1700	1480	.87	890	.52
EBL	2	3400	770	.23*	1190	.35*
EBT	1	1700	30	.02	390	.23
EBR	1	1700	440	.26	330	.19
WBL	1	1700	140	.08	10	.01
WBT	1	1700	230	.14*	80	.05*
WBR	1	1700	40	.02	40	.02
Right Turn Adjustment			SBR	.47*	SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.48** **1.16**

43. Antonio & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	1080	.21*	1350	.26*
NBR	f		1040		1130	
SBL	2	3400	510	.15*	830	.24*
SBT	3	5100	1360	.27	1190	.23
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	30	.02*	20	.01*
EBR	1	1700	60	.04	20	.01
WBL	2	3400	1110	.33*	1220	.36*
WBT	1	1700	10	.01	20	.01
WBR	f		770		770	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.92**

76. A St & Oso

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1900	.37	1820	.36*
EBR	d	1700	20	.01	70	.04
WBL	1	1700	10	.01	40	.02*
WBT	3	5100	2090	.41*	1730	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.45**

78. A St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	20	.01*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01*
EBT	3	5100	1570	.31	1960	.38
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1860	.36*	2010	.39*
WBR	d	1700	10	.01	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.46**

79. C St & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17*	540	.16*
NBT	2	3400	560	.16	430	.13
NBR	1	1700	60	.04	70	.04
SBL	2	3400	50	.01	50	.01
SBT	2	3400	250	.07*	520	.15*
SBR	1	1700	250	.15	520	.31
EBL	2	3400	470	.14*	290	.09
EBT	2	3400	800	.24	920	.27*
EBR	2	3400	350	.10	680	.20
WBL	2	3400	40	.01	40	.01*
WBT	3	5100	900	.18*	970	.19
WBR	1	1700	50	.03	60	.04
Right Turn Adjustment				SBR		.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.61** **.71**

80. Ortega & New Ortega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	70	.04
NBT	2	3400	10	.01	460	.14*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	200	.12*	10	.01
SBR	2	3400	770	.23	650	.19
EBL	2	3400	390	.11*	700	.21*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	140	.08	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment				SBR		.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.42** **.50**

81. C St & Talega

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	470	.14*	390	.12
NBR	0	0	10		10	
SBL	1	1700	10	.01*	10	.01
SBT	2	3400	300	.12	500	.20*
SBR	0	0	100		170	
EBL	1	1700	150	.09*	200	.12*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.30** **.39**

87. F St & C St

2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	940	.18*	740	.15*
NBR	1	1700	50	.03	60	.04
SBL	2	3400	110	.03*	250	.07*
SBT	3	5100	640	.13	960	.19
SBR	1	1700	330	.19	1030	.61
EBL	2	3400	1000	.29*	530	.16*
EBT	2	3400	100	.03	130	.04
EBR	d	1700	10	.01	10	.01
WBL	1	1700	50	.03	60	.04
WBT	1.5	5100	120	.07*	110	.05*
WBR	1.5		260	.08	140	
Right Turn Adjustment			WBR	.01*	SBR	.24*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.63** **.72**

89. F St & New Ortega

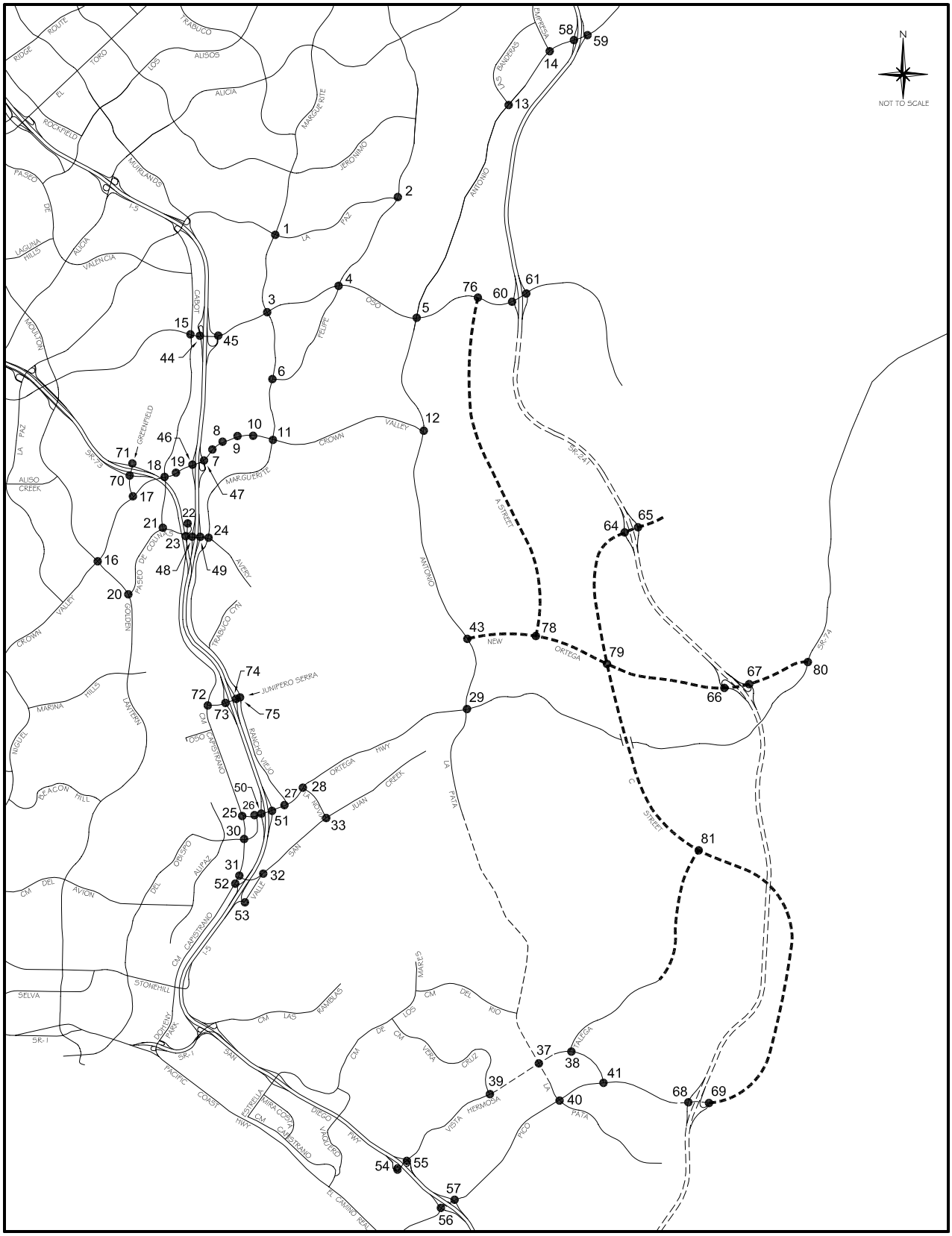
2025 B-4 Reduced Intensity Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		400		650	
SBT	0	5100	0	.14*	0	.20*
SBR	1.5		290		380	
EBL	2	3400	380	.11*	320	.09*
EBT	2	3400	670	.20	750	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	810	.24*	770	.23*
WBR	1	1700	620	.36	490	.29
Right Turn Adjustment			WBR	.12*	WBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.63**

ICU Data Set 21

2025 B-4 Reduced Intensity Alternative
(Committed Circulation System Plus La Pata and FTC-S)



2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	310	.09*
NBT	2	3400	820	.24	1140	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	220	.06
SBT	2	3400	990	.29*	1070	.31*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	340	.10
EBT	2	3400	310	.09	1020	.30*
EBR	1	1700	100	.06	270	.16
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	360	.11
WBR	d	1700	380	.22	120	.07
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.81**

2. Olympiad & La Paz

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	210	.12*
NBT	2	3400	680	.20	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	560	.21*
SBR	0	0	180		150	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	520	.31
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.55**		**.60**

3. Marguerite & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	230	.07
NBT	2	3400	860	.25	880	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	210	.06	600	.18*
SBT	2	3400	680	.20*	900	.26
SBR	1	1700	310	.18	170	.10
EBL	2	3400	200	.06*	220	.06
EBT	4	6800	1360	.20	1800	.26*
EBR	d	1700	100	.06	420	.25
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2420	.36*	1410	.21
WBR	d	1700	100	.06	210	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.79**

4. Felipe & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06	120	.07
NBT	2	3400	330	.10*	410	.12*
NBR	1	1700	70	.04	210	.12
SBL	1	1700	320	.19*	460	.27*
SBT	2	3400	410	.12	390	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	140	.08*	230	.14
EBT	3	5100	1510	.30	2220	.44*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	250	.15	210	.12*
WBT	3	5100	1960	.38*	1550	.30
WBR	d	1700	590	.35	360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**1.00**

6. Marguerite & Felipe

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	870	.26*	1020	.30*
NBR	1	1700	240	.14	780	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	870	.26	900	.26
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		440	
WBT	0.5	3400	30	.21*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.82**

7. Puerta Real & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	510	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	250	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	570	.17
EBL	2	3400	530	.16*	460	.14*
EBT	4	6800	2160	.32	3000	.44
EBR	1	1700	170	.10	420	.25
WBL	2	3400	60	.02	270	.08
WBT	4	6800	2740	.41*	2620	.42*
WBR	0	0	80		220	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	360	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		200	.12
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2130	.33	3070	.49*
EBR	0	0	110		240	
WBL	2	3400	350	.10	230	.07*
WBT	4	6800	2530	.39*	2580	.39
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.64** **.79**

9. Los Altos & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	80		290	
SBL	0	0	40		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	160	.09*	90	.05
EBT	4	6800	1770	.31	3150	.48*
EBR	0	0	310		90	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	2950	.48*	2260	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	120	.07*	40	.02
EBT	4	6800	1760	.26	3580	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3660	.55*	2370	.35
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.66**

11. Marguerite & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	500	.15	830	.24*
NBR	1	1700	460	.27	530	.31
SBL	2	3400	180	.05	560	.16*
SBT	2	3400	740	.22*	600	.18
SBR	1	1700	1040	.61	340	.20
EBL	2	3400	540	.16*	890	.26*
EBT	4	6800	1200	.18	2490	.37
EBR	1	1700	80	.05	260	.15
WBL	2	3400	670	.20	610	.18
WBT	4	6800	2530	.45*	1940	.32*
WBR	0	0	550		260	
Right Turn Adjustment			SBR	.27*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION **1.21** **1.03**

13. Banderas & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	110	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	420	.25	580	.34
EBL	2	3400	390	.11	380	.11*
EBT	3	5100	2360	.47*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1050	.22	1400	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION **.66** **.69**

14. Empresa & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		320	
EBL	2	3400	870	.26*	160	.05
EBT	3	5100	950	.19	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	840	.16*	960	.19
WBR	f		360		300	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.61** **.47**

15. Cabot & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	680	.20*	320	.09*
NBR	1	1700	180	.11	580	.34
SBL	2	3400	300	.09*	690	.20*
SBT	2	3400	270	.08	580	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	140	.04
EBT	3	5100	1070	.21	1190	.23*
EBR	1	1700	130	.08	70	.04
WBL	2	3400	350	.10	330	.10*
WBT	3	5100	1400	.27*	1150	.23
WBR	1	1700	540	.32	410	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.84**

16. Moulton & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07	230	.07*
NBT	2.5	6800	1300	{.25}*	1110	.22
NBR	1.5		600	{.22}	350	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	770	.15	1490	.29*
SBR	1	1700	140	.08	180	.11
EBL	2	3400	190	.06	160	.05
EBT	3	5100	1350	.26*	1080	.21*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	610	.18*	800	.24*
WBT	3	5100	870	.17	1460	.29
WBR	1	1700	180	.11	180	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.86**

17. Greenfield & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		30	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	820	.24*	890	.26*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	290	.17	270	.16
EBL	2	3400	570	.17*	280	.08*
EBT	3	5100	1550	.31	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1430	.28*	1610	.32*
WBR	1	1700	820	.48	760	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.74**

18. Cabot & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	230	.07*	240	.07
SBT	2	3400	100	.06	380	.19*
SBR	0	0	190	.11	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1970	.39	1590	.31
EBR	1	1700	120	.07	150	.09
WBL	2	3400	150	.04	330	.10
WBT	3	5100	2040	.40*	2030	.40*
WBR	1	1700	160	.09	240	.14
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.78**

19. Forbes & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	220	.13
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2260	.35	1940	.29
EBR	0	0	140		40	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2140	.42*	2250	.44*
WBR	1	1700	140	.08	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.73**

20. Golden Lantern & P. Colinas

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2290	.45*	890	.17
NBR	1	1700	1120	.66	790	.46
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1210	.24	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1220	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	520	.31	220	.13
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.03**		**.86**

21. Cabot & Paseo de Colinas

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	300	.09	410	.12
EBL	1	1700	480	.28*	470	.28*
EBT	2	3400	860	.25	620	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	450	.14*	980	.30*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.50**		**.66**

22. Cm Capistrano & P. Colinas

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	200	{.12}*	90	{.21}*
NBR	1.5		650		930	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	80	.05	250	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		790	
WBT	0	3400	0	.34*	0	.24*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.52**		**.56**

23. Cm Capistrano & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	990	.29*
SBT	1	1700	60	.04	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	190	.11*
WBT	0	0	0		0	
WBR	2	3400	640	.19	900	.26
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.55**

24. Marguerite & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	310	.18*
NBT	2	3400	540	.16	360	.11
NBR	d	1700	160	.09	30	.02
SBL	1	1700	150	.09	110	.06
SBT	2	3400	560	.16*	570	.17*
SBR	d	1700	330	.19	610	.36
EBL	2	3400	590	.17	680	.20
EBT	2	3400	560	.28*	830	.32*
EBR	0	0	400		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	320	.11
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.80**

25. Cm Capistrano & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	600	.35*	570	.34*
NBR	1	1700	30	.02	80	.05
SBL	1	1700	150	.09*	130	.08*
SBT	1	1700	590	.35	580	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	170	.10*
WBT	0	0	0		0	
WBR	1	1700	220	.13	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.57**

26. Del Obispo & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1210	.36	1260	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	390	.14*	520	.19*
EBR	0	0	80		110	
WBL	2	3400	1240	.36*	1290	.38*
WBT	1	1700	700	.41	700	.41
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.70**

27. Rancho Viejo & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		590	.17*
NBT	1.5	5100	180	.12*	120	.10
NBR	0		60		50	
SBL	1.5		130		260	
SBT	0.5	3400	110	.07*	170	.13*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	170	.10	250	.15
EBT	2	3400	1270	.37*	1610	.47*
EBR	1	1700	720	.42	480	.28
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1630	.32	1140	.22
WBR	1	1700	370	.22	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.86**

28. La Novia & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	340	.10*	270	.08*
NBT	0	0	0		0	
NBR	1	1700	240	.14	400	.24
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1000	.29*	1650	.49*
EBR	1	1700	380	.22	240	.14
WBL	1	1700	550	.32*	410	.24*
WBT	2	3400	1680	.49	1010	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.86**

30. Cm Capistrano & Del Obispo

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	450	.13*
NBT	1	1700	700	.41*	410	.24
NBR	1	1700	200	.12	290	.17
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	440	.26	730	.43*
SBR	1	1700	700	.41	260	.15
EBL	1	1700	250	.15	370	.22*
EBT	2	3400	1040	.31*	740	.22
EBR	1	1700	430	.25	410	.24
WBL	1	1700	280	.16*	380	.22
WBT	2	3400	660	.19	790	.23*
WBR	1	1700	60	.04	30	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.95** **1.06**

31. Cm Capistrano & San Juan Crk

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	730	.21*	790	.23*
NBR	1	1700	530	.31	520	.31
SBL	2	3400	230	.07*	580	.17*
SBT	2	3400	700	.21	1050	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		790	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		550	{.20}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.68**

32. Valle & San Juan Creek

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	530	.31*
NBT	0	0	0		0	
NBR	1	1700	220	.13	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	550	.32
EBR	1	1700	390	.23	550	.32
WBL	1	1700	250	.15	150	.09
WBT	1	1700	920	.54*	810	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.84**

33. La Novia & San Juan Creek

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	260	.15*	150	.09*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	450	.26*	400	.24*
SBT	1	1700	170	.10	260	.15
SBR	1	1700	550	.32	370	.22
EBL	1	1700	250	.15*	330	.19*
EBT	1	1700	270	.16	280	.16
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	300	.18*
WBR	1	1700	440	.26	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.75**

44. I-5 SB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	720	.21*	1210	.36*
SBT	0	0	0		0	
SBR	1	1700	370	.22	470	.28
EBL	0	0	0		0	
EBT	3	5100	1080	.21	1760	.35*
EBR	f		480		700	
WBL	0	0	0		0	
WBT	3	5100	1940	.38*	1410	.28
WBR	f		670		360	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.76**

45. I-5 NB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	500	.29*	430	.25*
NBT	0	0	0		0	
NBR	1	1700	280	.16	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1650	.32	2460	.48*
EBR	f		280		510	
WBL	0	0	0		0	
WBT	3	5100	2110	.41*	1340	.26
WBR	f		1210		700	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.84**

46. I-5 SB Ramps & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1300	.25*	1940	.38*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1100	.32
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2430	.36*
EBR	1	1700	170	.10	310	.18
WBL	2	3400	510	.15*	510	.15*
WBT	3	5100	1730	.34	1830	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.24}*	220	.13*
NBT	0	5100	0	.24	0	
NBR	1.5		690		480	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2110	{.41}*	3390	.66*
EBR	1.5		960	{.38}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2120	.42
WBR	f		1470		1580	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.85**

48. I-5 SB Ramps & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		520		480	
SBT	0	3400	0	.21*	0	.26*
SBR	0.5		210		400	
EBL	0	0	0		0	
EBT	2	3400	690	.20	960	.28*
EBR	1	1700	340	.20	330	.19
WBL	1	1700	190	.11	350	.21*
WBT	1	1700	720	.42*	700	.41
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.80**

49. I-5 NB Ramps & Avery

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	310	.18*
NBT	0	0	0		0	
NBR	1	1700	390	.23	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	240	.14*
EBT	2	3400	1170	.34*	1200	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	630	.19	730	.21*
WBR	1	1700	450	.26	510	.30
Right Turn Adjustment			NBR	.06*	NBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.72**

50. I-5 SB Ramps & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1150		1230	
SBT	0	5100	0	{.38}*	0	{.40}*
SBR	1.5		970		1000	
EBL	0	0	0		0	
EBT	3	5100	1420	.28*	1540	.30*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	250	.15*	220	.13*
WBT	2	3400	970	.29	990	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.88**

51. I-5 NB Ramps & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.12}*	270	{.12}*
NBT	0	5100	0	{.12}	0	{.12}
NBR	1.5		530		450	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	830	.24*
EBT	2	3400	1740	.51	1930	.57
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	950	{.38}*	940	{.36}*
WBR	1.5		1200		1090	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1070	.32*	910	.27*
NBR	0	0	20		20	
SBL	2	3400	620	.18*	530	.16*
SBT	2	3400	970	.29	1300	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1100	.32*
WBT	0	5100	0		0	
WBR	1.5		190		400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	190	.11*	110	.06*
NBT	1	1700	120	.07	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		200	
SBT	1	1700	170	.14*	220	.25*
SBR	1	1700	360	.21	290	.17
EBL	1	1700	430	.25*	510	.30*
EBT	1	1700	30	.05	180	.15
EBR	0	0	50		70	
WBL	0	0	40		40	
WBT	1	1700	310	.21*	90	.08*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.74**

58. SR-241 SB Ramps & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	830	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1370	.27*	1630	.32*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	130	.08*	120	.07*
WBT	3	5100	1270	.25	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		60	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		140		110	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	200	.12
EBT	3	5100	940	.18	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1330	.26*	1150	.23
WBR	1	1700	1520	.89	200	.12
Right Turn Adjustment			WBR	.61*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.52**

60. SR-241 SB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70	.02*	210	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	310	
EBL	0	0	0		0	
EBT	2	3400	990	.29	930	.27*
EBR	1	1700	280	.16	470	.28
WBL	2	3400	130	.04	80	.02*
WBT	2	3400	1500	.44*	940	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.44**

61. SR-241 NB Ramps & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		410	{.14}*	360	{.14}*
NBT	0	3400	0	.14	0	.14
NBR	0.5		50		110	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	430	.25*	20	.01
EBT	2	3400	630	.19	1100	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1210	.36*	640	.19
WBR	1	1700	390	.23	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.51**

70. Greenfield & SR-73 SB Ramps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1280	.48*	520	.26*
NBR	0	0	360		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	480	.14	490	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		510		900	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1270	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	360	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.48**

72. Cm Capistrano & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1020	.60	840	.49
SBL	1	1700	100	.06*	140	.08*
SBT	1	1700	80	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1040	.61*
WBT	0	0	0		0	
WBR	1	1700	70	.04	200	.12
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.83**		**.79**

73. I-5 SB Ramps & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	580	.34	640	.38
EBL	0	0	0		0	
EBT	2	3400	980	.33*	830	.29*
EBR	0	0	130		160	
WBL	0.5		250	{.15}*	290	{.17}*
WBT	1.5	3400	340	.17	600	.26
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.74**

74. I-5 NB Ramps & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		640	.38*	640	.38*
EBT	1.5	3400	600	.35	460	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	760	.45*
WBR	1	1700	420	.25	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **.96**

75. Rancho Viejo & J. Serra

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	400	.24*	320	.19*
NBT	2	3400	170	.05	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	220	.13*	320	.19*
SBR	1	1700	580	.34	710	.42
EBL	1.5		640		470	
EBT	0.5	3400	30	.27*	10	.20*
EBR	0		240		200	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.08*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.71** **.72**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	630	.20*	560	.18*
NBT	3	4800	520	.11	630	.13
NBR	1	1600	180	.11	260	.16
SBL	1	1600	90	.06	50	.03
SBT	3	4800	450	.09*	400	.08*
SBR	1	1600	290	.18	480	.30
EBL	1	1600	480	.30*	320	.20*
EBT	2	3200	310	.10	490	.15
EBR	1	1600	320	.20	390	.24
WBL	1	1600	230	.14	220	.14
WBT	2	3200	640	.24*	410	.15*
WBR	0	0	120		80	
Right Turn Adjustment					SBR	.07*

TOTAL CAPACITY UTILIZATION **.83** **.68**

38. Talega & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	210	.13	90	.06
SBT	1	1600	30	.42*	30	.25*
SBR	0	0	640		370	
EBL	1	1600	300	.19*	480	.30*
EBT	2	3200	40	.02	130	.04
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	190	.10*	90	.06*
WBR	0	0	140		220	.14

TOTAL CAPACITY UTILIZATION **.72** **.62**

39. Vera Cruz & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	80	.03*	260	.08*
NBR	0	0	10		10	
SBL	1	1600	840	.52*	610	.38*
SBT	2	3200	480	.21	160	.10
SBR	0	0	190		200	.13
EBL	1	1600	310	.19*	170	.11*
EBT	2	3200	1210	.41	940	.30
EBR	0	0	90		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	810	.37*	1000	.55*
WBR	0	0	360		750	

TOTAL CAPACITY UTILIZATION **1.11** **1.12**

40. La Pata & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	760	.48*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	160	.10	80	.05
SBL	2	3200	10	.00	20	.01
SBT	2	3200	30	.01*	10	.00*
SBR	f		130		60	
EBL	1	1600	190	.12	130	.08*
EBT	3	4800	910	.19*	820	.17
EBR	1	1600	610	.38	280	.18
WBL	2	3200	260	.08*	10	.00
WBT	2.5	6400	520	.11	730	.15*
WBR	1.5		40		10	
Right Turn Adjustment			EBR	.12*		

TOTAL CAPACITY UTILIZATION **.49** **.71**

41. Vista Hermosa & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	180	.11*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	400	.13*	130	.04
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	100	.03*	210	.07
EBT	3	4800	790	.16	920	.19*
EBR	1	1600	330	.21	30	.02
WBL	1	1600	10	.01	10	.01*
WBT	3	4800	860	.24*	420	.13
WBR	0	0	300		270	.17

TOTAL CAPACITY UTILIZATION .41 .32

54. I-5 SB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1180	.37*	670	
SBT	0	4800	0		0	{.24}*
SBR	1.5		190	.12	540	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	260	.08*	330	.10*
WBR	f		220		130	

TOTAL CAPACITY UTILIZATION .48 .38

55. I-5 NB Ramps & Vista Hermosa

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		250	.08	360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1540	.48*	1090	.34*
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	440	{.26}	530	.33
WBR	1.5		880		1080	.34
Right Turn Adjustment			NBR	.02*	NBR	.10*

TOTAL CAPACITY UTILIZATION .56 .45

56. I-5 SB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1700	.53*	830	.26*
SBT	0	0	10		10	
SBR	1	1600	210	.13	330	.21
EBL	0	0	0		0	
EBT	3	4800	840	.18*	860	.18*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	600	.38*
WBT	2	3200	480	.15	1020	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .90 .82

57. I-5 NB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	260	.16	160	.10
NBR(f)	f		610		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16*
EBT	2	3200	2320	.73*	1420	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	640	.13	1320	.28*
WBR	f		1020		1210	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.89**		**.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	880	.26*	700	.21*
NBT	3	5100	1000	.20	910	.18
NBR	1	1700	420	.25	500	.29
SBL	2	3400	150	.04	110	.03
SBT	3	5100	1250	.25*	1130	.22*
SBR	f		1050		530	
EBL	2	3400	830	.24*	910	.27
EBT	3	5100	740	.15	1360	.27*
EBR	1	1700	570	.34	630	.37
WBL	2	3400	840	.25	710	.21*
WBT	3	5100	980	.19*	570	.11
WBR	1	1700	290	.17	70	.04
Right Turn Adjustment			EBR	.16*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.15** **1.06**

12. Antonio & Crown Valley

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	920	.27*	1020	.30*
NBT	3	5100	1590	.31	1210	.24
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1340	.26*	1320	.26*
SBR	f		1030		960	
EBL	2	3400	630	.19*	1040	.31*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	570	.34	1090	.64
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.15*	EBR	.32*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **1.25**

29. La Pata & Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	310	.18*
NBT	2	3400	560	.17	590	.18
NBR	0	0	20		10	
SBL	1	1700	20	.01	30	.02
SBT	2	3400	910	.27*	460	.14*
SBR	1	1700	1600	.94	950	.56
EBL	2	3400	770	.23*	1260	.37*
EBT	1	1700	30	.02	380	.22
EBR	1	1700	480	.28	260	.15
WBL	1	1700	10	.01	20	.01
WBT	1	1700	190	.11*	70	.04*
WBR	1	1700	30	.02	30	.02
Right Turn Adjustment			SBR	.67*	SBR	.42*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.47** **1.20**

43. Antonio & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	40	.02
NBT	3	5100	660	.13*	990	.19*
NBR	f		600		1040	
SBL	2	3400	900	.26*	1070	.31*
SBT	3	5100	1160	.23	830	.16
SBR	d	1700	10	.01	40	.02
EBL	1	1700	40	.02	20	.01
EBT	1	1700	30	.02*	20	.01*
EBR	1	1700	60	.04	20	.01
WBL	2	3400	970	.29*	740	.22*
WBT	1	1700	10	.01	20	.01
WBR	f		1100		1160	
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.78**

64. SR-241 SB Ramps & C St

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		90		220	
SBT	0	5100	0	.04*	0	.12*
SBR	1.5		120		380	
EBL	0	0	0		0	
EBT	2	3400	490	.15*	430	.13*
EBR	0	0	10		10	
WBL	1	1700	20	.01*	20	.01*
WBT	2	3400	180	.05	180	.05
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.25** **.31**

65. SR-241 NB Ramps & C St

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	20	.01	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	340	.10*	240	.07*
EBT	2	3400	240	.07	420	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	200	.06*	200	.06*
WBR	1	1700	230	.14	120	.07
Right Turn Adjustment			WBR	.08*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.30** **.20**

66. SR-241 SB Ramps & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200		390	
SBT	0	5100	0	.07*	0	.13*
SBR	1.5		140		270	
EBL	0	0	0		0	
EBT	2	3400	730	.23*	720	.22*
EBR	0	0	50		30	
WBL	0	0	0		0	
WBT	2	3400	700	.21	590	.17
WBR	1	1700	480	.28	360	.21
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.40** **.40**

67. SR-241 NB Ramps & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	340	.20	500	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	720	.21	1070	.31
EBR	1	1700	200	.12	30	.02
WBL	0	0	0		0	
WBT	2	3400	1170	.48*	930	.37*
WBR	0	0	460		330	
Right Turn Adjustment			NBR	.19*	NBR	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.71**

68. SR-241 SB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160	.09*	250	
SBT	0	5100	0		0	.11*
SBR	1.5		420	.12	320	
EBL	0	0	0		0	
EBT	2	3400	730	.21*	1310	.39*
EBR	1	1700	90	.05	210	.12
WBL	1	1700	80	.05*	90	.05*
WBT	2	3400	880	.26	740	.22
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.43**		**.60**

69. SR-241 NB Ramps & Pico

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	50	.03	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	620	.18*	1130	.33*
EBR	1	1700	260	.15	430	.25
WBL	1	1700	280	.16*	160	.09*
WBT	2	3400	920	.27	740	.22
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.42**		**.52**

76. A St & Oso

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1230	.24	1340	.26*
EBR	d	1700	20	.01	90	.05
WBL	1	1700	10	.01	40	.02*
WBT	3	5100	1480	.29*	1210	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.39**		**.35**

78. A St & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	20	.01*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1530	.30	2110	.41*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2050	.40*	1920	.38
WBR	d	1700	20	.01	30	.02
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.47**		**.48**

79. C St & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	590	.17*	640	.19*
NBT	2	3400	210	.06	120	.04
NBR	1	1700	50	.03	40	.02
SBL	2	3400	90	.03	100	.03
SBT	2	3400	80	.02*	230	.07*
SBR	1	1700	330	.19	290	.17
EBL	2	3400	280	.08*	330	.10*
EBT	2	3400	820	.24	970	.29
EBR	1	1700	430	.25	710	.42
WBL	2	3400	20	.01	40	.01
WBT	2	3400	980	.29*	980	.29*
WBR	1	1700	100	.06	210	.12
Right Turn Adjustment			SBR	.09*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.70** **.70**

80. Ortega & New Ortega

2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	70	.04
NBT	2	3400	10	.01	270	.08*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	60	.04*	10	.01
SBR	2	3400	960	.28	650	.19
EBL	2	3400	390	.11*	880	.26*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	110	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.24*	SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.55**

81. C St & Talega

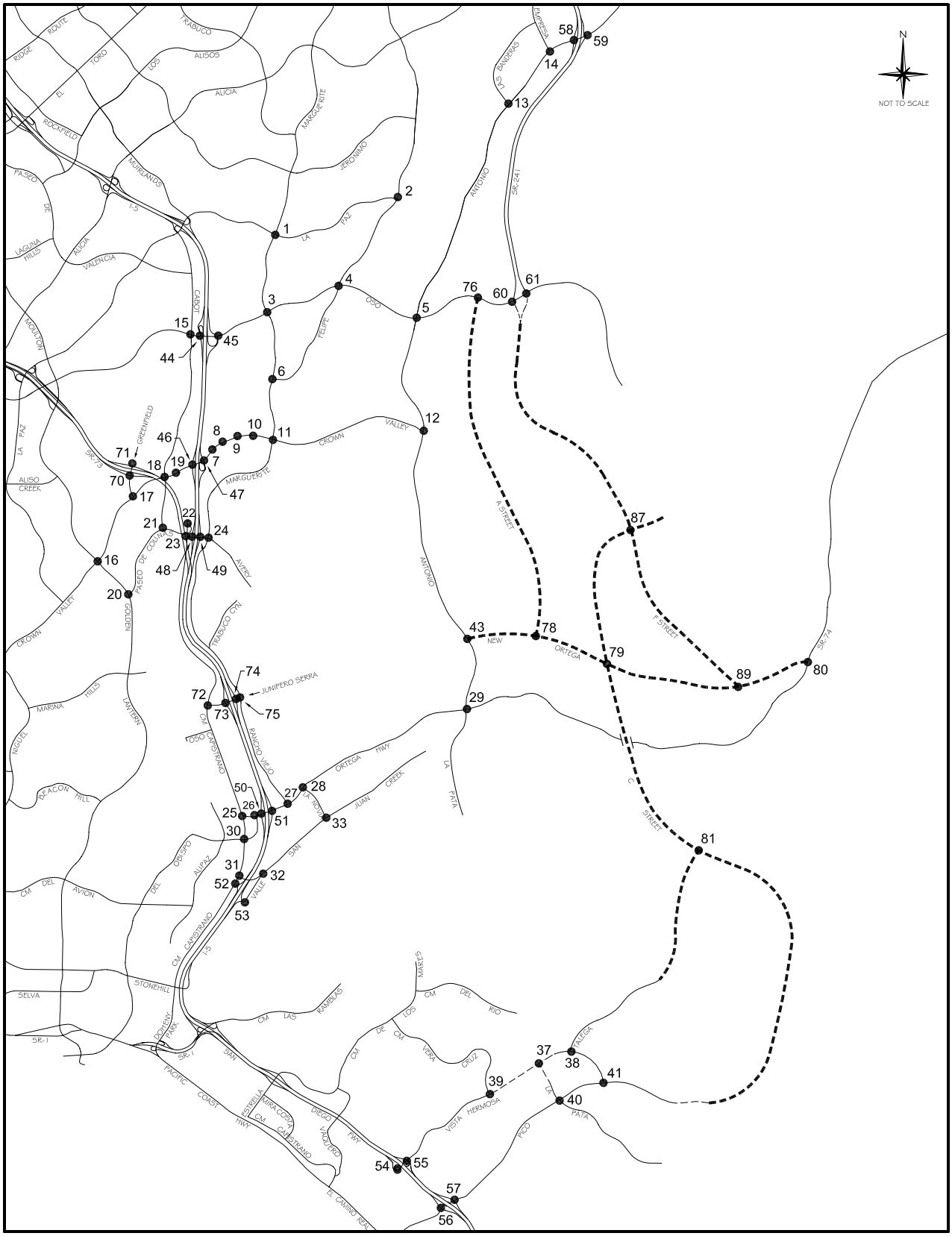
2025 B-4 Reduced Intensity (Committed w/La Pata&FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	210	.06	240	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	170	.06*	260	.09*
SBR	0	0	40		30	
EBL	1	1700	20	.01*	40	.02*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.14** **.18**

ICU Data Set 22

2025 B-5 Alternative
(Committed Circulation System)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	330	.10*
NBT	2	3400	820	.24	1180	.35
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	230	.07
SBT	2	3400	1060	.31*	1130	.33*
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	350	.10
EBT	2	3400	320	.09	1120	.33*
EBR	1	1700	120	.07	220	.13
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	370	.11
WBR	d	1700	460	.27	110	.06
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.87**

2. Olympiad & La Paz

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	220	.13*
NBT	2	3400	680	.20	590	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	560	.21*
SBR	0	0	180		150	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	610	.36
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.65**

3. Marguerite & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	430	.13*	200	.06
NBT	2	3400	850	.25	950	.28*
NBR	1	1700	40	.02	70	.04
SBL	2	3400	210	.06	580	.17*
SBT	2	3400	720	.21*	920	.27
SBR	1	1700	330	.19	190	.11
EBL	2	3400	190	.06*	200	.06
EBT	4	6800	1580	.23	2060	.30*
EBR	d	1700	90	.05	410	.24
WBL	2	3400	100	.03	160	.05*
WBT	4	6800	2630	.39*	1630	.24
WBR	d	1700	100	.06	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**.85**

4. Felipe & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05	130	.08
NBT	2	3400	360	.11*	430	.13*
NBR	1	1700	80	.05	240	.14
SBL	1	1700	300	.18*	550	.32*
SBT	2	3400	420	.12	380	.11
SBR	d	1700	120	.07	200	.12
EBL	1	1700	110	.06	230	.14
EBT	3	5100	1780	.35*	2520	.49*
EBR	d	1700	90	.05	170	.10
WBL	1	1700	250	.15*	240	.14*
WBT	3	5100	2210	.43	1820	.36
WBR	d	1700	660	.39	350	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**1.13**

6. Marguerite & Felipe

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	840	.25*	1020	.30*
NBR	1	1700	280	.16	830	.49
SBL	1	1700	110	.06*	420	.25*
SBT	2	3400	900	.26	870	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		710		460	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	270	.16	100	.06
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.88**

7. Puerta Real & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	490	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	270	.16
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	510	.15*	450	.13*
EBT	4	6800	2130	.31	3100	.46
EBR	1	1700	160	.09	400	.24
WBL	2	3400	50	.01	310	.09
WBT	4	6800	2830	.43*	2700	.43*
WBR	0	0	90		230	
Right Turn Adjustment					Multi	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280		350	
NBT	1.5	5100	30	.08*	20	.11*
NBR	0		110		230	.14
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	50	.08*
SBR	0		60	.04	160	.09
EBL	1	1700	170	.10*	120	.07
EBT	4	6800	2080	.32	3190	.51*
EBR	0	0	120		260	
WBL	2	3400	370	.11	250	.07*
WBT	4	6800	2610	.40*	2730	.41
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.82**

9. Los Altos & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	10	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	140	.08*	90	.05
EBT	4	6800	1760	.30	3300	.50*
EBR	0	0	300		90	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	3050	.49*	2430	.36
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

10. Bellogente & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	30	.02
EBT	4	6800	1780	.26	3750	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3760	.57*	2520	.37
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.68**

11. Marguerite & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	510	.15	880	.26*
NBR	1	1700	480	.28	640	.38
SBL	2	3400	180	.05	480	.14*
SBT	2	3400	790	.23*	650	.19
SBR	1	1700	1030	.61	350	.21
EBL	2	3400	610	.18*	900	.26*
EBT	4	6800	1160	.17	2600	.38
EBR	1	1700	60	.04	310	.18
WBL	2	3400	770	.23	690	.20
WBT	4	6800	2640	.46*	2080	.34*
WBR	0	0	500		220	
Right Turn Adjustment			SBR	.24*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	30	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	610	.36
EBL	2	3400	480	.14	400	.12*
EBT	3	5100	2480	.49*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1090	.22	1720	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.22*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.77**

14. Empresa & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		480	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		160		360	
EBL	2	3400	830	.24*	160	.05*
EBT	3	5100	1060	.21	1090	.21
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02
WBT	3	5100	840	.16*	1180	.23*
WBR	f		300		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.50**

15. Cabot & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	720	.21*	340	.10*
NBR	1	1700	180	.11	600	.35
SBL	2	3400	290	.09*	690	.20*
SBT	2	3400	290	.09	630	.19
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1110	.22*	1190	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	330	.10*	330	.10*
WBT	3	5100	1400	.27	1240	.24
WBR	1	1700	520	.31	400	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.85**

16. Moulton & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	240	.07*
NBT	2.5	6800	1370	{.27}*	1170	.23
NBR	1.5		600	{.22}	360	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	810	.16	1550	.30*
SBR	1	1700	140	.08	200	.12
EBL	2	3400	160	.05	170	.05
EBT	3	5100	1370	.27*	1100	.22*
EBR	1	1700	390	.23	210	.12
WBL	2	3400	620	.18*	810	.24*
WBT	3	5100	840	.16	1490	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.88**

17. Greenfield & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		40		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	970	.29*
SBT	1	1700	60	.04	80	.05
SBR	1	1700	270	.16	230	.14
EBL	2	3400	550	.16*	270	.08*
EBT	3	5100	1580	.32	1180	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1420	.28*	1660	.33*
WBR	1	1700	890	.52	800	.47
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.83** **.78**

18. Cabot & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	320	.09*	180	.05
NBR	1	1700	380	.22	310	.18
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	120	.07	430	.21*
SBR	0	0	160	.09	290	
EBL	2	3400	310	.09*	320	.09*
EBT	3	5100	2000	.39	1660	.33
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	350	.10
WBT	3	5100	2130	.42*	2100	.41*
WBR	1	1700	170	.10	270	.16
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

19. Forbes & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	190	.11*	120	.07*
EBT	4	6800	2290	.36	2030	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2260	.44*	2350	.46*
WBR	1	1700	130	.08	190	.11
Right Turn Adjustment			SBR	.01*	SBR	.04*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.67**		**.77**

20. Golden Lantern & P. Colinas

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2370	.46*	960	.19
NBR	1	1700	1140	.67	840	.49
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1260	.25	2260	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1240	
WBT	0.5	3400	10	.25*	10	.37*
WBR	1	1700	540	.32	220	.13
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.04**		**.89**

21. Cabot & Paseo de Colinas

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	110	.03*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	320	.09	430	.13
EBL	1	1700	490	.29*	470	.28*
EBT	2	3400	860	.25	700	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	470	.16*	970	.29*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.65**

22. Cm Capistrano & P. Colinas

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	90	{.20}*
NBR	1.5		660	{.13}	910	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	230	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1140		850	
WBT	0	3400	0	.35*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.54**		**.57**

23. Cm Capistrano & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	130	.08*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	980	.29*	1020	.30*
SBT	1	1700	40	.02	60	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	660	.19	870	.26
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.56**

24. Marguerite & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	650	.38*	340	.20*
NBT	2	3400	580	.17	410	.12
NBR	d	1700	200	.12	30	.02
SBL	1	1700	160	.09	120	.07
SBT	2	3400	590	.17*	620	.18*
SBR	d	1700	370	.22	650	.38
EBL	2	3400	540	.16	770	.23
EBT	2	3400	540	.27*	820	.34*
EBR	0	0	390		330	
WBL	1	1700	50	.03*	210	.12*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.89**

25. Cm Capistrano & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	730	.43*	750	.44*
NBR	1	1700	50	.03	120	.07
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	610	.36	700	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	190	.11*
WBT	0	0	0		0	
WBR	1	1700	210	.12	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.69**

26. Del Obispo & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1310	.39	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	440	.16*	560	.20*
EBR	0	0	90		120	
WBL	2	3400	1260	.37*	1320	.39*
WBT	1	1700	690	.41	710	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.08*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.73**

27. Rancho Viejo & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	140	.11
NBR	0		60		50	
SBL	1.5		140		330	
SBT	0.5	3400	110	.07*	170	.15*
SBR	1	1700	160	.09	200	.12
EBL	1	1700	230	.14	270	.16
EBT	2	3400	1540	.45*	1610	.47*
EBR	1	1700	730	.43	470	.28
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1710	.34	1300	.25
WBR	1	1700	440	.26	160	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .74 .87

28. La Novia & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	380	.11*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	490	.29	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1270	.37*	1700	.50*
EBR	1	1700	380	.22	260	.15
WBL	1	1700	630	.37*	610	.36*
WBT	2	3400	1780	.52	1180	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .90 1.00

30. Cm Capistrano & Del Obispo

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16	430	.13*
NBT	1	1700	850	.50*	580	.34
NBR	1	1700	270	.16	360	.21
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	470	.28	900	.53*
SBR	1	1700	700	.41	300	.18
EBL	1	1700	310	.18	420	.25*
EBT	2	3400	1070	.31*	730	.21
EBR	1	1700	430	.25	390	.23
WBL	1	1700	340	.20*	360	.21
WBT	2	3400	650	.19	840	.25*
WBR	1	1700	60	.04	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.21

31. Cm Capistrano & San Juan Crk

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	920	.27*	1000	.29*
NBR	1	1700	480	.28	470	.28
SBL	2	3400	260	.08*	690	.20*
SBT	2	3400	760	.22	1120	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		900		820	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		530	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .78

32. Valle & San Juan Creek

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	470	.28	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	350	.21	520	.31
EBR	1	1700	380	.22	640	.38
WBL	1	1700	260	.15	290	.17
WBT	1	1700	970	.57*	870	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.84**

33. La Novia & San Juan Creek

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	300	.18*	170	.10*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	470	.28*	400	.24*
SBT	1	1700	160	.09	270	.16
SBR	1	1700	630	.37	580	.34
EBL	1	1700	480	.28*	470	.28*
EBT	1	1700	250	.15	290	.17
EBR	1	1700	70	.04	150	.09
WBL	1	1700	60	.04	70	.04
WBT	1	1700	400	.24*	290	.17*
WBR	1	1700	450	.26	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.84**

44. I-5 SB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	780	.23*	1340	.39*
SBT	0	0	0		0	
SBR	1	1700	360	.21	470	.28
EBL	0	0	0		0	
EBT	3	5100	1140	.22	1790	.35*
EBR	f		440		690	
WBL	0	0	0		0	
WBT	3	5100	1910	.37*	1490	.29
WBR	f		790		400	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.79**

45. I-5 NB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	420	.25*
NBT	0	0	0		0	
NBR	1	1700	350	.21	620	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1800	.35	2560	.50*
EBR	f		250		570	
WBL	0	0	0		0	
WBT	3	5100	2260	.44*	1480	.29
WBR	f		1300		780	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.91**

46. I-5 SB Ramps & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1180	.23*	1840	.36*
SBT	0	8500	0		0	
SBR	2.5		710	.21	1060	.31
EBL	0	0	0		0	
EBT	4	6800	1760	.26*	2560	.38*
EBR	1	1700	140	.08	280	.16
WBL	2	3400	620	.18*	560	.16*
WBT	3	5100	1830	.36	1930	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.95**

47. I-5 NB Ramps & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.25}*	220	.13*
NBT	0	5100	0	.25	0	
NBR	1.5		710		500	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2030	{.40}*	3450	.68*
EBR	1.5		950	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1920	.38	2270	.45
WBR	f		1360		1490	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.88**

48. I-5 SB Ramps & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		490		520	
SBT	0	3400	0	.21*	0	.27*
SBR	0.5		230		400	
EBL	0	0	0		0	
EBT	2	3400	710	.21	1020	.30*
EBR	1	1700	350	.21	300	.18
WBL	1	1700	230	.14	320	.19*
WBT	1	1700	750	.44*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.81**

49. I-5 NB Ramps & Avery

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	260	.15*
NBT	0	0	0		0	
NBR	1	1700	320	.19	660	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	290	.17*
EBT	2	3400	1160	.34*	1240	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	710	.21	740	.22*
WBR	1	1700	540	.32	530	.31
Right Turn Adjustment			NBR	.03*	NBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.81**

50. I-5 SB Ramps & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1130		960	
SBT	0	5100	0	{.34}*	0	{.32}*
SBR	1.5		950		950	
EBL	0	0	0		0	
EBT	3	5100	1580	.31*	1620	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	450	.26*	350	.21*
WBT	2	3400	1010	.30	1090	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.90**

51. I-5 NB Ramps & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	.15*	250	{.13}*
NBT	0	5100	0		0	{.13}
NBR	1.5		680	.20	550	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	780	.23*	740	.22*
EBT	2	3400	1910	.56	1830	.54
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1200	{.40}*	1180	{.39}*
WBR	1.5		1020		980	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.79**

52. Cm Capistrano & I-5 SB Ramps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1200	.36*	1110	.33*
NBR	0	0	10		10	
SBL	2	3400	670	.20*	540	.16*
SBT	2	3400	1000	.29	1390	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		840	.25*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		190		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.84**

53. Valle & La Novia/I-5 NB Rmps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	320	.19*	170	.10*
NBT	1	1700	210	.12	230	.14
NBR	1	1700	30	.02	60	.04
SBL	0	0	80		220	
SBT	1	1700	240	.19*	480	.41*
SBR	1	1700	290	.17	230	.14
EBL	1	1700	550	.32*	570	.34*
EBT	1	1700	40	.04	140	.11
EBR	0	0	30		40	
WBL	0	0	50		50	
WBT	1	1700	260	.18*	60	.06*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **.96**

58. SR-241 SB Ramps & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	850	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.01}	590	{.23}
EBL	0	0	0		0	
EBT	3	5100	1500	.29*	1630	.32*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	100	.06*	80	.05*
WBT	3	5100	1230	.24	1050	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.67**

59. SR-241 NB Ramps & Antonio

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	680	.40*	200	.12
EBT	3	5100	1010	.20	2240	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1290	.25*	1140	.22
WBR	1	1700	1580	.93	210	.12
Right Turn Adjustment			WBR	.67*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.38** **.53**

60. SR-241 SB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	290	.09*	940	.28*
SBR	1	1700	120	.07	310	.18
EBL	0	0	0		0	
EBT	2	3400	1220	.36*	440	.13
EBR	f		880		2050	
WBL	1	1700	190	.11*	150	.09
WBT	3	5100	2420	.47	1740	.34*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.67**

61. SR-241 NB Ramps & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1380	.41*	1120	.33*
NBT	2	3400	1140	.34	490	.14
NBR	1	1700	70	.04	690	.41
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	680	.20*	100	.03
EBT	2	3400	630	.19	560	.16*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	640	.13
WBR	1	1700	440	.26	100	.06
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.62**

70. Greenfield & SR-73 SB Ramps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1340	.50*	530	.26*
NBR	0	0	350		350	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	450	.13
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.24}*
EBR	1.5		550		960	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.56**

71. Greenfield & SR-73 NB Ramps

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1330	.39*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.46**

72. Cm Capistrano & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	90	.05*	100	.06
NBR	1	1700	1120	.66	990	.58
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	240	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	880	.52*	1210	.71*
WBT	0	0	0		0	
WBR	1	1700	70	.04	200	.12
Right Turn Adjustment			NBR	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.90**

73. I-5 SB Ramps & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	300	.18*
SBT	0	0	0		0	
SBR	1	1700	590	.35	730	.43
EBL	0	0	0		0	
EBT	2	3400	1080	.36*	980	.33*
EBR	0	0	130		140	
WBL	0.5		240	{.14}*	350	{.21}*
WBT	1.5	3400	360	.18	680	.30
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.84**

74. I-5 NB Ramps & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		620	{.36}*	760	.45*
EBT	1.5	3400	730	.40	520	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	570	.34*	890	.52*
WBR	1	1700	500	.29	320	.19
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**1.10**

75. Rancho Viejo & J. Serra

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	470	.28*	360	.21*
NBT	2	3400	260	.08	280	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	240	.14*	370	.22*
SBR	1	1700	580	.34	840	.49
EBL	1.5		770		500	
EBT	0.5	3400	30	.30*	10	.22*
EBR	0		230		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.78**		**.81**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	610	.19*	700	.22*
NBT	3	4800	640	.13	510	.11
NBR	1	1600	240	.15	470	.29
SBL	1	1600	20	.01	70	.04
SBT	3	4800	200	.04*	280	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	500	.16	820	.26
EBR	1	1600	600	.38	430	.27
WBL	1	1600	390	.24	240	.15
WBT	2	3200	950	.33*	640	.23*
WBR	0	0	120		110	

TOTAL CAPACITY UTILIZATION **1.09** **.94**

38. Talega & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	180	.11	50	.03
SBT	1	1600	30	.64*	30	.38*
SBR	0	0	1000		580	
EBL	1	1600	470	.29*	900	.56*
EBT	2	3200	60	.03	200	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	280	.13*	100	.06*
WBR	0	0	120		130	.08

TOTAL CAPACITY UTILIZATION **1.07** **1.01**

39. Vera Cruz & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	380	.12*
NBR	0	0	10		10	
SBL	1	1600	640	.40*	670	.42*
SBT	2	3200	490	.22	190	.12
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	190	.12*
EBT	2	3200	1520	.52	1210	.39
EBR	0	0	130		30	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1190	.48*	1330	.58*
WBR	0	0	350		540	

TOTAL CAPACITY UTILIZATION **1.11** **1.24**

40. La Pata & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	770	.48*
NBT	2	3200	20	.01	20	.01
NBR	1	1600	50	.03	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	50	.02*	20	.01*
SBR	f		190		70	
EBL	1	1600	200	.13	150	.09*
EBT	3	4800	860	.18*	490	.10
EBR	1	1600	610	.38	230	.14
WBL	2	3200	90	.03*	10	.00
WBT	2.5	6400	150	.03	580	.12*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.12*		

TOTAL CAPACITY UTILIZATION **.46** **.70**

41. Vista Hermosa & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05*	230	.14*
NBT	2	3200	20	.01	40	.02
NBR	0	0	10		10	
SBL	2	3200	230	.07	50	.02
SBT	1	1600	80	.05*	20	.01*
SBR	1	1600	130	.08	110	.07
EBL	2	3200	110	.03	210	.07*
EBT	3	4800	550	.11*	230	.05
EBR	1	1600	460	.29	100	.06
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	130	.04	10	.00*
WBR	0	0	140	.09	100	.06
Right Turn Adjustment			EBR	.14*	SBR	.01*

TOTAL CAPACITY UTILIZATION **.36** **.23**

54. I-5 SB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1440	.45*	680	
SBT	0	4800	0		0	{.25}*
SBR	1.5		190	.12	570	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	460	.10	470	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	290	.09*	370	.12*
WBR	f		270		180	

TOTAL CAPACITY UTILIZATION **.57** **.41**

55. I-5 NB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		80	.05*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		360	.11	420	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1820	.57*	1130	.35
EBR	f		210		210	
WBL	0	0	0		0	
WBT	1.5	4800	510	.32	620	.39*
WBR	1.5		1110	.35	1430	.45
Right Turn Adjustment			NBR	.06*	Multi	.14*

TOTAL CAPACITY UTILIZATION **.68** **.54**

56. I-5 SB Ramps & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1770	.55*	1120	.35*
SBT	0	0	10		10	
SBR	1	1600	210	.13	340	.21
EBL	0	0	0		0	
EBT	3	4800	780	.16*	810	.17*
EBR	1	1600	150	.09	360	.23
WBL	1	1600	380	.24*	760	.48*
WBT	2	3200	430	.13	950	.30
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.95** **1.00**

57. I-5 NB Ramps & Pico

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	330	.21	190	.12
NBR(f)	f		670		390	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2370	.74*	1640	.51*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	680	.14	1410	.29
WBR	f		1040		1190	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.95**		**.70**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	510	.15*
NBT	3	5100	1010	.20	880	.17
NBR	1	1700	640	.38	880	.52
SBL	2	3400	330	.10	260	.08
SBT	3	5100	1200	.24*	1290	.25*
SBR	f		1000		530	
EBL	2	3400	850	.25	910	.27
EBT	3	5100	1150	.23*	1840	.36*
EBR	1	1700	390	.23	560	.33
WBL	2	3400	1130	.33*	960	.28*
WBT	3	5100	1560	.31	1020	.20
WBR	1	1700	470	.28	190	.11
Right Turn Adjustment			NBR	.05*	NBR	.20*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.09** **1.29**

12. Antonio & Crown Valley

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	830	.24*	990	.29*
NBT	3	5100	1450	.28	920	.18
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	980	.19*	1380	.27*
SBR	f		1420		1210	
EBL	2	3400	720	.21*	1470	.43*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	840	.49
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.08*	EBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.78** **1.10**

29. La Pata & Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	240	.14*
NBT	1	1700	110	.07	150	.10
NBR	0	0	10		20	
SBL	1	1700	100	.06	120	.07
SBT	2	3400	290	.17*	80	.05*
SBR	0	0	1860	1.09	1330	.78
EBL	2	3400	1270	.37*	1500	.44*
EBT	1	1700	70	.04	500	.29
EBR	1	1700	570	.34	140	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	240	.14*	180	.11*
WBR	1	1700	90	.05	110	.06
Right Turn Adjustment			SBR	.92*	SBR	.73*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.80** **1.52**

43. Antonio & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	50	.03
NBT	3	5100	550	.11*	730	.14*
NBR	f		800		1160	
SBL	2	3400	810	.24*	1050	.31*
SBT	3	5100	820	.16	690	.14
SBR	d	1700	40	.02	50	.03
EBL	1	1700	40	.02	50	.03
EBT	1	1700	50	.03*	60	.04*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	1090	.32*	930	.27*
WBT	1	1700	40	.02	60	.04
WBR	f		980		1120	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

76. A St & Oso

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	300	.18*
NBT	0	0	0		0	
NBR	1	1700	230	.14	150	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1890	.37	2160	.42*
EBR	d	1700	220	.13	350	.21
WBL	1	1700	110	.06	210	.12*
WBT	3	5100	2400	.47*	1840	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.77**

78. A St & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	220	.13*	320	.19*
SBT	0	0	0		0	
SBR	1	1700	130	.08	120	.07
EBL	1	1700	100	.06*	110	.06*
EBT	3	5100	1560	.31	2160	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1980	.39*	1990	.39*
WBR	d	1700	240	.14	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.69**

79. C St & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16*	560	.16*
NBT	2	3400	460	.14	470	.14
NBR	1	1700	170	.10	210	.12
SBL	2	3400	70	.02	110	.03
SBT	2	3400	370	.11*	400	.12*
SBR	1	1700	430	.25	470	.28
EBL	2	3400	380	.11	500	.15
EBT	2	3400	1030	.30*	1210	.36*
EBR	2	3400	420	.12	650	.19
WBL	2	3400	140	.04*	140	.04*
WBT	3	5100	1070	.21	1280	.25
WBR	1	1700	90	.05	160	.09
Right Turn Adjustment			SBR	.03*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.69** **.74**

80. Ortega & New Ortega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	380	.22*
NBT	2	3400	10	.01	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	60	.04*	10	.01*
SBR	2	3400	1130	.33	610	.18
EBL	2	3400	400	.12*	1010	.30*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	360	.21	230	.14
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.38*	SBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.76**

81. C St & Talega

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	160	.05	290	.09
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	290	.17*	170	.10*
SBR	0	0	510	.30	490	.29
EBL	1	1700	500	.29*	520	.31*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.13*	SBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.67**

87. F St & C St

2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	10	.01
NBT	3	5100	1050	.21*	800	.16*
NBR	1	1700	150	.09	260	.15
SBL	2	3400	300	.09*	890	.26*
SBT	3	5100	640	.13	1140	.22
SBR	1	1700	420	.25	540	.32
EBL	2	3400	560	.16*	540	.16*
EBT	2	3400	200	.06	440	.13
EBR	d	1700	10	.01	20	.01
WBL	1	1700	250	.15	220	.13
WBT	1.5	5100	420	.25*	320	.15*
WBR	1.5		950	.28	470	
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION **.79** **.78**

89. F St & New Ortega

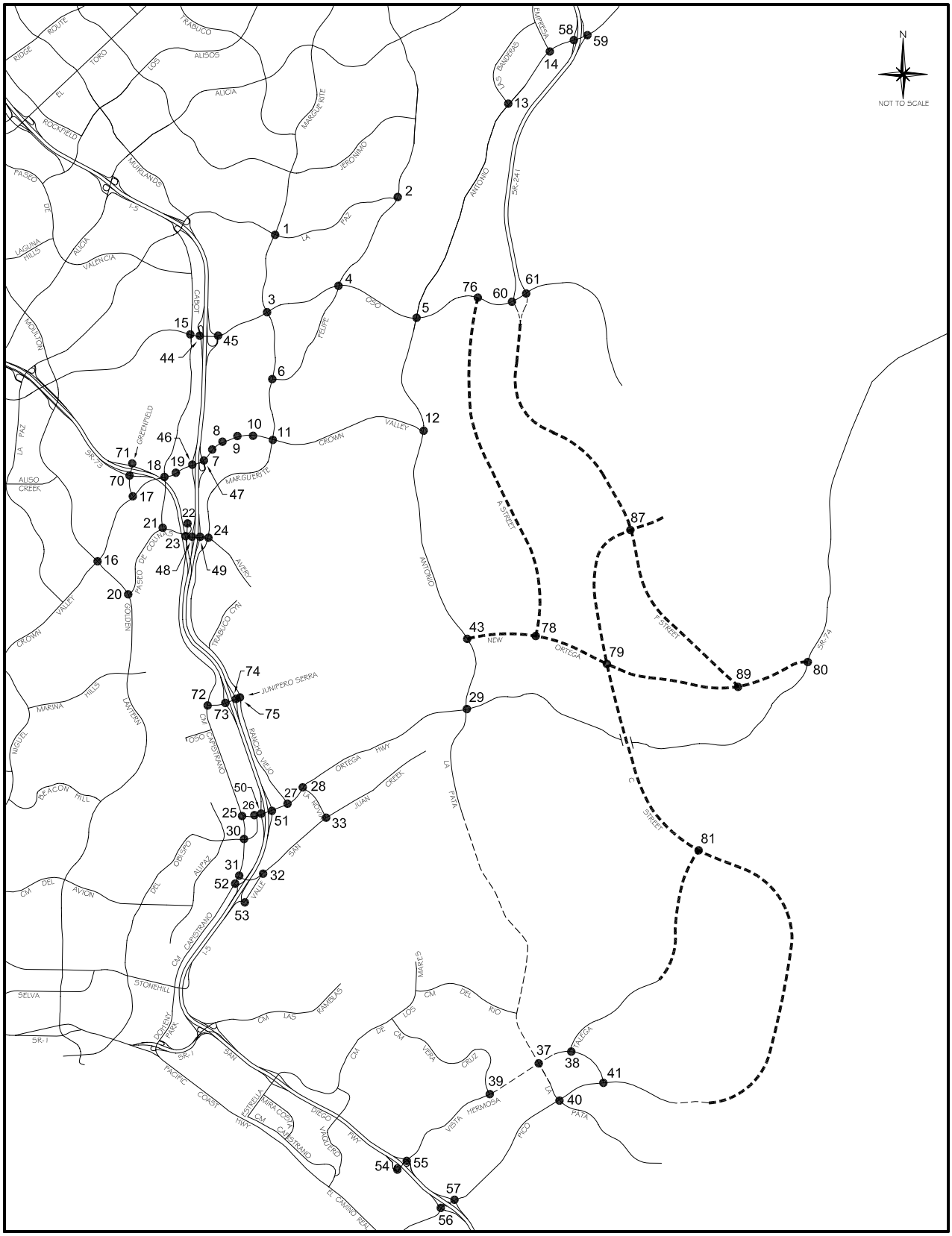
2025 B-5 Alt. (Committed Circulation System)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		430		1030	.30*
SBT	0	5100	0	.17*	0	
SBR	1.5		450		360	.21
EBL	2	3400	260	.08*	460	.14*
EBT	2	3400	980	.29	1420	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1480	.44*	1200	.35*
WBR	1	1700	970	.57	610	.36
Right Turn Adjustment			WBR	.13*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.85**

ICU Data Set 23

2025 B-5 Alternative
(Committed Circulation System Plus La Pata)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM WITH LA PATA)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	330	.10*
NBT	2	3400	810	.24	1180	.35
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	240	.07
SBT	2	3400	1060	.31*	1110	.33*
SBR	1	1700	220	.13	160	.09
EBL	2	3400	220	.06*	340	.10
EBT	2	3400	320	.09	1090	.32*
EBR	1	1700	120	.07	250	.15
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	360	.11
WBR	d	1700	460	.27	120	.07
Right Turn Adjustment			WBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.86**

2. Olympiad & La Paz

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	220	.13*
NBT	2	3400	680	.20	590	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	570	.21*
SBR	0	0	170		130	
EBL	1	1700	110	.06*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	600	.35
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.64**

3. Marguerite & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	210	.06
NBT	2	3400	860	.25	930	.27*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	240	.07	570	.17*
SBT	2	3400	710	.21*	940	.28
SBR	1	1700	320	.19	180	.11
EBL	2	3400	170	.05*	190	.06
EBT	4	6800	1510	.22	2020	.30*
EBR	d	1700	90	.05	400	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2620	.39*	1580	.23
WBR	d	1700	90	.05	250	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.83**

4. Felipe & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	360	.11*	410	.12*
NBR	1	1700	80	.05	300	.18
SBL	1	1700	320	.19*	570	.34*
SBT	2	3400	410	.12	380	.11
SBR	d	1700	120	.07	190	.11
EBL	1	1700	110	.06	230	.14
EBT	3	5100	1740	.34*	2430	.48*
EBR	d	1700	70	.04	190	.11
WBL	1	1700	280	.16*	240	.14*
WBT	3	5100	2180	.43	1810	.35
WBR	d	1700	670	.39	390	.23
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **1.13**

6. Marguerite & Felipe

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	850	.25*	1030	.30*
NBR	1	1700	270	.16	850	.50
SBL	1	1700	110	.06*	400	.24*
SBT	2	3400	900	.26	890	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		720		460	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.09*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.88**

7. Puerta Real & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	270	.16
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	550	.16
EBL	2	3400	500	.15*	440	.13*
EBT	4	6800	2100	.31	3150	.46
EBR	1	1700	170	.10	400	.24
WBL	2	3400	60	.02	280	.08
WBT	4	6800	2810	.43*	2670	.43*
WBR	0	0	90		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.82**

8. Guevara/Medical Ctr & CVP

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	350	
NBT	1.5	5100	30	.08	20	.11*
NBR	0		100		230	.14
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	40	.08*
SBR	0		60	.04	160	.09
EBL	1	1700	170	.10*	120	.07
EBT	4	6800	2050	.32	3260	.51*
EBR	0	0	120		240	
WBL	2	3400	360	.11	250	.07*
WBT	4	6800	2620	.41*	2670	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.67** **.82**

9. Los Altos & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	520	.15
NBT	1	1700	10	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	140	.08*	90	.05
EBT	4	6800	1730	.30	3350	.51*
EBR	0	0	300		100	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	3050	.49*	2360	.35
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.99**

10. Bellogente & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	80	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	30	.02
EBT	4	6800	1750	.26	3800	.56*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3760	.57*	2460	.36
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.69**

11. Marguerite & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	860	.25*
NBR	1	1700	490	.29	590	.35
SBL	2	3400	190	.06	540	.16*
SBT	2	3400	760	.22*	620	.18
SBR	1	1700	1070	.63	340	.20
EBL	2	3400	560	.16*	940	.28*
EBT	4	6800	1170	.17	2610	.38
EBR	1	1700	60	.04	310	.18
WBL	2	3400	740	.22	690	.20
WBT	4	6800	2600	.46*	2030	.34*
WBR	0	0	560		250	
Right Turn Adjustment			SBR	.29*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.24** **1.08**

13. Banderas & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	500	.29	630	.37
EBL	2	3400	550	.16	460	.14*
EBT	3	5100	2520	.50*	1400	.28
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1190	.24	1720	.35*
WBR	0	0	50		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.69** **.78**

14. Empresa & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		240		470	
SBT	0.5	3400	50	.09*	20	.14*
SBR	f		180		350	
EBL	2	3400	770	.23*	170	.05*
EBT	3	5100	1170	.23	1220	.24
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	910	.18*	1190	.23*
WBR	f		310		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.49**

15. Cabot & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	710	.21*	350	.10*
NBR	1	1700	150	.09	600	.35
SBL	2	3400	290	.09*	700	.21*
SBT	2	3400	280	.08	610	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1110	.22	1170	.23*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	350	.10	330	.10*
WBT	3	5100	1410	.28*	1220	.24
WBR	1	1700	520	.31	410	.24
Right Turn Adjustment					NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

16. Moulton & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1320	{.26}*	1140	.22
NBR	1.5		590	{.20}	360	.21
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	790	.15	1490	.29*
SBR	1	1700	140	.08	190	.11
EBL	2	3400	170	.05	170	.05
EBT	3	5100	1340	.26*	1110	.22*
EBR	1	1700	400	.24	210	.12
WBL	2	3400	640	.19*	800	.24*
WBT	3	5100	840	.16	1480	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.87**

17. Greenfield & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	970	.29*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	240	.14
EBL	2	3400	560	.16*	280	.08*
EBT	3	5100	1540	.31	1180	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1450	.28*	1640	.32*
WBR	1	1700	830	.49	800	.47
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.77**

18. Cabot & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	180	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	250	.07
SBT	2	3400	110	.06	420	.21*
SBR	0	0	190	.11	280	
EBL	2	3400	290	.09*	320	.09*
EBT	3	5100	1980	.39	1660	.33
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2080	.41*	2090	.41*
WBR	1	1700	180	.11	260	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

19. Forbes & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	170	.10
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	230	.14
EBL	1	1700	180	.11*	120	.07*
EBT	4	6800	2270	.35	2040	.31
EBR	0	0	140		40	
WBL	1	1700	90	.05	50	.03
WBT	3	5100	2220	.44*	2330	.46*
WBR	1	1700	150	.09	190	.11
Right Turn Adjustment			SBR	.01*	SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.77**

20. Golden Lantern & P. Colinas

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2330	.46*	920	.18
NBR	1	1700	1110	.65	820	.48
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1250	.25	2200	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		830		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	530	.31	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.86**

21. Cabot & Paseo de Colinas

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	100	.03*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	310	.09	420	.12
EBL	1	1700	480	.28*	460	.27*
EBT	2	3400	860	.25	680	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	980	.30*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.65**

22. Cm Capistrano & P. Colinas

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.12}*	90	{.20}*
NBR	1.5		640	{.12}	910	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1130		840	
WBT	0	3400	0	.34*	0	.26*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.57**

23. Cm Capistrano & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	960	.28*	1010	.30*
SBT	1	1700	40	.02	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	640	.19	890	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.56**

24. Marguerite & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	610	.36*	330	.19*
NBT	2	3400	570	.17	380	.11
NBR	d	1700	180	.11	30	.02
SBL	1	1700	160	.09	120	.07
SBT	2	3400	570	.17*	590	.17*
SBR	d	1700	330	.19	620	.36
EBL	2	3400	560	.16	710	.21
EBT	2	3400	520	.27*	810	.33*
EBR	0	0	390		300	
WBL	1	1700	50	.03*	170	.10*
WBT	2	3400	220	.09	290	.10
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.84**

25. Cm Capistrano & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	730	.43*	690	.41*
NBR	1	1700	20	.01	90	.05
SBL	1	1700	150	.09*	150	.09*
SBT	1	1700	610	.36	640	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	130	.08*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	240	.14	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.67**

26. Del Obispo & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1260	.37	1300	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	360	.13*	520	.19*
EBR	0	0	90		120	
WBL	2	3400	1240	.36*	1290	.38*
WBT	1	1700	680	.40	760	.45
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.71**

27. Rancho Viejo & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		570	.17*
NBT	1.5	5100	180	.12*	120	.10
NBR	0		60		50	
SBL	1.5		140		330	
SBT	0.5	3400	110	.07*	160	.14*
SBR	1	1700	160	.09	190	.11
EBL	1	1700	230	.14	260	.15
EBT	2	3400	1450	.43*	1600	.47*
EBR	1	1700	730	.43	470	.28
WBL	1	1700	80	.05*	60	.04*
WBT	3	5100	1620	.32	1260	.25
WBR	1	1700	390	.23	150	.09
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.87**

28. La Novia & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	370	.11*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	320	.19	470	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1180	.35*	1690	.50*
EBR	1	1700	390	.23	260	.15
WBL	1	1700	590	.35*	470	.28*
WBT	2	3400	1670	.49	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.91**

30. Cm Capistrano & Del Obispo

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	430	.13*
NBT	1	1700	800	.47*	510	.30
NBR	1	1700	230	.14	320	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	440	.26	790	.46*
SBR	1	1700	690	.41	360	.21
EBL	1	1700	290	.17	390	.23*
EBT	2	3400	1070	.31*	740	.22
EBR	1	1700	430	.25	410	.24
WBL	1	1700	300	.18*	360	.21
WBT	2	3400	660	.19	800	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.11**

31. Cm Capistrano & San Juan Crk

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	910	.27*
NBR	1	1700	510	.30	520	.31
SBL	2	3400	260	.08*	640	.19*
SBT	2	3400	700	.21	1110	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		780	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		580		530	{.17}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

32. Valle & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	240	.14	330	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	540	.32
EBR	1	1700	390	.23	610	.36
WBL	1	1700	230	.14	170	.10
WBT	1	1700	930	.55*	830	.49*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.91**		**.83**

33. La Novia & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	290	.17*	170	.10*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	480	.28*	410	.24*
SBT	1	1700	160	.09	270	.16
SBR	1	1700	590	.35	420	.25
EBL	1	1700	280	.16*	380	.22*
EBT	1	1700	250	.15	270	.16
EBR	1	1700	70	.04	150	.09
WBL	1	1700	60	.04	70	.04
WBT	1	1700	370	.22*	280	.16*
WBR	1	1700	470	.28	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.88**		**.77**

44. I-5 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	750	.22*	1350	.40*
SBT	0	0	0		0	
SBR	1	1700	360	.21	460	.27
EBL	0	0	0		0	
EBT	3	5100	1100	.22	1760	.35*
EBR	f		450		710	
WBL	0	0	0		0	
WBT	3	5100	1950	.38*	1480	.29
WBR	f		720		390	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.80**

45. I-5 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	460	.27*	420	.25*
NBT	0	0	0		0	
NBR	1	1700	320	.19	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1740	.34	2560	.50*
EBR	f		230		550	
WBL	0	0	0		0	
WBT	3	5100	2210	.43*	1460	.29
WBR	f		1310		760	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.75**		**.88**

46. I-5 SB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1210	.24*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		740	.22	1060	.31
EBL	0	0	0		0	
EBT	4	6800	1730	.25*	2560	.38*
EBR	1	1700	160	.09	290	.17
WBL	2	3400	550	.16*	500	.15*
WBT	3	5100	1790	.35	1900	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.96**

47. I-5 NB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.24}*	220	.13*
NBT	0	5100	0	.24	0	
NBR	1.5		680		460	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2040	{.40}*	3530	.69*
EBR	1.5		950	{.38}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1800	.35	2180	.43
WBR	f		1450		1540	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.88**

48. I-5 SB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		500		500	
SBT	0	3400	0	.21*	0	.26*
SBR	0.5		230		400	
EBL	0	0	0		0	
EBT	2	3400	690	.20	1010	.30*
EBR	1	1700	350	.21	310	.18
WBL	1	1700	190	.11	310	.18*
WBT	1	1700	730	.43*	690	.41
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.79**

49. I-5 NB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	330	.19	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	280	.16*
EBT	2	3400	1160	.34*	1230	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	650	.19	710	.21*
WBR	1	1700	520	.31	530	.31
Right Turn Adjustment			NBR	.03*	NBR	.16*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.75**

50. I-5 SB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1150		1080	
SBT	0	5100	0	{.38}*	0	{.37}*
SBR	1.5		960		1000	
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1580	.31*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	250	.15*	230	.14*
WBT	2	3400	960	.28	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.87**

51. I-5 NB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.15}*	250	{.12}*
NBT	0	5100	0	{.15}	0	{.12}
NBR	1.5		630		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	740	.22*	750	.22*
EBT	2	3400	1860	.55	1900	.56
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	940	{.38}*	1030	{.38}*
WBR	1.5		1190		1090	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1160	.35*	1030	.31*
NBR	0	0	20		10	
SBL	2	3400	600	.18*	500	.15*
SBT	2	3400	970	.29	1380	.41
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		850	.25*	1000	.29*
WBT	0	5100	0		0	
WBR	1.5		190		400	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.80**

53. Valle & La Novia/I-5 NB Rmps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	160	.09*
NBT	1	1700	130	.08	160	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	80		220	
SBT	1	1700	210	.17*	320	.32*
SBR	1	1700	300	.18	250	.15
EBL	1	1700	420	.25*	520	.31*
EBT	1	1700	40	.05	150	.12
EBR	0	0	40		60	
WBL	0	0	40		50	
WBT	1	1700	280	.19*	70	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.84**

58. SR-241 SB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	840	.25*
SBT	0	5100	0		0	
SBR	1.5		210	{.03}	590	{.22}
EBL	0	0	0		0	
EBT	3	5100	1520	.30*	1740	.34*
EBR	1	1700	10	.01	30	.02
WBL	1	1700	100	.06*	70	.04*
WBT	3	5100	1240	.24	1060	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.68**

59. SR-241 NB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		40	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		70	{.00}	100	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	710	.42*	280	.16
EBT	3	5100	1010	.20	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1300	.25*	1140	.22
WBR	1	1700	1590	.94	190	.11
Right Turn Adjustment			WBR	.68*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.41** **.52**

60. SR-241 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02	250	.07
SBT	2	3400	250	.07*	1160	.34*
SBR	1	1700	130	.08	400	.24
EBL	0	0	0		0	
EBT	2	3400	1310	.39	460	.14
EBR	f		830		2070	
WBL	1	1700	150	.09	140	.08
WBT	3	5100	2480	.49*	1750	.34*
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.73**

61. SR-241 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1400	.41*	1120	.33*
NBT	2	3400	1280	.38	470	.14
NBR	1	1700	60	.04	680	.40
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	760	.22*	120	.04
EBT	2	3400	640	.19	570	.17*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	640	.13
WBR	1	1700	430	.25	110	.06
Right Turn Adjustment					NBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.62**

70. Greenfield & SR-73 SB Ramps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1290	.49*	540	.26*
NBR	0	0	360		360	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	460	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.03}*	0	{.24}*
EBR	1.5		550		970	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1280	.38*	440	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	330	.19*	390	.23*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.69**		**.47**

72. Cm Capistrano & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	80	.05*	90	.05
NBR	1	1700	1130	.66	950	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1190	.70*
WBT	0	0	0		0	
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.90**		**.89**

73. I-5 SB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	290	.17*
SBT	0	0	0		0	
SBR	1	1700	580	.34	700	.41
EBL	0	0	0		0	
EBT	2	3400	1130	.37*	940	.32*
EBR	0	0	130		140	
WBL	0.5		240	{.14}*	290	{.17}*
WBT	1.5	3400	350	.17	650	.28
WBR	0	0	0		0	
Right Turn Adjustment				SBR	.08*	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.71**		**.79**

74. I-5 NB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	280	.16	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		670	{.39}*	740	.44*
EBT	1.5	3400	730	.41	480	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	810	.48*
WBR	1	1700	470	.28	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.05**

75. Rancho Viejo & J. Serra

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	440	.26*	320	.19*
NBT	2	3400	230	.07	270	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	370	.22*
SBR	1	1700	580	.34	760	.45
EBL	1.5		740		470	
EBT	0.5	3400	30	.30*	10	.21*
EBR	0		240		220	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.76** **.75**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	430	.13	710	.22*
NBT	3	4800	1320	.28*	1360	.28
NBR	1	1600	230	.14	370	.23
SBL	1	1600	100	.06*	180	.11
SBT	3	4800	910	.19	930	.19*
SBR	1	1600	660	.41	1020	.64
EBL	1	1600	1330	.83*	940	.59*
EBT	2	3200	350	.11	570	.18
EBR	1	1600	370	.23	350	.22
WBL	1	1600	290	.18	290	.18
WBT	2	3200	740	.32*	360	.16*
WBR	0	0	280		160	
Right Turn Adjustment					SBR	.01*

TOTAL CAPACITY UTILIZATION **1.49** **1.17**

38. Talega & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	30	.07
NBR	0	0	40		80	
SBL	1	1600	150	.09	60	.04
SBT	1	1600	30	.51*	30	.29*
SBR	0	0	790		430	
EBL	1	1600	360	.23*	640	.40*
EBT	2	3200	60	.03	230	.08
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	310	.13*	70	.04*
WBR	0	0	100		150	.09

TOTAL CAPACITY UTILIZATION **.88** **.74**

39. Vera Cruz & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	90	.06
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	680	.43*	550	.34*
SBT	2	3200	590	.25	160	.10
SBR	0	0	200		210	.13
EBL	1	1600	310	.19*	190	.12*
EBT	2	3200	1580	.54	1230	.39
EBR	0	0	140		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1160	.47*	1440	.65*
WBR	0	0	330		650	

TOTAL CAPACITY UTILIZATION **1.12** **1.22**

40. La Pata & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.15*	880	.55*
NBT	2	3200	20	.01	30	.01
NBR	1	1600	30	.02	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	50	.02*	20	.01*
SBR	f		270		150	
EBL	1	1600	290	.18*	220	.14*
EBT	3	4800	830	.17	500	.10
EBR	1	1600	750	.47	280	.18
WBL	2	3200	20	.01	10	.00
WBT	2.5	6400	190	.04*	550	.11*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.15*		

TOTAL CAPACITY UTILIZATION **.54** **.81**

41. Vista Hermosa & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04*	250	.16*
NBT	2	3200	20	.01	50	.02
NBR	0	0	10		10	
SBL	2	3200	200	.06	60	.02
SBT	1	1600	80	.05*	20	.01*
SBR	1	1600	110	.07	110	.07
EBL	2	3200	100	.03	220	.07*
EBT	3	4800	470	.10*	200	.04
EBR	1	1600	500	.31	100	.06
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	80	.03	10	.00*
WBR	0	0	140	.09	60	.04
Right Turn Adjustment			EBR	.18*	SBR	.01*

TOTAL CAPACITY UTILIZATION **.38** **.25**

54. I-5 SB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1220	.38*	560	
SBT	0	4800	0		0	{.22}*
SBR	1.5		190	.12	550	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	480	.10	520	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	400	.13*
WBR	f		510		340	

TOTAL CAPACITY UTILIZATION **.50** **.39**

55. I-5 NB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		590	.18	580	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1630	.51*	980	.31
EBR	f		220		220	
WBL	0	0	0		0	
WBT	1.5	4800	720	{.32}	880	{.42}*
WBR	1.5		900		1160	
Right Turn Adjustment			NBR	.12*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.69** **.52**

56. I-5 SB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1610	.50*	900	.28*
SBT	0	0	10		10	
SBR	1	1600	230	.14	350	.22
EBL	0	0	0		0	
EBT	3	4800	860	.18*	820	.17*
EBR	1	1600	160	.10	370	.23
WBL	1	1600	630	.39*	780	.49*
WBT	2	3200	350	.11	920	.29
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.07** **.94**

57. I-5 NB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.08*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	340	.21	280	.18
NBR(f)	f		670		560	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	280	.18*
EBT	2	3200	2260	.71*	1410	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	860	.18	1410	.29*
WBR	f		890		1090	
Right Turn Adjustment			NBR	.13*		
TOTAL CAPACITY UTILIZATION				**.92**		**.66**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	610	.18*	540	.16*
NBT	3	5100	1210	.24	1160	.23
NBR	1	1700	740	.44	900	.53
SBL	2	3400	270	.08	240	.07
SBT	3	5100	1430	.28*	1360	.27*
SBR	f		1010		510	
EBL	2	3400	810	.24	870	.26
EBT	3	5100	1140	.22*	1880	.37*
EBR	1	1700	420	.25	560	.33
WBL	2	3400	1190	.35*	1060	.31*
WBT	3	5100	1620	.32	1040	.20
WBR	1	1700	440	.26	160	.09
Right Turn Adjustment			Multi	.09*	NBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.17** **1.33**

12. Antonio & Crown Valley

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	800	.24*	1000	.29*
NBT	3	5100	1720	.34	1300	.25
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1380	.27*	1560	.31*
SBR	f		1340		1200	
EBL	2	3400	740	.22*	1430	.42*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	500	.29	870	.51
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.07*	EBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **1.16**

29. La Pata & Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	280	.16*	310	.18*
NBT	2	3400	1430	.43	1150	.40
NBR	0	0	30		210	
SBL	1	1700	90	.05	130	.08
SBT	2	3400	1480	.44*	1330	.39*
SBR	1	1700	1570	.92	1040	.61
EBL	2	3400	980	.29*	1270	.37*
EBT	1	1700	70	.04	490	.29
EBR	1	1700	460	.27	280	.16
WBL	1	1700	160	.09	40	.02
WBT	1	1700	270	.16*	190	.11*
WBR	1	1700	90	.05	120	.07
Right Turn Adjustment			SBR	.48*	SBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.58** **1.32**

43. Antonio & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	60	.04
NBT	3	5100	1030	.20*	1370	.27*
NBR	f		1340		1380	
SBL	2	3400	670	.20*	940	.28*
SBT	3	5100	1400	.27	1180	.23
SBR	d	1700	40	.02	50	.03
EBL	1	1700	40	.02	50	.03
EBT	1	1700	50	.03*	60	.04*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	1360	.40*	1520	.45*
WBT	1	1700	30	.02	60	.04
WBR	f		850		970	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **1.09**

76. A St & Oso

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	300	.18*
NBT	0	0	0		0	
NBR	1	1700	230	.14	140	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1930	.38	2190	.43*
EBR	d	1700	220	.13	360	.21
WBL	1	1700	110	.06	220	.13*
WBT	3	5100	2470	.48*	1930	.38
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.79**

78. A St & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	200	.12*	320	.19*
SBT	0	0	0		0	
SBR	1	1700	150	.09	130	.08
EBL	1	1700	110	.06*	140	.08*
EBT	3	5100	1950	.38	2240	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	2410	.47*
WBR	d	1700	230	.14	270	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.79**

79. C St & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	500	.15*	450	.13*
NBT	2	3400	330	.10	320	.09
NBR	1	1700	70	.04	60	.04
SBL	2	3400	70	.02	110	.03
SBT	2	3400	160	.05*	290	.09*
SBR	1	1700	480	.28	770	.45
EBL	2	3400	630	.19*	580	.17*
EBT	2	3400	1280	.38	1330	.39
EBR	2	3400	280	.08	580	.17
WBL	2	3400	20	.01	50	.01
WBT	3	5100	1200	.24*	1510	.30*
WBR	1	1700	100	.06	110	.06
Right Turn Adjustment			SBR	.04*	SBR	.19*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.72** **.93**

80. Ortega & New Ortega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06*	370	.22*
NBT	2	3400	10	.01	440	.13
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	180	.11*	10	.01*
SBR	2	3400	1010	.30	620	.18
EBL	2	3400	400	.12*	880	.26*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	390	.23	220	.13
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.30*	SBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

81. C St & Talega

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	20	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	20	.01*	20	.01*
SBR	0	0	110	.06	190	.11
EBL	1	1700	150	.09*	230	.14*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.05*	SBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.22** **.32**

87. F St & C St

2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	10	.01
NBT	3	5100	1080	.21*	850	.17*
NBR	1	1700	150	.09	280	.16
SBL	2	3400	300	.09*	880	.26*
SBT	3	5100	660	.13	1170	.23
SBR	1	1700	270	.16	750	.44
EBL	2	3400	690	.20*	450	.13*
EBT	2	3400	210	.06	430	.13
EBR	d	1700	10	.01	20	.01
WBL	1	1700	250	.15	220	.13
WBT	1.5	5100	420	.25*	320	.15*
WBR	1.5		940	.28	470	
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION **.83** **.76**

89. F St & New Ortega

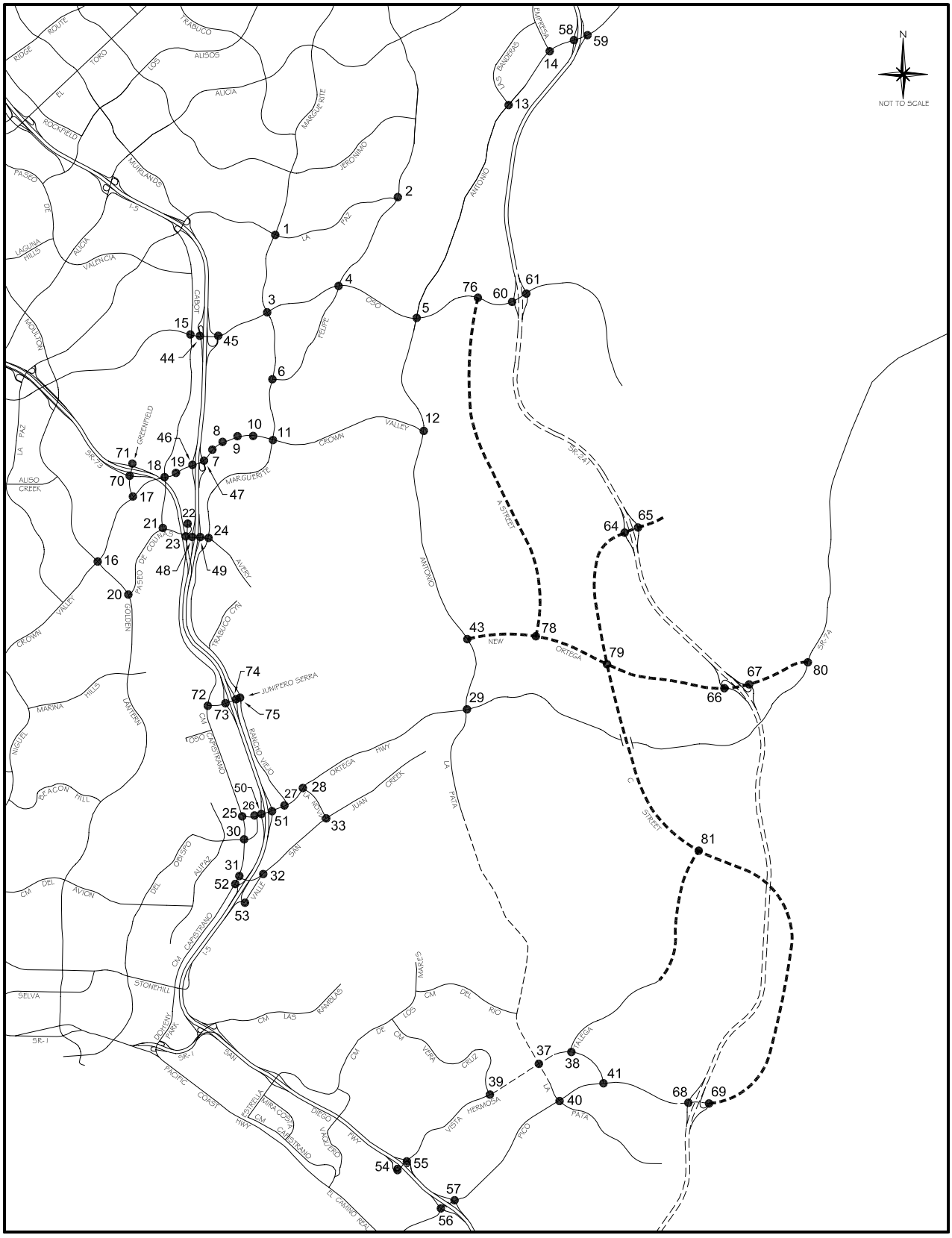
2025 B-5 Alt. (Committed w/La Pata)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		450		1030	.30*
SBT	0	5100	0	.18*	0	
SBR	1.5		460		380	.22
EBL	2	3400	280	.08*	510	.15*
EBT	2	3400	970	.29	1260	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1330	.39*	1190	.35*
WBR	1	1700	970	.57	620	.36
Right Turn Adjustment			WBR	.18*	WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.86**

ICU Data Set 24

2025 B-5 Alternative
(Committed Circulation System Plus La Pata and FTC-S)



2025 INTERSECTION LOCATION MAP
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	330	.10*
NBT	2	3400	810	.24	1150	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	230	.07
SBT	2	3400	1040	.31*	1080	.32*
SBR	1	1700	210	.12	160	.09
EBL	2	3400	220	.06*	330	.10
EBT	2	3400	310	.09	1020	.30*
EBR	1	1700	110	.06	280	.16
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	450	.13*	350	.10
WBR	d	1700	390	.23	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.83**

2. Olympiad & La Paz

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	210	.12*
NBT	2	3400	670	.20	580	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	570	.21*
SBR	0	0	180		130	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	110	.06	530	.31
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.60**

3. Marguerite & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	220	.06
NBT	2	3400	840	.25	890	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	240	.07	620	.18*
SBT	2	3400	690	.20*	900	.26
SBR	1	1700	320	.19	160	.09
EBL	2	3400	190	.06*	220	.06
EBT	4	6800	1450	.21	1980	.29*
EBR	d	1700	90	.05	400	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2620	.39*	1560	.23
WBR	d	1700	100	.06	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.82**

4. Felipe & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	110	.06
NBT	2	3400	340	.10*	400	.12*
NBR	1	1700	70	.04	240	.14
SBL	1	1700	320	.19*	480	.28*
SBT	2	3400	400	.12	380	.11
SBR	d	1700	120	.07	210	.12
EBL	1	1700	110	.06	240	.14
EBT	3	5100	1670	.33*	2480	.49*
EBR	d	1700	70	.04	170	.10
WBL	1	1700	290	.17*	240	.14*
WBT	3	5100	2170	.43	1770	.35
WBR	d	1700	610	.36	370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **1.08**

6. Marguerite & Felipe

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01	30	.02
NBT	2	3400	840	.25*	1000	.29*
NBR	1	1700	250	.15	810	.48
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	890	.26	890	.26
SBR	d	1700	20	.01	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		710		450	
WBT	0.5	3400	30	.22*	20	.14*
WBR	1	1700	260	.15	100	.06
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.84**

7. Puerta Real & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	270	.16
SBL	1	1700	150	.09*	200	.12
SBT	1	1700	80	.05	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	510	.15*	440	.13*
EBT	4	6800	2130	.31	3110	.46
EBR	1	1700	170	.10	390	.23
WBL	2	3400	60	.02	260	.08
WBT	4	6800	2780	.42*	2640	.42*
WBR	0	0	90		230	
Right Turn Adjustment					Multi	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.83**

8. Guevara/Medical Ctr & CVP

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	360	
NBT	1.5	5100	30	.08	20	.11*
NBR	0		100		200	.12
SBL	0.5		30		90	
SBT	1.5	3400	10	.02*	40	.08*
SBR	0		60	.04	160	.09
EBL	1	1700	170	.10*	120	.07
EBT	4	6800	2080	.32	3220	.51*
EBR	0	0	120		240	
WBL	2	3400	370	.11	260	.08*
WBT	4	6800	2590	.40*	2610	.40
WBR	0	0	140		80	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.66** **.83**

9. Los Altos & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	530	.16
NBT	1	1700	10	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	130	.08*	90	.05
EBT	4	6800	1760	.30	3300	.50*
EBR	0	0	310		100	
WBL	1	1700	440	.26	180	.11*
WBT	4	6800	3030	.49*	2310	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.98**

10. Bellogente & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	30	.02
EBT	4	6800	1770	.26	3750	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3730	.56*	2410	.36
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.68**

11. Marguerite & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	500	.15	830	.24*
NBR	1	1700	480	.28	570	.34
SBL	2	3400	200	.06	550	.16*
SBT	2	3400	770	.23*	620	.18
SBR	1	1700	1040	.61	320	.19
EBL	2	3400	540	.16*	910	.27*
EBT	4	6800	1210	.18	2600	.38
EBR	1	1700	70	.04	300	.18
WBL	2	3400	720	.21	680	.20
WBT	4	6800	2600	.46*	2000	.33*
WBR	0	0	550		250	
Right Turn Adjustment			SBR	.26*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	110	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	590	.35
EBL	2	3400	390	.11	400	.12*
EBT	3	5100	2360	.47*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1100	.23	1420	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.70**

14. Empresa & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		180		330	
EBL	2	3400	840	.25*	160	.05*
EBT	3	5100	970	.19	1140	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	860	.17*	970	.19*
WBR	f		360		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.61** **.46**

15. Cabot & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	220	.06
NBT	2	3400	680	.20*	320	.09*
NBR	1	1700	180	.11	600	.35
SBL	2	3400	300	.09*	680	.20*
SBT	2	3400	270	.08	580	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04	130	.04
EBT	3	5100	1110	.22*	1240	.24*
EBR	1	1700	150	.09	80	.05
WBL	2	3400	380	.11*	340	.10*
WBT	3	5100	1460	.29	1210	.24
WBR	1	1700	540	.32	400	.24
Right Turn Adjustment					NBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.86**

16. Moulton & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1270	{.25}*	1100	.22
NBR	1.5		590	{.21}	370	{.04}
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	770	.15	1440	.28*
SBR	1	1700	140	.08	190	.11
EBL	2	3400	180	.05	170	.05
EBT	3	5100	1340	.26*	1110	.22*
EBR	1	1700	390	.23	210	.12
WBL	2	3400	620	.18*	810	.24*
WBT	3	5100	870	.17	1480	.29
WBR	1	1700	180	.11	160	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.86**

17. Greenfield & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	900	.26*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	280	.16	260	.15
EBL	2	3400	560	.16*	300	.09*
EBT	3	5100	1540	.31	1180	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1450	.28*	1620	.32*
WBR	1	1700	840	.49	790	.46
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	170	.05
NBR	1	1700	380	.22	320	.19
SBL	2	3400	230	.07*	240	.07
SBT	2	3400	110	.06	400	.20*
SBR	0	0	210	.12	280	
EBL	2	3400	290	.09*	310	.09*
EBT	3	5100	1980	.39	1600	.31
EBR	1	1700	120	.07	160	.09
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2070	.41*	2070	.41*
WBR	1	1700	170	.10	240	.14
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.80**

19. Forbes & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	160	.09	220	.13
EBL	1	1700	180	.11*	120	.07*
EBT	4	6800	2260	.35	1980	.30
EBR	0	0	140		40	
WBL	1	1700	90	.05	60	.04
WBT	3	5100	2190	.43*	2300	.45*
WBR	1	1700	150	.09	190	.11
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

20. Golden Lantern & P. Colinas

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2240	.44*	880	.17
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	410	.24*	260	.15
SBT	3	5100	1220	.24	2140	.42*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		810		1220	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	540	.32	220	.13
Right Turn Adjustment				NBR	.04*	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **.85**

21. Cabot & Paseo de Colinas

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	100	.03*
SBT	0	0	0		0	
SBR	2	3400	300	.09	410	.12
EBL	1	1700	480	.28*	460	.27*
EBT	2	3400	850	.25	630	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.15*	970	.29*
WBR	0	0	50		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.64**

22. Cm Capistrano & P. Colinas

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	210	{.13}*	100	{.21}*
NBR	1.5		650		920	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	80	.05	250	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1120		790	
WBT	0	3400	0	.34*	0	.24*
WBR	0.5		40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.55**

23. Cm Capistrano & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	310	.18
SBL	2	3400	960	.28*	990	.29*
SBT	1	1700	40	.02	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	650	.19	900	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.52** **.55**

24. Marguerite & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	310	.18*
NBT	2	3400	540	.16	360	.11
NBR	d	1700	160	.09	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	560	.16*	580	.17*
SBR	d	1700	330	.19	600	.35
EBL	2	3400	570	.17	670	.20
EBT	2	3400	540	.27*	820	.31*
EBR	0	0	390		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	320	.11
WBR	0	0	70		70	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.79**

25. Cm Capistrano & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	590	.35*	560	.33*
NBR	1	1700	30	.02	100	.06
SBL	1	1700	160	.09*	140	.08*
SBT	1	1700	580	.34	550	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	220	.13	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.57**

26. Del Obispo & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1270	.37	1270	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	410	.15*	540	.19*
EBR	0	0	90		120	
WBL	2	3400	1230	.36*	1330	.39*
WBT	1	1700	690	.41	730	.43
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.71**

27. Rancho Viejo & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	180	.12*	110	.09
NBR	0		60		50	
SBL	1.5		140		270	
SBT	0.5	3400	110	.07*	160	.13*
SBR	1	1700	160	.09	190	.11
EBL	1	1700	160	.09	260	.15
EBT	2	3400	1470	.43*	1690	.50*
EBR	1	1700	730	.43	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1650	.32	1280	.25
WBR	1	1700	370	.22	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.89**

28. La Novia & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	330	.10*	260	.08*
NBT	0	0	0		0	
NBR	1	1700	300	.18	440	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1200	.35*	1730	.51*
EBR	1	1700	380	.22	250	.15
WBL	1	1700	580	.34*	450	.26*
WBT	2	3400	1720	.51	1170	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.90**

30. Cm Capistrano & Del Obispo

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	440	.13*
NBT	1	1700	710	.42*	420	.25
NBR	1	1700	190	.11	290	.17
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	430	.25	740	.44*
SBR	1	1700	690	.41	260	.15
EBL	1	1700	260	.15	370	.22*
EBT	2	3400	1110	.33*	750	.22
EBR	1	1700	430	.25	420	.25
WBL	1	1700	290	.17*	380	.22
WBT	2	3400	660	.19	820	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.08**

31. Cm Capistrano & San Juan Crk

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	740	.22*	800	.24*
NBR	1	1700	550	.32	540	.32
SBL	2	3400	230	.07*	590	.17*
SBT	2	3400	710	.21	1050	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		790	.23*
WBT	0	5100	0	{.26}*	0	
WBR	1.5		570		520	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.69**

32. Valle & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	220	.13	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	380	.22	570	.34
EBR	1	1700	410	.24	550	.32
WBL	1	1700	250	.15	150	.09
WBT	1	1700	920	.54*	820	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.82**

33. La Novia & San Juan Creek

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	180	.11	150	.09
NBT	1	1700	280	.16*	160	.09*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	480	.28*	410	.24*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	570	.34	390	.23
EBL	1	1700	260	.15*	350	.21*
EBT	1	1700	250	.15	270	.16
EBR	1	1700	70	.04	150	.09
WBL	1	1700	60	.04	70	.04
WBT	1	1700	390	.23*	290	.17*
WBR	1	1700	450	.26	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.76**

44. I-5 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	740	.22*	1290	.38*
SBT	0	0	0		0	
SBR	1	1700	390	.23	480	.28
EBL	0	0	0		0	
EBT	3	5100	1120	.22	1830	.36*
EBR	f		470		690	
WBL	0	0	0		0	
WBT	3	5100	2010	.39*	1460	.29
WBR	f		680		370	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.79**

45. I-5 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	480	.28*	420	.25*
NBT	0	0	0		0	
NBR	1	1700	300	.18	520	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1710	.34	2600	.51*
EBR	f		270		510	
WBL	0	0	0		0	
WBT	3	5100	2210	.43*	1410	.28
WBR	f		1300		770	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.87**

46. I-5 SB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1260	.25*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		720	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2480	.36*
EBR	1	1700	170	.10	310	.18
WBL	2	3400	510	.15*	500	.15*
WBT	3	5100	1790	.35	1860	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	200	.12*
NBT	0	5100	0	.25	0	
NBR	1.5		690		490	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2070	{.41}*	3450	.68*
EBR	1.5		950	{.37}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1760	.35	2160	.42
WBR	f		1460		1550	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.87**

48. I-5 SB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		510		470	
SBT	0	3400	0	.22*	0	.26*
SBR	0.5		240		400	
EBL	0	0	0		0	
EBT	2	3400	680	.20	950	.28*
EBR	1	1700	360	.21	340	.20
WBL	1	1700	190	.11	340	.20*
WBT	1	1700	730	.43*	710	.42
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.79**

49. I-5 NB Ramps & Avery

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	290	.17*	320	.19*
NBT	0	0	0		0	
NBR	1	1700	370	.22	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	60	.04	240	.14*
EBT	2	3400	1150	.34*	1180	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	640	.19	720	.21*
WBR	1	1700	460	.27	510	.30
Right Turn Adjustment			NBR	.05*	NBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.72**

50. I-5 SB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1210		1250	
SBT	0	5100	0	{.38}*	0	{.41}*
SBR	1.5		950		1010	
EBL	0	0	0		0	
EBT	3	5100	1500	.29*	1570	.31*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	270	.16*	250	.15*
WBT	2	3400	970	.29	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.92**

51. I-5 NB Ramps & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.13}*	270	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		570		480	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	820	.24*
EBT	2	3400	1880	.55	1980	.58
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	970	{.39}*	1040	{.39}*
WBR	1.5		1200		1120	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.81**

52. Cm Capistrano & I-5 SB Ramps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1080	.32*	930	.28*
NBR	0	0	20		20	
SBL	2	3400	610	.18*	520	.15*
SBT	2	3400	980	.29	1310	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		850	.25*	1070	.31*
WBT	0	5100	0		0	
WBR	1.5		210		410	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.79**

53. Valle & La Novia/I-5 NB Rmps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	120	.07*
NBT	1	1700	130	.08	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	200	.16*	220	.25*
SBR	1	1700	350	.21	280	.16
EBL	1	1700	390	.23*	490	.29*
EBT	1	1700	40	.05	170	.14
EBR	0	0	40		70	
WBL	0	0	40		40	
WBT	1	1700	300	.20*	80	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.73**

58. SR-241 SB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	800	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1390	.27*	1620	.32*
EBR	1	1700	30	.02	90	.05
WBL	1	1700	150	.09*	140	.08*
WBT	3	5100	1280	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.69**

59. SR-241 NB Ramps & Antonio

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	620	.36*	200	.12
EBT	3	5100	960	.19	2190	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1360	.27*	1150	.23
WBR	1	1700	1520	.89	200	.12
Right Turn Adjustment			WBR	.60*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.52**

60. SR-241 SB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70		200	
SBT	0	5100	0	.03*	0	.12*
SBR	1.5		60		390	
EBL	0	0	0		0	
EBT	2	3400	1100	.32	1020	.30
EBR	1	1700	370	.22	760	.45
WBL	2	3400	160	.05	110	.03
WBT	2	3400	1850	.54*	1150	.34*
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.56**

61. SR-241 NB Ramps & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		730	{.23}*	560	{.21}*
NBT	0	3400	0	.23	0	.21
NBR	0.5		60		150	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	540	.32*	70	.04
EBT	2	3400	630	.19	1140	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1280	.38*	660	.19
WBR	1	1700	380	.22	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.98** **.60**

70. Greenfield & SR-73 SB Ramps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1300	.49*	530	.27*
NBR	0	0	380		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	500	.15
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		530		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.55**

71. Greenfield & SR-73 NB Ramps

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1290	.38*	430	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.49**

72. Cm Capistrano & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1020	.60	840	.49
SBL	1	1700	100	.06*	140	.08*
SBT	1	1700	80	.05	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1050	.62*
WBT	0	0	0		0	
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment			NBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.80**

73. I-5 SB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	260	.15*	260	.15*
SBT	0	0	0		0	
SBR	1	1700	590	.35	650	.38
EBL	0	0	0		0	
EBT	2	3400	980	.33*	830	.29*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	300	{.18}*
WBT	1.5	3400	350	.18	600	.26
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.74**

74. I-5 NB Ramps & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		640	.38*	650	.38*
EBT	1.5	3400	610	.36	430	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	760	.45*
WBR	1	1700	410	.24	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.96**

75. Rancho Viejo & J. Serra

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	320	.19*
NBT	2	3400	190	.06	250	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	320	.19*
SBR	1	1700	570	.34	710	.42
EBL	1.5		650		450	
EBT	0.5	3400	30	.27*	10	.19*
EBR	0		240		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.69** **.72**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	620	.19*	490	.15*
NBT	3	4800	480	.10	620	.13
NBR	1	1600	190	.12	270	.17
SBL	1	1600	80	.05	70	.04
SBT	3	4800	450	.09*	370	.08*
SBR	1	1600	320	.20	520	.33
EBL	1	1600	510	.32*	330	.21*
EBT	2	3200	300	.09	510	.16
EBR	1	1600	290	.18	320	.20
WBL	1	1600	240	.15	220	.14
WBT	2	3200	640	.24*	400	.15*
WBR	0	0	130		80	
Right Turn Adjustment					SBR	.09*

TOTAL CAPACITY UTILIZATION **.84** **.68**

38. Talega & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	80	.05
SBT	1	1600	30	.42*	30	.25*
SBR	0	0	640		370	
EBL	1	1600	300	.19*	490	.31*
EBT	2	3200	30	.02	120	.04
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	190	.10*	60	.04*
WBR	0	0	140		230	.14

TOTAL CAPACITY UTILIZATION **.72** **.61**

39. Vera Cruz & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	70	.04
NBT	2	3200	80	.03*	270	.09*
NBR	0	0	10		10	
SBL	1	1600	820	.51*	600	.38*
SBT	2	3200	490	.22	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	180	.11*
EBT	2	3200	1220	.41	920	.29
EBR	0	0	100		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	830	.37*	970	.53*
WBR	0	0	350		740	

TOTAL CAPACITY UTILIZATION **1.10** **1.11**

40. La Pata & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	760	.48*
NBT	2	3200	20	.01	30	.01
NBR	1	1600	120	.08	10	.01
SBL	2	3200	10	.00	10	.00
SBT	2	3200	60	.02*	20	.01*
SBR	f		130		70	
EBL	1	1600	210	.13	140	.09*
EBT	3	4800	760	.16*	510	.11
EBR	1	1600	610	.38	280	.18
WBL	2	3200	180	.06*	10	.00
WBT	2.5	6400	100	.02	570	.12*
WBR	1.5		10		10	
Right Turn Adjustment			EBR	.14*		

TOTAL CAPACITY UTILIZATION **.48** **.70**

41. Vista Hermosa & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06	220	.14*
NBT	2	3200	20	.01*	50	.02
NBR	0	0	10		10	
SBL	2	3200	370	.12*	110	.03
SBT	1	1600	80	.05	20	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03	220	.07*
EBT	3	4800	480	.10*	290	.06
EBR	1	1600	380	.24	90	.06
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	210	.07	10	.00*
WBR	0	0	260	.16	200	.13
Right Turn Adjustment			EBR	.08*	WBR	.03*

TOTAL CAPACITY UTILIZATION **.32** **.25**

54. I-5 SB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1130	.35*	490	
SBT	0	4800	0		0	{.20}*
SBR	1.5		210	.13	540	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	510	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	340	.11*
WBR	f		240		140	

TOTAL CAPACITY UTILIZATION **.46** **.35**

55. I-5 NB Ramps & Vista Hermosa

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		270	.08	370	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1490	.47*	920	.29
EBR	f		200		220	
WBL	0	0	0		0	
WBT	1.5	4800	460	{.26}	540	.33*
WBR	1.5		840		1040	
Right Turn Adjustment			NBR	.02*	NBR	.08*

TOTAL CAPACITY UTILIZATION **.55** **.42**

56. I-5 SB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1680	.52*	760	.24*
SBT	0	0	10		10	
SBR	1	1600	220	.14	340	.21
EBL	0	0	0		0	
EBT	3	4800	810	.17*	800	.17*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	320	.20*	600	.38*
WBT	2	3200	390	.12	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.89** **.79**

57. I-5 NB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	260	.16	150	.09
NBR(f)	f		610		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16*
EBT	2	3200	2280	.71*	1290	.40
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	550	.11	1270	.26*
WBR	f		740		1110	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.87**		**.61**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	840	.25*	710	.21*
NBT	3	5100	960	.19	940	.18
NBR	1	1700	490	.29	700	.41
SBL	2	3400	180	.05	150	.04
SBT	3	5100	1310	.26*	1120	.22*
SBR	f		1030		530	
EBL	2	3400	850	.25*	910	.27
EBT	3	5100	890	.17	1680	.33*
EBR	1	1700	570	.34	610	.36
WBL	2	3400	1080	.32	860	.25*
WBT	3	5100	1290	.25*	780	.15
WBR	1	1700	330	.19	100	.06
Right Turn Adjustment			EBR	.16*	Multi	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.22** **1.11**

12. Antonio & Crown Valley

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	1100	.32*
NBT	3	5100	1540	.30	1300	.25
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1440	.28*	1340	.26*
SBR	f		1220		1060	
EBL	2	3400	670	.20*	1200	.35*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	610	.36	1090	.64
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.16*	EBR	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.97** **1.27**

29. La Pata & Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	310	.18*
NBT	2	3400	580	.18	690	.21
NBR	0	0	30		20	
SBL	1	1700	90	.05	120	.07
SBT	2	3400	1000	.29*	530	.16*
SBR	1	1700	1710	1.01	1090	.64
EBL	2	3400	970	.29*	1370	.40*
EBT	1	1700	60	.04	470	.28
EBR	1	1700	490	.29	210	.12
WBL	1	1700	10	.01	40	.02
WBT	1	1700	230	.14*	160	.09*
WBR	1	1700	80	.05	110	.06
Right Turn Adjustment			SBR	.72*	SBR	.48*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.62** **1.36**

43. Antonio & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	60	.04
NBT	3	5100	640	.13*	1030	.20*
NBR	f		860		1290	
SBL	2	3400	1040	.31*	1230	.36*
SBT	3	5100	1220	.24	860	.17
SBR	d	1700	40	.02	50	.03
EBL	1	1700	40	.02	50	.03
EBT	1	1700	50	.03*	60	.04*
EBR	1	1700	60	.04	50	.03
WBL	2	3400	1210	.36*	990	.29*
WBT	1	1700	30	.02	60	.04
WBR	f		1160		1400	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.94**

64. SR-241 SB Ramps & C St

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		240		780	.23*
SBT	0	5100	0	.07*	0	
SBR	1.5		130		320	.19
EBL	0	0	0		0	
EBT	2	3400	620	.19*	1020	.30*
EBR	0	0	10		10	
WBL	1	1700	110	.06*	70	.04*
WBT	2	3400	700	.21	560	.16
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.62**

65. SR-241 NB Ramps & C St

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	50	.03	90	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	260	.08*	300	.09
EBT	2	3400	600	.18	1500	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	800	.24*	630	.19
WBR	1	1700	820	.48	380	.22
Right Turn Adjustment			Multi	.26*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.54**

66. SR-241 SB Ramps & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		220		610	.18*
SBT	0	5100	0	.09*	0	
SBR	1.5		220		230	.14
EBL	0	0	0		0	
EBT	2	3400	970	.29	1410	.43*
EBR	0	0	30		50	
WBL	0	0	0		0	
WBT	2	3400	1330	.39*	1040	.31
WBR	1	1700	480	.28	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.66**

67. SR-241 NB Ramps & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	350	.21	490	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1080	.32	1990	.59*
EBR	1	1700	120	.07	30	.02
WBL	0	0	0		0	
WBT	2	3400	1780	.74*	1390	.53
WBR	0	0	740		420	
Right Turn Adjustment			NBR	.19*	NBR	.28*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.93**

68. SR-241 SB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		10	.01*	10	.01*
SBT	0	5100	0		0	
SBR	1.5		480	.14	350	.10
EBL	0	0	0		0	
EBT	2	3400	290	.09*	490	.14*
EBR	1	1700	100	.06	220	.13
WBL	1	1700	10	.01*	20	.01*
WBT	2	3400	50	.01	80	.02
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.13*	SBR	.09*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.29**		**.30**

69. SR-241 NB Ramps & Pico

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	10	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	10	.00*	10	.00
EBR	1	1700	290	.17	490	.29
WBL	1	1700	10	.01*	10	.01
WBT	2	3400	10	.00	20	.01*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.17*	EBR	.29*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.25**		**.40**

76. A St & Oso

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	360	.21*	320	.19*
NBT	0	0	0		0	
NBR	1	1700	200	.12	120	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1290	.25	1600	.31*
EBR	d	1700	230	.14	410	.24
WBL	1	1700	90	.05	170	.10*
WBT	3	5100	1800	.35*	1370	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.65**

78. A St & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	230	.14*	360	.21*
SBT	0	0	0		0	
SBR	1	1700	120	.07	130	.08
EBL	1	1700	110	.06*	130	.08*
EBT	3	5100	1840	.36	2450	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2290	.45*	2320	.45*
WBR	d	1700	250	.15	300	.18
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.79**

79. C St & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	560	.16*	520	.15*
NBT	2	3400	190	.06	130	.04
NBR	1	1700	80	.05	50	.03
SBL	2	3400	250	.07	290	.09
SBT	2	3400	80	.02*	200	.06*
SBR	1	1700	590	.35	600	.35
EBL	2	3400	480	.14*	640	.19*
EBT	3	5100	1240	.24	1420	.28
EBR	1	1700	340	.20	620	.36
WBL	2	3400	30	.01	50	.01
WBT	3	5100	1220	.24*	1500	.29*
WBR	1	1700	220	.13	470	.28
Right Turn Adjustment			SBR	.19*	SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.80** **.84**

80. Ortega & New Ortega

2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	110	.06*	370	.22*
NBT	2	3400	10	.01	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	50	.03*	10	.01*
SBR	2	3400	1210	.36	630	.19
EBL	2	3400	410	.12*	1060	.31*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	350	.21	220	.13
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.42*	SBR	.18*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.78**

81. C St & Talega

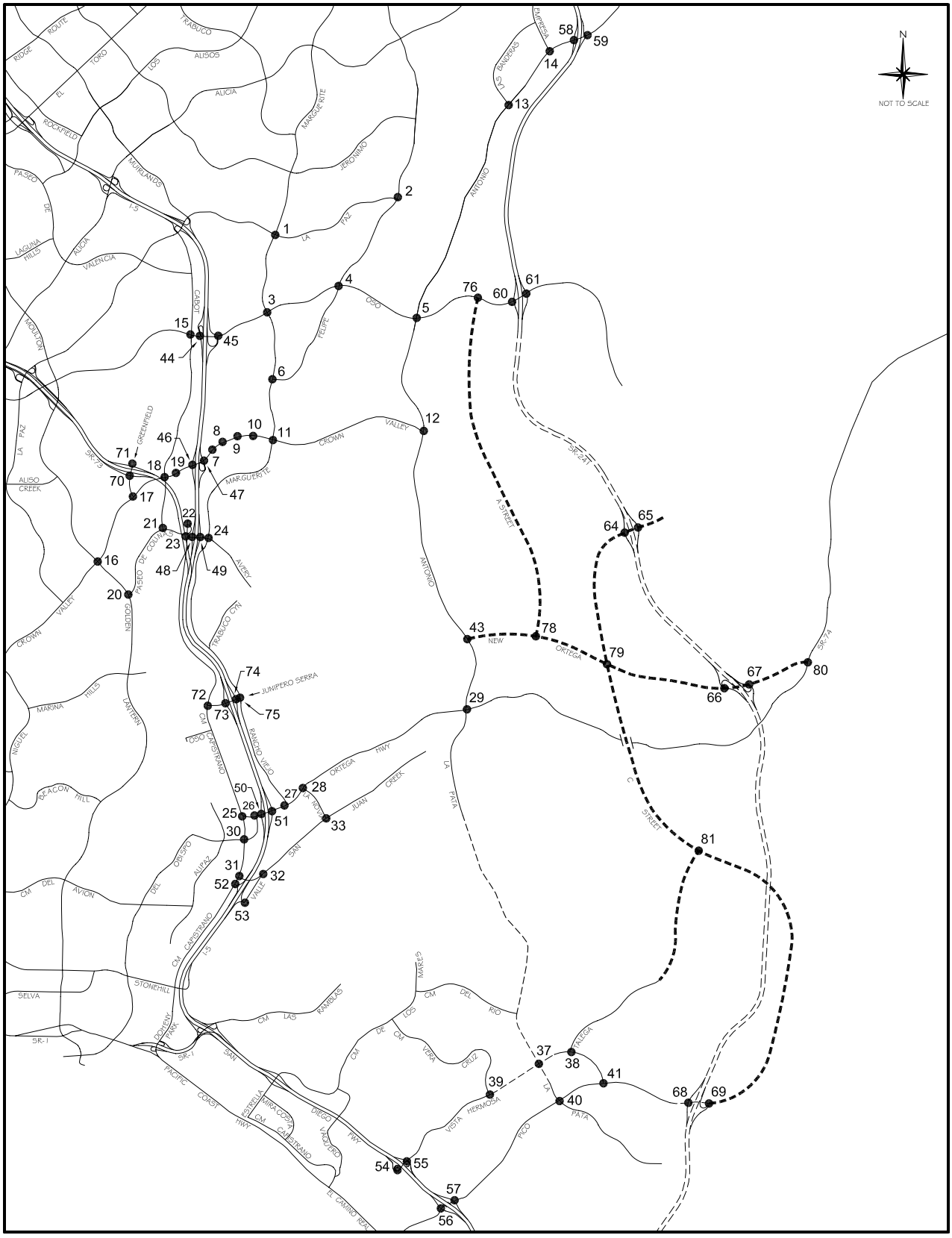
2025 B-5 Alt. (Committed w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	10	.01*	20	.01*
SBR	0	0	40	.02	30	.02
EBL	1	1700	20	.01*	60	.04*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.01*	SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.10** **.13**

ICU Data Set 25

2025 Regional Housing Alternative
(Committed Circulation System Plus La Pata and FTC-S)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- REGIONAL HOUSING
(COMMITTED CIRCULATION SYSTEM WITH LA PATA AND FTC-S)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	330	.10*
NBT	2	3400	810	.24	1130	.33
NBR	d	1700	140	.08	160	.09
SBL	2	3400	130	.04	210	.06
SBT	2	3400	1040	.31*	1130	.33*
SBR	1	1700	210	.12	140	.08
EBL	2	3400	230	.07*	360	.11
EBT	2	3400	320	.09	1080	.32*
EBR	1	1700	130	.08	210	.12
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	450	.13*	360	.11
WBR	d	1700	370	.22	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.86**

2. Olympiad & La Paz

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	220	.13*
NBT	2	3400	670	.20	560	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	540	.21*
SBR	0	0	190		160	
EBL	1	1700	120	.07*	270	.16*
EBT	0	0	0		0	
EBR	1	1700	120	.07	550	.32
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.61**

3. Marguerite & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	410	.12*	230	.07
NBT	2	3400	860	.25	890	.26*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	240	.07	580	.17*
SBT	2	3400	700	.21*	920	.27
SBR	1	1700	320	.19	170	.10
EBL	2	3400	190	.06*	220	.06
EBT	4	6800	1410	.21	1820	.27*
EBR	d	1700	90	.05	390	.23
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2450	.36*	1470	.22
WBR	d	1700	80	.05	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.79**

4. Felipe & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	110	.06
NBT	2	3400	350	.10*	390	.11*
NBR	1	1700	70	.04	200	.12
SBL	1	1700	320	.19*	490	.29*
SBT	2	3400	410	.12	370	.11
SBR	d	1700	130	.08	200	.12
EBL	1	1700	120	.07	230	.14
EBT	3	5100	1620	.32*	2230	.44*
EBR	d	1700	80	.05	180	.11
WBL	1	1700	240	.14*	230	.14*
WBT	3	5100	2010	.39	1630	.32
WBR	d	1700	590	.35	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **1.03**

6. Marguerite & Felipe

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	850	.25*	1030	.30*
NBR	1	1700	280	.16	780	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	900	.26	890	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		440	
WBT	0.5	3400	30	.21*	10	.13*
WBR	1	1700	270	.16	100	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.82**

7. Puerta Real & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	500	.15*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	260	.15
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	450	.13*
EBT	4	6800	2160	.32	3010	.44
EBR	1	1700	160	.09	410	.24
WBL	2	3400	50	.01	260	.08
WBT	4	6800	2750	.42*	2650	.42*
WBR	0	0	90		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.81**

8. Guevara/Medical Ctr & CVP

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	350	
NBT	1.5	5100	20	.06	20	.11*
NBR	0		90		220	.13
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	170	.10*	140	.08
EBT	4	6800	2120	.33	3080	.49*
EBR	0	0	110		250	
WBL	2	3400	360	.11	230	.07*
WBT	4	6800	2520	.39*	2620	.40
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.65** **.79**

9. Los Altos & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	520	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	120	.07
EBL	1	1700	160	.09	90	.05
EBT	4	6800	1760	.30*	3180	.48*
EBR	0	0	310		100	
WBL	1	1700	460	.27*	180	.11*
WBT	4	6800	2960	.48	2290	.34
WBR	0	0	300		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.96**

10. Bellogente & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	100	.06*	40	.02
EBT	4	6800	1780	.26	3610	.53*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3690	.56*	2380	.35
WBR	0	0	100		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.66**

11. Marguerite & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	190	.06*	120	.04
NBT	2	3400	510	.15	840	.25*
NBR	1	1700	450	.26	550	.32
SBL	2	3400	190	.06	560	.16*
SBT	2	3400	750	.22*	610	.18
SBR	1	1700	1040	.61	320	.19
EBL	2	3400	560	.16*	880	.26*
EBT	4	6800	1190	.18	2490	.37
EBR	1	1700	70	.04	290	.17
WBL	2	3400	670	.20	620	.18
WBT	4	6800	2560	.46*	1970	.33*
WBR	0	0	540		260	
Right Turn Adjustment			SBR	.27*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.22** **1.05**

13. Banderas & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	110	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	440	.26	580	.34
EBL	2	3400	360	.11	400	.12*
EBT	3	5100	2370	.47*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1070	.22	1430	.30*
WBR	0	0	50		90	
Right Turn Adjustment					SBR	.20*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.66** **.70**

14. Empresa & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	60	.09*	20	.15*
SBR	f		180		330	
EBL	2	3400	870	.26*	160	.05
EBT	3	5100	940	.18	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	850	.17*	980	.19
WBR	f		360		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.47**

15. Cabot & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	680	.20*	320	.09*
NBR	1	1700	190	.11	590	.35
SBL	2	3400	310	.09*	670	.20*
SBT	2	3400	270	.08	590	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1090	.21	1170	.23*
EBR	1	1700	130	.08	80	.05
WBL	2	3400	340	.10	320	.09*
WBT	3	5100	1400	.27*	1190	.23
WBR	1	1700	520	.31	400	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.85**

16. Moulton & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	240	.07*
NBT	2.5	6800	1320	{.26}*	1100	.22
NBR	1.5		590	{.21}	360	.21
SBL	2	3400	120	.04*	200	.06
SBT	3	5100	790	.15	1510	.30*
SBR	1	1700	130	.08	170	.10
EBL	2	3400	190	.06	160	.05
EBT	3	5100	1350	.26*	1110	.22*
EBR	1	1700	390	.23	220	.13
WBL	2	3400	610	.18*	810	.24*
WBT	3	5100	850	.17	1450	.28
WBR	1	1700	190	.11	150	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.88**

17. Greenfield & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	830	.24*	930	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	270	.16	250	.15
EBL	2	3400	570	.17*	300	.09*
EBT	3	5100	1560	.31	1140	.23
EBR	0	0	20		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1440	.28*	1590	.31*
WBR	1	1700	820	.48	770	.45
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	310	.09*	160	.05
NBR	1	1700	370	.22	320	.19
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	100	.06	390	.19*
SBR	0	0	190	.11	260	
EBL	2	3400	290	.09*	320	.09*
EBT	3	5100	1990	.39	1580	.31
EBR	1	1700	120	.07	170	.10
WBL	2	3400	170	.05	340	.10
WBT	3	5100	2050	.40*	2030	.40*
WBR	1	1700	160	.09	250	.15
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.78**

19. Forbes & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	10	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	20	.01*	20	.01
SBR	1	1700	170	.10	220	.13
EBL	1	1700	190	.11*	130	.08*
EBT	4	6800	2270	.35	1960	.29
EBR	0	0	140		30	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2160	.42*	2260	.44*
WBR	1	1700	120	.07	210	.12
Right Turn Adjustment			SBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.65**		**.73**

20. Golden Lantern & P. Colinas

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2320	.45*	870	.17
NBR	1	1700	1120	.66	780	.46
SBL	1	1700	410	.24*	270	.16
SBT	3	5100	1260	.25	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	530	.31	240	.14
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**1.03**		**.86**

21. Cabot & Paseo de Colinas

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	90	.03*	120	.04*
SBT	0	0	0		0	
SBR	2	3400	310	.09	410	.12
EBL	1	1700	480	.28*	450	.26*
EBT	2	3400	860	.25	650	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	440	.15*	980	.30*
WBR	0	0	60		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.65**

22. Cm Capistrano & P. Colinas

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	100	{.20}*
NBR	1.5		640	{.12}	910	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	70	.04	240	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1110		820	
WBT	0	3400	0	.34*	0	.25*
WBR	0.5		50		40	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.53**		**.56**

23. Cm Capistrano & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	110	.06*
NBR	1	1700	90	.05	310	.18
SBL	2	3400	940	.28*	1010	.30*
SBT	1	1700	50	.03	40	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	200	.12*
WBT	0	0	0		0	
WBR	2	3400	650	.19	890	.26
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.50** **.56**

24. Marguerite & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	300	.18*
NBT	2	3400	550	.16	350	.10
NBR	d	1700	160	.09	30	.02
SBL	1	1700	150	.09	120	.07
SBT	2	3400	560	.16*	600	.18*
SBR	d	1700	340	.20	580	.34
EBL	2	3400	590	.17	720	.21
EBT	2	3400	530	.27*	810	.31*
EBR	0	0	400		250	
WBL	1	1700	50	.03*	130	.08*
WBT	2	3400	220	.09	350	.12
WBR	0	0	70		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.80**

25. Cm Capistrano & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	610	.36*	540	.32*
NBR	1	1700	40	.02	90	.05
SBL	1	1700	170	.10*	140	.08*
SBT	1	1700	570	.34	520	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	150	.09*	220	.13*
WBT	0	0	0		0	
WBR	1	1700	230	.14	240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.58**

26. Del Obispo & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1210	.36	1320	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	430	.15*	540	.19*
EBR	0	0	80		120	
WBL	2	3400	1250	.37*	1300	.38*
WBT	1	1700	710	.42	790	.46
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

27. Rancho Viejo & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		580	.17*
NBT	1.5	5100	180	.12*	120	.10
NBR	0		70		50	
SBL	1.5		140		270	
SBT	0.5	3400	110	.07*	160	.13*
SBR	1	1700	160	.09	180	.11
EBL	1	1700	160	.09	260	.15
EBT	2	3400	1330	.39*	1760	.52*
EBR	1	1700	710	.42	470	.28
WBL	1	1700	80	.05*	70	.04*
WBT	3	5100	1670	.33	1250	.25
WBR	1	1700	420	.25	140	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.68** **.91**

28. La Novia & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11*	270	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	450	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1070	.31*	1790	.53*
EBR	1	1700	380	.22	270	.16
WBL	1	1700	580	.34*	460	.27*
WBT	2	3400	1750	.51	1140	.34
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.93**

30. Cm Capistrano & Del Obispo

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	440	.13*
NBT	1	1700	730	.43*	400	.24
NBR	1	1700	190	.11	310	.18
SBL	1	1700	40	.02*	80	.05
SBT	1	1700	420	.25	660	.39*
SBR	1	1700	690	.41	320	.19
EBL	1	1700	250	.15	350	.21
EBT	2	3400	1040	.31*	770	.23*
EBR	1	1700	460	.27	430	.25
WBL	1	1700	300	.18*	380	.22*
WBT	2	3400	670	.20	790	.23
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.99** **1.02**

31. Cm Capistrano & San Juan Crk

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	780	.23*	800	.24*
NBR	1	1700	510	.30	550	.32
SBL	2	3400	240	.07*	600	.18*
SBT	2	3400	710	.21	1060	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		880		790	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		540	{.18}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.70**

32. Valle & San Juan Creek

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	530	.31*	520	.31*
NBT	0	0	0		0	
NBR	1	1700	220	.13	290	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	590	.35
EBR	1	1700	390	.23	560	.33
WBL	1	1700	250	.15	150	.09
WBT	1	1700	930	.55*	810	.48*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.91** **.84**

33. La Novia & San Juan Creek

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	270	.16*	170	.10*
NBR	1	1700	90	.05	50	.03
SBL	1	1700	470	.28*	470	.28*
SBT	1	1700	160	.09	260	.15
SBR	1	1700	570	.34	370	.22
EBL	1	1700	240	.14*	350	.21*
EBT	1	1700	270	.16	300	.18
EBR	1	1700	60	.04	140	.08
WBL	1	1700	60	.04	70	.04
WBT	1	1700	420	.25*	310	.18*
WBR	1	1700	500	.29	370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.88** **.82**

44. I-5 SB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	720	.21*	1270	.37*
SBT	0	0	0		0	
SBR	1	1700	350	.21	450	.26
EBL	0	0	0		0	
EBT	3	5100	1120	.22	1730	.34*
EBR	f		470		710	
WBL	0	0	0		0	
WBT	3	5100	1930	.38*	1450	.28
WBR	f		680		370	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.76**

45. I-5 NB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	510	.30*	450	.26*
NBT	0	0	0		0	
NBR	1	1700	280	.16	540	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	2430	.48*
EBR	f		290		560	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	1380	.27
WBR	f		1260		740	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.85**

46. I-5 SB Ramps & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1290	.25*	1930	.38*
SBT	0	8500	0		0	
SBR	2.5		690	.20	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1720	.25*	2450	.36*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	500	.15*	500	.15*
WBT	3	5100	1750	.34	1850	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.94**

47. I-5 NB Ramps & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		550	{.25}*	240	{.14}*
NBT	0	5100	0	.25	0	.14
NBR	1.5		710		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2090	{.41}*	3410	.67*
EBR	1.5		960	{.38}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1710	.34	2110	.41
WBR	f		1480		1610	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.86**

48. I-5 SB Ramps & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		510		460	
SBT	0	3400	0	.21*	0	.25*
SBR	0.5		200		400	
EBL	0	0	0		0	
EBT	2	3400	670	.20	970	.29*
EBR	1	1700	350	.21	340	.20
WBL	1	1700	200	.12	330	.19*
WBT	1	1700	740	.44*	680	.40
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.78**

49. I-5 NB Ramps & Avery

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	390	.23	600	.35
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	50	.03	270	.16*
EBT	2	3400	1140	.34*	1160	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	660	.19	720	.21*
WBR	1	1700	450	.26	510	.30
Right Turn Adjustment			NBR	.05*	NBR	.16*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.75**

50. I-5 SB Ramps & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1150		1300	
SBT	0	5100	0	{.38}*	0	{.42}*
SBR	1.5		970		1050	
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1610	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	250	.15*	230	.14*
WBT	2	3400	1000	.29	1050	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.86**		**.93**

51. I-5 NB Ramps & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.12}*	280	{.13}*
NBT	0	5100	0	{.12}	0	{.13}
NBR	1.5		540		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	850	.25*
EBT	2	3400	1770	.52	2050	.60
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	960	{.39}*	1000	{.38}*
WBR	1.5		1220		1120	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.80**		**.81**

52. Cm Capistrano & I-5 SB Ramps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1080	.32*	930	.28*
NBR	0	0	20		20	
SBL	2	3400	620	.18*	550	.16*
SBT	2	3400	970	.29	1300	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		810	.24*	1080	.32*
WBT	0	5100	0		0	
WBR	1.5		210		420	.25
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.79**		**.81**

53. Valle & La Novia/I-5 NB Rmps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	1	1700	120	.07	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		200	
SBT	1	1700	180	.15*	220	.25*
SBR	1	1700	350	.21	280	.16
EBL	1	1700	410	.24*	520	.31*
EBT	1	1700	40	.05	170	.14
EBR	0	0	50		70	
WBL	0	0	30		40	
WBT	1	1700	310	.20*	80	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.76**		**.74**

58. SR-241 SB Ramps & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		180	.05*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	420	.25
EBL	0	0	0		0	
EBT	3	5100	1370	.27*	1640	.32*
EBR	1	1700	30	.02	70	.04
WBL	1	1700	150	.09*	120	.07*
WBT	3	5100	1270	.25	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.69**

59. SR-241 NB Ramps & Antonio

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	630	.37*	200	.12
EBT	3	5100	920	.18	2260	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1360	.27*	1140	.22
WBR	1	1700	1520	.89	200	.12
Right Turn Adjustment			WBR	.60*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.31** **.53**

60. SR-241 SB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		70		200	
SBT	0	5100	0	.02*	0	.10*
SBR	1.5		40		330	
EBL	0	0	0		0	
EBT	2	3400	1020	.30	940	.28
EBR	1	1700	340	.20	520	.31
WBL	2	3400	150	.04	90	.03
WBT	2	3400	1620	.48*	1040	.31*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.46**

61. SR-241 NB Ramps & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		530	{.17}*	470	{.18}*
NBT	0	3400	0	.17	0	.18
NBR	0.5		50		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	460	.27*	50	.03
EBT	2	3400	630	.19	1080	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1240	.36*	640	.19
WBR	1	1700	380	.22	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.55**

70. Greenfield & SR-73 SB Ramps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1270	.48*	520	.27*
NBR	0	0	370		390	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	480	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		520		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.56**

71. Greenfield & SR-73 NB Ramps

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1260	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	410	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.47**

72. Cm Capistrano & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05*
NBR	1	1700	1010	.59	810	.48
SBL	1	1700	100	.06*	130	.08*
SBT	1	1700	80	.05	220	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	1030	.61*
WBT	0	0	0		0	
WBR	1	1700	80	.05	200	.12
Right Turn Adjustment			NBR	.17*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**.79**

73. I-5 SB Ramps & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	580	.34	630	.37
EBL	0	0	0		0	
EBT	2	3400	980	.33*	790	.28*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	330	{.19}*
WBT	1.5	3400	340	.17	600	.27
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.68**		**.74**

74. I-5 NB Ramps & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	310	.18	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		620	.36*	610	.36*
EBT	1.5	3400	590	.35	460	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	790	.46*
WBR	1	1700	450	.26	310	.18
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.95**

75. Rancho Viejo & J. Serra

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	420	.25*	350	.21*
NBT	2	3400	200	.06	230	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	240	.14*	320	.19*
SBR	1	1700	580	.34	740	.44
EBL	1.5		640		470	
EBT	0.5	3400	30	.26*	10	.20*
EBR	0		230		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.76**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3200	640	.20*	600	.19*
NBT	3	4800	520	.11	710	.15
NBR	1	1600	180	.11	250	.16
SBL	1	1600	90	.06	50	.03
SBT	3	4800	580	.12*	400	.08*
SBR	1	1600	330	.21	500	.31
EBL	1	1600	480	.30*	340	.21*
EBT	2	3200	300	.09	470	.15
EBR	1	1600	350	.22	380	.24
WBL	1	1600	230	.14	220	.14
WBT	2	3200	620	.23*	410	.16*
WBR	0	0	110		110	
Right Turn Adjustment					SBR	.07*

TOTAL CAPACITY UTILIZATION **.85** **.71**

38. Talega & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	210	.13	90	.06
SBT	1	1600	30	.42*	30	.24*
SBR	0	0	640		360	
EBL	1	1600	290	.18*	470	.29*
EBT	2	3200	50	.03	140	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	180	.10*	150	.09*
WBR	0	0	130		210	.13

TOTAL CAPACITY UTILIZATION **.71** **.63**

39. Vera Cruz & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	60	.04
NBT	2	3200	70	.03*	240	.08*
NBR	0	0	10		10	
SBL	1	1600	850	.53*	630	.39*
SBT	2	3200	470	.21	150	.09
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	170	.11*
EBT	2	3200	1220	.41	920	.29
EBR	0	0	80		20	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	830	.37*	1030	.57*
WBR	0	0	360		790	

TOTAL CAPACITY UTILIZATION **1.12** **1.15**

40. La Pata & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	150	.09*	750	.47*
NBT	2	3200	10	.00	30	.01
NBR	1	1600	190	.12	120	.08
SBL	2	3200	40	.01	20	.01
SBT	2	3200	90	.03*	10	.00*
SBR	f		140		60	
EBL	1	1600	200	.13	130	.08*
EBT	3	4800	1000	.21*	830	.17
EBR	1	1600	600	.38	280	.18
WBL	2	3200	220	.07*	40	.01
WBT	2.5	6400	470	.10	800	.17*
WBR	1.5		30		10	
Right Turn Adjustment			EBR	.10*		

TOTAL CAPACITY UTILIZATION **.50** **.72**

41. Vista Hermosa & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	150	.09*
NBT	2	3200	10	.01*	40	.02
NBR	0	0	10		10	
SBL	2	3200	430	.13*	150	.05
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	90	.03*	200	.06*
EBT	3	4800	1020	.21	980	.20
EBR	1	1600	310	.19	10	.01
WBL	1	1600	10	.01	10	.01
WBT	3	4800	770	.22*	630	.20*
WBR	0	0	300		340	.21

TOTAL CAPACITY UTILIZATION **.39** **.36**

54. I-5 SB Ramps & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1190	.37*	650	
SBT	0	4800	0		0	{.24}*
SBR	1.5		180	.11	530	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	430	.09	500	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	340	.11*
WBR	f		230		140	

TOTAL CAPACITY UTILIZATION **.48** **.39**

55. I-5 NB Ramps & Vista Hermosa

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		250	.08	360	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1550	.48*	1070	.33
EBR	f		200		210	
WBL	0	0	0		0	
WBT	1.5	4800	450	{.26}	540	.34*
WBR	1.5		860		1080	
Right Turn Adjustment			NBR	.02*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.56** **.44**

56. I-5 SB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1700	.53*	840	.26*
SBT	0	0	10		10	
SBR	1	1600	230	.14	350	.22
EBL	0	0	0		0	
EBT	3	4800	870	.18*	850	.18*
EBR	1	1600	160	.10	410	.26
WBL	1	1600	310	.19*	580	.36*
WBT	2	3200	470	.15	1030	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.90** **.80**

57. I-5 NB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	260	.16	150	.09
NBR(f)	f		600		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	250	.16
EBT	2	3200	2360	.74*	1420	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	630	.13	1310	.27
WBR	f		990		1250	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.90**		**.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	820	.24*	670	.20*
NBT	3	5100	990	.19	920	.18
NBR	1	1700	520	.31	630	.37
SBL	2	3400	180	.05	130	.04
SBT	3	5100	1280	.25*	1140	.22*
SBR	f		1030		530	
EBL	2	3400	830	.24*	940	.28
EBT	3	5100	840	.16	1340	.26*
EBR	1	1700	580	.34	650	.38
WBL	2	3400	900	.26	770	.23*
WBT	3	5100	1090	.21*	700	.14
WBR	1	1700	310	.18	90	.05
Right Turn Adjustment			EBR	.15*	EBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.14** **1.08**

12. Antonio & Crown Valley

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	920	.27*	1070	.31*
NBT	3	5100	1610	.32	1230	.24
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1350	.26*	1430	.28*
SBR	f		1120		950	
EBL	2	3400	620	.18*	1140	.34*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	570	.34	1050	.62
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.16*	EBR	.27*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.93** **1.26**

29. La Pata & Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	220	.13*	310	.18*
NBT	2	3400	550	.17	600	.20
NBR	0	0	20		70	
SBL	1	1700	30	.02	110	.06
SBT	2	3400	920	.27*	490	.14*
SBR	1	1700	1510	.89	1100	.65
EBL	2	3400	960	.28*	1280	.38*
EBT	1	1700	40	.02	630	.37
EBR	1	1700	450	.26	200	.12
WBL	1	1700	110	.06	20	.01
WBT	1	1700	430	.25*	150	.09*
WBR	1	1700	110	.06	40	.02
Right Turn Adjustment			SBR	.62*	SBR	.51*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.60** **1.35**

43. Antonio & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	70	.04
NBT	3	5100	740	.15*	980	.19*
NBR	f		740		1070	
SBL	2	3400	940	.28*	1140	.34*
SBT	3	5100	1100	.22	940	.18
SBR	d	1700	40	.02	40	.02
EBL	1	1700	40	.02	50	.03
EBT	1	1700	60	.04*	60	.04*
EBR	1	1700	60	.04	60	.04
WBL	2	3400	980	.29*	860	.25*
WBT	1	1700	30	.02	60	.04
WBR	f		1140		1250	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.87**

64. SR-241 SB Ramps & C St

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		130		380	
SBT	0	5100	0	.05*	0	.13*
SBR	1.5		100		300	
EBL	0	0	0		0	
EBT	2	3400	560	.17*	540	.16*
EBR	0	0	10		10	
WBL	1	1700	50	.03*	40	.02*
WBT	2	3400	310	.09	340	.10
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.30** **.36**

65. SR-241 NB Ramps & C St

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	50	.03	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	320	.09*	210	.06
EBT	2	3400	370	.11	710	.21*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	350	.10*	370	.11
WBR	1	1700	380	.22	200	.12
Right Turn Adjustment		Multi		.14*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.30**

66. SR-241 SB Ramps & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		300	.09*	620	.18*
SBT	0	5100	0		0	
SBR	1.5		120	.07	160	.09
EBL	0	0	0		0	
EBT	2	3400	1030	.31	1200	.36*
EBR	0	0	30		30	
WBL	0	0	0		0	
WBT	2	3400	1090	.32*	1080	.32
WBR	1	1700	510	.30	420	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.59**

67. SR-241 NB Ramps & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		10		10	
NBT	0	3400	0	.12*	0	.18*
NBR	1.5		390		610	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1280	.38	1800	.53
EBR	1	1700	50	.03	20	.01
WBL	0	0	0		0	
WBT	2	3400	1590	.70*	1490	.59*
WBR	0	0	780		520	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.82**

68. SR-241 SB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		310		230	
SBT	0	5100	0	.13*	0	.11*
SBR	1.5		350		330	
EBL	0	0	0		0	
EBT	2	3400	1040	.31*	1440	.42*
EBR	1	1700	90	.05	200	.12
WBL	1	1700	90	.05*	120	.07*
WBT	2	3400	910	.27	1070	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.65**

69. SR-241 NB Ramps & Pico

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	80	.05	90	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1060	.31*	1250	.37*
EBR	1	1700	290	.17	420	.25
WBL	1	1700	270	.16*	300	.18*
WBT	2	3400	960	.28	1110	.33
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.65**

76. A St & Oso

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	270	.16*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	150	.09	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1230	.24*	1300	.25*
EBR	d	1700	270	.16	330	.19
WBL	1	1700	140	.08*	140	.08*
WBT	3	5100	1500	.29	1240	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.53**

78. A St & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	210	.12*	280	.16*
SBT	0	0	0		0	
SBR	1	1700	130	.08	130	.08
EBL	1	1700	80	.05*	130	.08*
EBT	3	5100	1650	.32	2130	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2020	.40*	2040	.40*
WBR	d	1700	200	.12	280	.16
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.69**

79. C St & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	740	.22*
NBT	2	3400	220	.06	160	.05
NBR	1	1700	130	.08	130	.08
SBL	2	3400	120	.04	140	.04
SBT	2	3400	100	.03*	250	.07*
SBR	1	1700	360	.21	380	.22
EBL	2	3400	330	.10*	370	.11*
EBT	2	3400	1090	.32	1070	.31
EBR	1	1700	490	.29	900	.53
WBL	2	3400	60	.02	70	.02
WBT	2	3400	1050	.31*	1210	.36*
WBR	1	1700	160	.09	210	.12
Right Turn Adjustment			SBR	.08*	SBR	.04*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.77** **.85**

80. Ortega & New Ortega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	540	.16*
NBT	2	3400	10	.01	320	.10
NBR	0	0	10		30	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	130	.08*	10	.01*
SBR	2	3400	1070	.31	600	.18
EBL	2	3400	390	.11*	880	.26*
EBT	1	1700	50	.03	170	.10
EBR	1	1700	560	.33	520	.31
WBL	1	1700	20	.01	10	.01
WBT	1	1700	220	.14*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			Multi	.32*	SBR	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.71**

81. C St & Talega

2025 Regional Housing Alt. (w/La Pata & FTC-S)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	270	.08	420	.13
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	2	3400	310	.10*	440	.14*
SBR	0	0	30		30	
EBL	1	1700	10	.01*	30	.02*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.18** **.23**

1. Marguerite & La Paz

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06*	310	.09*
NBT	2	3400	800	.24	1100	.32
NBR	d	1700	140	.08	180	.11
SBL	2	3400	120	.04	190	.06
SBT	2	3400	1010	.30*	1100	.32*
SBR	1	1700	180	.11	130	.08
EBL	2	3400	200	.06*	330	.10
EBT	2	3400	320	.09	1030	.30*
EBR	1	1700	120	.07	260	.15
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	460	.14*	380	.11
WBR	d	1700	350	.21	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.61**		**.82**

2. Olympiad & La Paz

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	340	.20*	170	.10*
NBT	2	3400	850	.25	750	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	650	.26*	770	.29*
SBR	0	0	230		210	
EBL	1	1700	150	.09*	310	.18*
EBT	0	0	0		0	
EBR	1	1700	120	.07	430	.25
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.62**

3. Marguerite & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	210	.06
NBT	2	3400	870	.26	820	.24*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	220	.06	730	.21*
SBT	2	3400	680	.20*	820	.24
SBR	1	1700	320	.19	170	.10
EBL	2	3400	180	.05*	290	.09*
EBT	4	6800	1340	.20	1640	.24
EBR	d	1700	100	.06	430	.25
WBL	2	3400	110	.03	160	.05
WBT	4	6800	2370	.35*	1410	.21*
WBR	d	1700	100	.06	200	.12
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.80**

4. Felipe & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	130	.08	120	.07
NBT	2	3400	390	.11*	440	.13*
NBR	1	1700	60	.04	190	.11
SBL	1	1700	360	.21*	530	.31*
SBT	2	3400	470	.14	480	.14
SBR	d	1700	150	.09	250	.15
EBL	1	1700	140	.08*	260	.15
EBT	3	5100	1490	.29	2150	.42*
EBR	d	1700	80	.05	140	.08
WBL	1	1700	230	.14	200	.12*
WBT	3	5100	1870	.37*	1530	.30
WBR	d	1700	680	.40	420	.25
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.82**		**1.03**

6. Marguerite & Felipe

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	20	.01
NBT	2	3400	880	.26*	930	.27*
NBR	1	1700	280	.16	820	.48
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	870	.26	820	.24
SBR	d	1700	20	.01	50	.03
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	50	.06*
EBR	0	0	30		50	
WBL	1.5		700		500	
WBT	0.5	3400	40	.22*	10	.15*
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.10*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.64** **.85**

7. Puerta Real & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	460	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	220	.13
SBL	1	1700	160	.09*	190	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	420	.12
EBT	4	6800	2080	.31	3060	.45*
EBR	1	1700	170	.10	390	.23
WBL	2	3400	40	.01	320	.09*
WBT	4	6800	2670	.40*	2550	.41
WBR	0	0	80		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.79**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300	.09*	340	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		290	.17
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	160	.09
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2050	.32	3070	.49*
EBR	0	0	120		270	
WBL	2	3400	350	.10	210	.06*
WBT	4	6800	2410	.38*	2630	.40
WBR	0	0	140		70	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.63** **.79**

9. Los Altos & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	510	.15
NBT	1	1700	20	.06*	20	.19*
NBR	0	0	90		300	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09*	80	.05
EBT	4	6800	1700	.29	3250	.49*
EBR	0	0	300		90	
WBL	1	1700	450	.26	190	.11*
WBT	4	6800	2830	.46*	2290	.34
WBR	0	0	290		20	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.70** **.98**

10. Bellogente & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1720	.25	3700	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3530	.53*	2410	.36
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.68**

11. Marguerite & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	130	.04
NBT	2	3400	520	.15	680	.20*
NBR	1	1700	470	.28	720	.42
SBL	2	3400	210	.06	320	.09*
SBT	2	3400	770	.23*	670	.20
SBR	1	1700	1000	.59	440	.26
EBL	2	3400	540	.16*	970	.29*
EBT	4	6800	1150	.17	2530	.37
EBR	1	1700	70	.04	270	.16
WBL	2	3400	660	.19	610	.18
WBT	4	6800	2440	.36*	1890	.28*
WBR	d	1700	600	.35	240	.14
Right Turn Adjustment			SBR	.24*	NBR	.02*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.10** **.93**

13. Banderas & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	450	.26	560	.33
EBL	2	3400	400	.12	380	.11*
EBT	3	5100	2320	.46*	1240	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1080	.22	1370	.28*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.20*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.67**

14. Empresa & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		180		290	
EBL	2	3400	830	.24*	140	.04
EBT	3	5100	930	.18	1130	.22*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	830	.16*	970	.19
WBR	f		290		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.46**

15. Cabot & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	180	.05
NBT	2	3400	690	.20*	320	.09*
NBR	1	1700	220	.13	580	.34
SBL	2	3400	300	.09*	670	.20*
SBT	2	3400	250	.07	590	.17
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04*	130	.04
EBT	3	5100	1000	.20	1260	.25*
EBR	1	1700	130	.08	60	.04
WBL	2	3400	370	.11	270	.08*
WBT	3	5100	1430	.28*	1100	.22
WBR	1	1700	520	.31	410	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.86**

16. Moulton & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1220	{.24}*	1140	.22
NBR	1.5		530	{.18}	310	.18
SBL	2	3400	110	.03*	230	.07
SBT	3	5100	850	.17	1380	.27*
SBR	1	1700	130	.08	130	.08
EBL	2	3400	110	.03	150	.04
EBT	3	5100	1240	.24*	1020	.20*
EBR	1	1700	410	.24	220	.13
WBL	2	3400	590	.17*	630	.19*
WBT	3	5100	830	.16	1310	.26
WBR	1	1700	170	.10	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.78**

17. Greenfield & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	900	.26*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	220	.13	240	.14
EBL	2	3400	550	.16*	210	.06*
EBT	3	5100	1380	.27	1150	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1430	.28*	1380	.27*
WBR	1	1700	830	.49	810	.48
Right Turn Adjustment			WBR	.02*	WBR	.01*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.68**

18. Cabot & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	360	.11*	150	.04
NBR	1	1700	380	.22	310	.18
SBL	2	3400	230	.07*	250	.07
SBT	2	3400	120	.07	370	.18*
SBR	0	0	190	.11	250	
EBL	2	3400	280	.08*	340	.10*
EBT	3	5100	1880	.37	1530	.30
EBR	1	1700	80	.05	160	.09
WBL	2	3400	150	.04	350	.10
WBT	3	5100	2060	.40*	1880	.37*
WBR	1	1700	160	.09	220	.13
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.74**

19. Forbes & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	140	.08
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	100	.06
SBL	1	1700	90	.05	210	.12*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	160	.09	210	.12
EBL	1	1700	170	.10*	140	.08*
EBT	4	6800	2210	.35	1880	.28
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2160	.42*	2130	.42*
WBR	1	1700	120	.07	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.69**

20. Golden Lantern & P. Colinas

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2180	.43*	920	.18
NBR	2	3400	930	.27	510	.15
SBL	1	1700	420	.25*	240	.14
SBT	3	5100	1280	.25	2000	.39*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1070	
WBT	0.5	3400	10	.21*	10	.32*
WBR	1	1700	480	.28	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.78**

21. Cabot & Paseo de Colinas

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	90	.03*
SBT	0	0	0		0	
SBR	2	3400	270	.08	420	.12
EBL	1	1700	550	.32*	410	.24*
EBT	2	3400	610	.18	390	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	310	.10*	820	.25*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.57**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.14}*	90	{.20}*
NBR	1.5		500	{.11}	790	
SBL	1	1700	20	.01*	70	.04*
SBT	1	1700	80	.05	310	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790		540	
WBT	0	3400	0	.24*	0	.17*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.46**

23. Cm Capistrano & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	90	.05*
NBR	1	1700	590	.35	510	.30
SBL	2	3400	670	.20*	770	.23*
SBT	1	1700	20	.01	100	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	690	.41*
WBT	0	0	0		0	
WBR	2	3400	560	.16	770	.23
Right Turn Adjustment			NBR	.19*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

24. Marguerite & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	290	.17*
NBT	2	3400	560	.16	330	.10
NBR	d	1700	170	.10	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	540	.16*	470	.14*
SBR	d	1700	310	.18	780	.46
EBL	2	3400	640	.19	670	.20
EBT	2	3400	600	.30*	820	.31*
EBR	0	0	410		250	
WBL	1	1700	50	.03*	190	.11*
WBT	2	3400	220	.09	280	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.86**

25. Cm Capistrano & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	340	.20	550	.32*
NBR	1	1700	10	.01	80	.05
SBL	1	1700	130	.08	160	.09*
SBT	1	1700	610	.36*	390	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	90	.05*	90	.05*
WBT	0	0	0		0	
WBR	1	1700	210	.12	250	.15
Right Turn Adjustment					WBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.54**

26. Del Obispo & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1040	.31	1040	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	320	.12*	540	.19*
EBR	0	0	100		120	
WBL	2	3400	970	.29*	1180	.35*
WBT	1	1700	630	.37	590	.35
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.66**

27. Rancho Viejo & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11	560	.16*
NBT	1	1700	190	.11*	130	.08
NBR	1	1700	70	.04	60	.04
SBL	1.5		230		350	
SBT	0.5	3400	120	.10*	170	.15*
SBR	1	1700	160	.09	170	.10
EBL	1	1700	150	.09	250	.15
EBT	2	3400	1410	.41*	1800	.53*
EBR	1	1700	700	.41	480	.28
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1500	.29	1300	.25
WBR	1	1700	740	.44	230	.14
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.93**

28. La Novia & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	500	.15*	300	.09*
NBT	0	0	0		0	
NBR	1	1700	40	.02	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1240	.36	1800	.53*
EBR	1	1700	390	.23	380	.22
WBL	1	1700	240	.14	140	.08*
WBT	2	3400	1770	.52*	1240	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.75**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	430	.13*
NBT	1	1700	560	.33	430	.25
NBR	1	1700	250	.15	270	.16
SBL	1	1700	50	.03	60	.04
SBT	1	1700	430	.25*	620	.36*
SBR	1	1700	650	.38	70	.04
EBL	1	1700	60	.04	280	.16*
EBT	2	3400	830	.24*	590	.17
EBR	1	1700	430	.25	510	.30
WBL	2	3400	240	.07*	390	.11
WBT	2	3400	500	.15	690	.20*
WBR	1	1700	70	.04	40	.02
Right Turn Adjustment		SBR		.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.90**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	510	.15*	740	.22*
NBR	1	1700	530	.31	760	.45
SBL	2	3400	250	.07*	830	.24*
SBT	2	3400	640	.19	940	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1050		830	.24*
WBT	0	5100	0	{.36}*	0	
WBR	1.5		860		620	{.18}
Right Turn Adjustment					NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.80**

32. Valle & San Juan Creek

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		600	.18*	540	.16*
NBT	0	5100	0		0	
NBR	1.5		160		300	{.13}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	420	.23	940	.46*
EBR	0	0	350		640	
WBL	1	1700	240	.14	110	.06*
WBT	2	3400	1310	.39*	910	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.73**

33. La Novia & San Juan Creek

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	210	.12*	140	.08*
NBR	1	1700	170	.10	80	.05
SBL	1	1700	250	.15*	410	.24*
SBT	1	1700	150	.09	200	.12
SBR	1	1700	500	.29	280	.16
EBL	1	1700	190	.11*	250	.15
EBT	2	3400	320	.09	770	.23*
EBR	d	1700	60	.04	140	.08
WBL	1	1700	80	.05	130	.08*
WBT	2	3400	860	.25*	450	.13
WBR	d	1700	510	.30	230	.14
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.68**

44. I-5 SB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	710	.21*	980	.29*
SBT	0	0	0		0	
SBR	1	1700	380	.22	410	.24
EBL	0	0	0		0	
EBT	3	5100	1050	.21	1920	.38*
EBR	f		460		610	
WBL	0	0	0		0	
WBT	3	5100	1960	.38*	1370	.27
WBR	f		620		340	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.72**

45. I-5 NB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	420	.25*	400	.24*
NBT	0	0	0		0	
NBR	1	1700	270	.16	450	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1620	.32	2450	.48*
EBR	f		260		440	
WBL	0	0	0		0	
WBT	3	5100	2160	.42*	1300	.25
WBR	f		1130		710	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.79**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1270	.25*	2090	.41*
SBT	0	8500	0		0	
SBR	2.5		660	.19	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1670	.25*	2360	.35*
EBR	1	1700	160	.09	330	.19
WBL	2	3400	470	.14*	510	.15*
WBT	3	5100	1760	.35	1700	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.96**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		570	{.25}*	200	.12*
NBT	0	5100	0	.25	0	
NBR	1.5		680		460	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2030	{.40}*	3430	.67*
EBR	1.5		950	{.37}	1010	.59
WBL	0	0	0		0	
WBT	3	5100	1680	.33	2020	.40
WBR	f		1430		1550	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.86**

48. I-5 SB Ramps & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	510	.15*	490	.14*
SBT	0	0	0		0	
SBR	1	1700	230	.14	610	.36
EBL	0	0	0		0	
EBT	1.5	5100	980	.29*	970	.29*
EBR	1.5		260	.15	300	.18
WBL	1	1700	180	.11*	350	.21*
WBT	2	3400	680	.20	790	.23
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.71**

49. I-5 NB Ramps & Avery

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.13}*	270	{.14}*
NBT	0	5100	0	.13	0	{.14}
NBR	1.5		380		540	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	220	.13	270	.16*
EBT	2	3400	1280	.38*	1200	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	620	.18	880	.26*
WBR	f		440		470	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.61**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1290		1510	.44*
SBT	0	5100	0	{.40}*	0	
SBR	1.5		900		860	{.42}
EBL	0	0	0		0	
EBT	3	5100	1190	.23*	1340	.26*
EBR	1	1700	170	.10	240	.14
WBL	1	1700	160	.09*	200	.12*
WBT	2	3400	700	.21	910	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.87**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.15}*	270	{.14}*
NBT	0	5100	0	{.15}	0	.14
NBR	1.5		530		420	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	640	.19	720	.21
EBT	2	3400	1830	.54*	2130	.63*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	610	{.35}	850	{.38}
WBR	1.5		1390		1280	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.82**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	1090	.33*
NBR	0	0	20		40	
SBL	2	3400	610	.18*	480	.14*
SBT	2	3400	1080	.32	1280	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		770	.23*	1030	.30*
WBT	0	5100	0		0	
WBR	1.5		200		410	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.82**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	240	.14*	110	.06*
NBT	1	1700	140	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		230	
SBT	1	1700	140	.12*	230	.27*
SBR	1	1700	340	.20	290	.17
EBL	1	1700	420	.25*	530	.31*
EBT	1	1700	40	.05	150	.12
EBR	0	0	40		50	
WBL	0	0	30		40	
WBT	1	1700	310	.20*	80	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.76**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	810	.24*
SBT	0	5100	0		0	
SBR	1.5		180	{.03}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1350	.26*	1620	.32*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	120	.07*	120	.07*
WBT	3	5100	1170	.23	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.68**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		50	.01*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		120		110	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	580	.17*	200	.06
EBT	3	5100	960	.19	2200	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1240	.24*	1140	.22
WBR	1	1700	1540	.91	200	.12
Right Turn Adjustment			WBR	.66*	NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.13** **.51**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	210	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	280	
EBL	0	0	0		0	
EBT	2	3400	910	.27	530	.16
EBR	1	1700	240	.14	280	.16
WBL	2	3400	30	.01	30	.01
WBT	2	3400	1030	.30*	640	.19*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.37** **.34**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.09}*	280	{.09}*
NBT	0	3400	0	.09	0	.09
NBR	0.5		20		30	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	440	.26*	20	.01
EBT	2	3400	540	.16	710	.21*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	780	.23*	370	.11
WBR	1	1700	410	.24	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.63** **.35**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1390	.49*	550	.24*
NBR	0	0	260		280	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	440	.13	380	.11
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		530		940	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.53**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1380	.41*	450	.13*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	310	.18*	310	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.42**

72. Cm Capistrano & J. Serra

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	160	.05*	250	.07*
NBR	1	1700	1060	.62	820	.48
SBL	2	3400	540	.16*	330	.10*
SBT	2	3400	210	.06	410	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	860	.25*	1120	.33*
WBT	0	0	0		0	
WBR	1	1700	190	.11	610	.36
Right Turn Adjustment			NBR	.32*	NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.83** **.63**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200		260	.15*
SBT	0	5100	0	{.06}*	0	
SBR	1.5		560		790	.23
EBL	0	0	0		0	
EBT	2	3400	1200	.35*	890	.26*
EBR	d	1700	380	.22	260	.15
WBL	1	1700	240	.14*	280	.16*
WBT	2	3400	500	.15	940	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.62**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (Current MPAH Buildout)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	320	.09*
NBT	0	0	0		0	
NBR	1	1700	300	.18	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	710	.21*	630	.19*
EBT	2	3400	700	.21	520	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	630	{.22}*	890	.26*
WBR	1.5		550		240	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.59**

75. Rancho Viejo & J. Serra

2025 Proposed Project (Current MPAH Buildout)

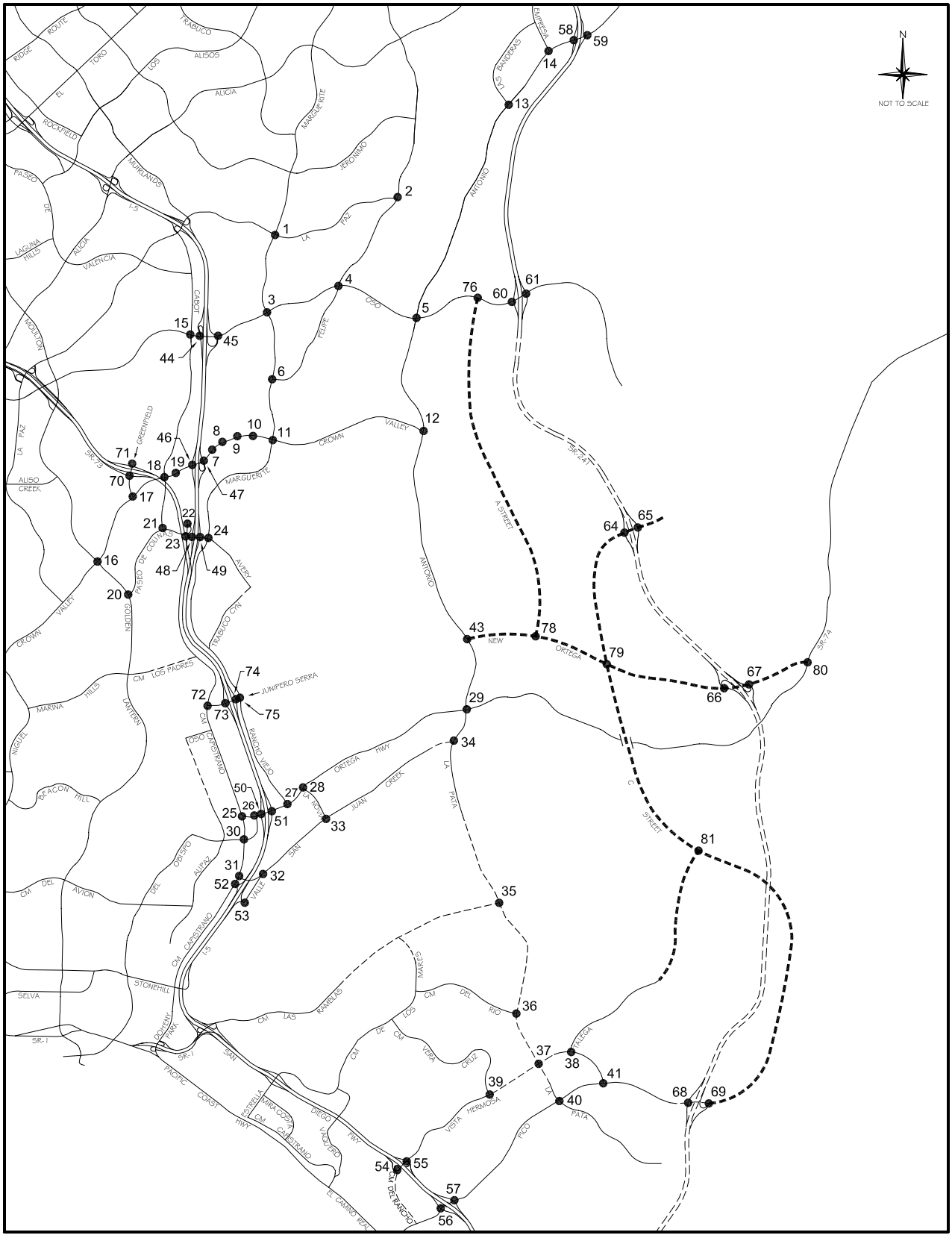
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	580	.17*	460	.14*
NBT	2	3400	350	.11	240	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	220	{.08}*	360	{.15}*
SBR	1.5		580		660	
EBL	1.5		620		460	
EBT	0.5	3400	30	.29*	10	.21*
EBR	0		340		250	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.56**

ICU Data Set 27

2025 Proposed Project
(MPAH Buildout with Proposed MPAH Amendments)



Legend

- Future Roadway
- Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(MPAH BUILDOUT WITH
PROPOSED MPAH AMENDMENTS)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	330	.10*
NBT	2	3400	810	.24	1080	.32
NBR	d	1700	140	.08	180	.11
SBL	2	3400	120	.04	200	.06
SBT	2	3400	1000	.29*	1070	.31*
SBR	1	1700	170	.10	140	.08
EBL	2	3400	200	.06*	340	.10
EBT	2	3400	320	.09	1010	.30*
EBR	1	1700	110	.06	270	.16
WBL	2	3400	340	.10	190	.06*
WBT	2	3400	480	.14*	360	.11
WBR	d	1700	310	.18	100	.06
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.60**		**.82**

2. Olympiad & La Paz

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	170	.10*
NBT	2	3400	830	.24	740	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	640	.26*	750	.28*
SBR	0	0	260		210	
EBL	1	1700	150	.09*	290	.17*
EBT	0	0	0		0	
EBR	1	1700	110	.06	460	.27
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.58**		**.62**

3. Marguerite & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	400	.12*	220	.06
NBT	2	3400	850	.25	850	.25*
NBR	1	1700	40	.02	100	.06
SBL	2	3400	210	.06	620	.18*
SBT	2	3400	690	.20*	890	.26
SBR	1	1700	330	.19	180	.11
EBL	2	3400	190	.06*	240	.07
EBT	4	6800	1370	.20	1750	.26*
EBR	d	1700	100	.06	410	.24
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2400	.35*	1410	.21
WBR	d	1700	100	.06	220	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.78**		**.78**

4. Felipe & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	100	.06	120	.07
NBT	2	3400	400	.12*	480	.14*
NBR	1	1700	60	.04	140	.08
SBL	1	1700	360	.21*	500	.29*
SBT	2	3400	470	.14	440	.13
SBR	d	1700	130	.08	240	.14
EBL	1	1700	130	.08*	230	.14
EBT	3	5100	1510	.30	2170	.43*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	200	.12	200	.12*
WBT	3	5100	1960	.38*	1530	.30
WBR	d	1700	600	.35	390	.23
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.84**		**1.03**

6. Marguerite & Felipe

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02	30	.02
NBT	2	3400	860	.25*	980	.29*
NBR	1	1700	290	.17	790	.46
SBL	1	1700	110	.06*	370	.22*
SBT	2	3400	890	.26	890	.26
SBR	d	1700	20	.01	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		690		480	
WBT	0.5	3400	40	.21*	20	.15*
WBR	1	1700	260	.15	110	.06
Right Turn Adjustment					NBR	.06*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.83**

7. Puerta Real & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	460	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	80	.05	260	.15
SBL	1	1700	160	.09*	200	.12
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	530	.16*	440	.13*
EBT	4	6800	2110	.31	2960	.44
EBR	1	1700	170	.10	390	.23
WBL	2	3400	50	.01	290	.09
WBT	4	6800	2660	.40*	2510	.40*
WBR	0	0	80		240	
Right Turn Adjustment					Multi	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.80**

8. Guevara/Medical Ctr & CVP

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	.09*	370	
NBT	1.5	5100	30	.07	20	.11*
NBR	0		90		180	
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	2090	.32	3040	.48*
EBR	0	0	110		240	
WBL	2	3400	350	.10	220	.06*
WBT	4	6800	2430	.38*	2510	.38
WBR	0	0	150		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.77**

9. Los Altos & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	30	.01	510	.15
NBT	1	1700	20	.06*	20	.18*
NBR	0	0	90		290	
SBL	0	0	40		210	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	120	.07
EBL	1	1700	150	.09	90	.05
EBT	4	6800	1730	.30*	3090	.47*
EBR	0	0	310		100	
WBL	1	1700	450	.26*	180	.11*
WBT	4	6800	2860	.46	2170	.32
WBR	0	0	290		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.71** **.95**

10. Bellogente & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	50	.03
EBT	4	6800	1750	.26	3520	.52*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3550	.54*	2280	.34
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.65**

11. Marguerite & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	200	.06*	110	.03
NBT	2	3400	530	.16	760	.22*
NBR	1	1700	480	.28	570	.34
SBL	2	3400	210	.06	570	.17*
SBT	2	3400	760	.22*	610	.18
SBR	1	1700	1020	.60	350	.21
EBL	2	3400	560	.16*	920	.27*
EBT	4	6800	1160	.17	2390	.35
EBR	1	1700	80	.05	270	.16
WBL	2	3400	650	.19	620	.18
WBT	4	6800	2450	.36*	1850	.27*
WBR	d	1700	550	.32	250	.15
Right Turn Adjustment			SBR	.26*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.11** **.98**

13. Banderas & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	440	.26	550	.32
EBL	2	3400	390	.11	370	.11*
EBT	3	5100	2310	.46*	1260	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1070	.22	1340	.28*
WBR	0	0	50		90	
Right Turn Adjustment					SBR	.19*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.66**

14. Empresa & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		500	
SBT	0.5	3400	50	.08*	20	.15*
SBR	f		170		290	
EBL	2	3400	830	.24*	150	.04
EBT	3	5100	940	.18	1150	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02*
WBT	3	5100	850	.17*	960	.19
WBR	f		330		300	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.47**

15. Cabot & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	180	.05
NBT	2	3400	690	.20*	320	.09*
NBR	1	1700	220	.13	580	.34
SBL	2	3400	300	.09*	680	.20*
SBT	2	3400	260	.08	600	.18
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04*	130	.04
EBT	3	5100	1010	.20	1170	.23*
EBR	1	1700	130	.08	70	.04
WBL	2	3400	360	.11	270	.08*
WBT	3	5100	1380	.27*	1080	.21
WBR	1	1700	520	.31	400	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.84**

16. Moulton & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	230	.07*
NBT	2.5	6800	1230	{.24}*	1130	.22
NBR	1.5		520	{.18}	310	.18
SBL	2	3400	110	.03*	200	.06
SBT	3	5100	850	.17	1450	.28*
SBR	1	1700	120	.07	170	.10
EBL	2	3400	140	.04	150	.04
EBT	3	5100	1250	.25*	1010	.20*
EBR	1	1700	420	.25	230	.14
WBL	2	3400	580	.17*	570	.17*
WBT	3	5100	830	.16	1300	.25
WBR	1	1700	160	.09	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.77**

17. Greenfield & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	40	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	920	.27*
SBT	1	1700	60	.04	90	.05
SBR	1	1700	240	.14	190	.11
EBL	2	3400	550	.16*	200	.06*
EBT	3	5100	1370	.27	1130	.23
EBR	0	0	20		20	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1390	.27*	1360	.27*
WBR	1	1700	850	.50	820	.48
Right Turn Adjustment			WBR	.04*	WBR	.01*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.81** **.69**

18. Cabot & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	70	.04*
NBT	2	3400	360	.11*	160	.05
NBR	1	1700	370	.22	300	.18
SBL	2	3400	230	.07*	240	.07
SBT	2	3400	120	.07	380	.19*
SBR	0	0	180	.11	250	
EBL	2	3400	280	.08*	310	.09*
EBT	3	5100	1890	.37	1560	.31
EBR	1	1700	80	.05	160	.09
WBL	2	3400	150	.04	340	.10
WBT	3	5100	2050	.40*	1870	.37*
WBR	1	1700	160	.09	240	.14
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.74**

19. Forbes & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	40	.02*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	170	.10	210	.12
EBL	1	1700	170	.10*	130	.08*
EBT	4	6800	2200	.34	1910	.29
EBR	0	0	140		40	
WBL	1	1700	80	.05	60	.04
WBT	3	5100	2150	.42*	2110	.41*
WBR	1	1700	130	.08	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.69**

20. Golden Lantern & P. Colinas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2180	.43*	920	.18
NBR	2	3400	930	.27	520	.15
SBL	1	1700	420	.25*	240	.14
SBT	3	5100	1280	.25	2000	.39*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		710		1070	
WBT	0.5	3400	10	.21*	10	.32*
WBR	1	1700	480	.28	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.78**

21. Cabot & Paseo de Colinas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	40	.01*	110	.03*
SBT	0	0	0		0	
SBR	2	3400	270	.08	410	.12
EBL	1	1700	540	.32*	410	.24*
EBT	2	3400	620	.18	390	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	310	.10*	820	.25*
WBR	0	0	40		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.57**

22. Cm Capistrano & P. Colinas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	240	{.14}*	100	{.20}*
NBR	1.5		500	{.11}	790	
SBL	1	1700	20	.01*	80	.05*
SBT	1	1700	80	.05	300	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800		560	
WBT	0	3400	0	.24*	0	.17*
WBR	0.5		30		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.44** **.47**

23. Cm Capistrano & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	90	.05*
NBR	1	1700	590	.35	510	.30
SBL	2	3400	680	.20*	780	.23*
SBT	1	1700	20	.01	90	.05
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	340	.20*	690	.41*
WBT	0	0	0		0	
WBR	2	3400	550	.16	790	.23
Right Turn Adjustment			NBR	.19*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.65** **.74**

24. Marguerite & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	290	.17*
NBT	2	3400	560	.16	330	.10
NBR	d	1700	170	.10	20	.01
SBL	1	1700	150	.09	120	.07
SBT	2	3400	550	.16*	480	.14*
SBR	d	1700	310	.18	740	.44
EBL	2	3400	610	.18	610	.18
EBT	2	3400	650	.31*	840	.32*
EBR	0	0	410		260	
WBL	1	1700	50	.03*	200	.12*
WBT	2	3400	220	.09	270	.10
WBR	0	0	70		60	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.84**

25. Cm Capistrano & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	360	.21	540	.32*
NBR	1	1700	10	.01	80	.05
SBL	1	1700	140	.08	170	.10*
SBT	1	1700	600	.35*	390	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	90	.05*	100	.06*
WBT	0	0	0		0	
WBR	1	1700	210	.12	260	.15
Right Turn Adjustment					WBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.54**

26. Del Obispo & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1060	.31	1050	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	340	.13*	550	.20*
EBR	0	0	100		120	
WBL	2	3400	1040	.31*	1180	.35*
WBT	1	1700	640	.38	610	.36
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.67**

27. Rancho Viejo & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	360	.11	560	.16*
NBT	1	1700	180	.11*	130	.08
NBR	1	1700	70	.04	60	.04
SBL	1.5		230		350	
SBT	0.5	3400	120	.10*	170	.15*
SBR	1	1700	160	.09	170	.10
EBL	1	1700	150	.09	250	.15
EBT	2	3400	1360	.40*	1770	.52*
EBR	1	1700	700	.41	480	.28
WBL	1	1700	100	.06*	60	.04*
WBT	3	5100	1490	.29	1250	.25
WBR	1	1700	730	.43	230	.14
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.72** **.92**

28. La Novia & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	40	.02	130	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1190	.35	1750	.51*
EBR	1	1700	380	.22	390	.23
WBL	1	1700	240	.14	140	.08*
WBT	2	3400	1730	.51*	1210	.36
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.73**

30. Cm Capistrano & Del Obispo

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	650	.19*	430	.13*
NBT	1	1700	580	.34	420	.25
NBR	1	1700	250	.15	280	.16
SBL	1	1700	50	.03	60	.04
SBT	1	1700	420	.25*	620	.36*
SBR	1	1700	650	.38	70	.04
EBL	1	1700	60	.04	280	.16*
EBT	2	3400	840	.25*	600	.18
EBR	1	1700	440	.26	510	.30
WBL	2	3400	280	.08*	390	.11
WBT	2	3400	510	.15	690	.20*
WBR	1	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **.90**

31. Cm Capistrano & San Juan Crk

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	540	.16*	740	.22*
NBR	1	1700	500	.29	740	.44
SBL	2	3400	240	.07*	800	.24*
SBT	2	3400	670	.20	960	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		970		820	.24*
WBT	0	5100	0	{.34}*	0	
WBR	1.5		850		600	{.17}
Right Turn Adjustment					NBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.62** **.79**

32. Valle & San Juan Creek

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		610	.18*	540	.16*
NBT	0	5100	0		0	
NBR	1.5		160		300	{.13}
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	390	.22	890	.45*
EBR	0	0	350		640	
WBL	1	1700	220	.13	100	.06*
WBT	2	3400	1200	.35*	880	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.72**

33. La Novia & San Juan Creek

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	250	.15*	140	.08*
NBR	1	1700	170	.10	80	.05
SBL	1	1700	230	.14*	420	.25*
SBT	1	1700	150	.09	200	.12
SBR	1	1700	490	.29	280	.16
EBL	1	1700	190	.11*	240	.14
EBT	2	3400	280	.08	730	.21*
EBR	d	1700	60	.04	140	.08
WBL	1	1700	80	.05	130	.08*
WBT	2	3400	750	.22*	420	.12
WBR	d	1700	510	.30	210	.12
Right Turn Adjustment		SBR	.02*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.67**

44. I-5 SB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	710	.21*	1190	.35*
SBT	0	0	0		0	
SBR	1	1700	370	.22	390	.23
EBL	0	0	0		0	
EBT	3	5100	1060	.21	1770	.35*
EBR	f		470		670	
WBL	0	0	0		0	
WBT	3	5100	1910	.37*	1360	.27
WBR	f		650		380	
Right Turn Adjustment		SBR	.01*			
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.64** **.75**

45. I-5 NB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	470	.28*	410	.24*
NBT	0	0	0		0	
NBR	1	1700	280	.16	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1630	.32	2470	.48*
EBR	f		260		490	
WBL	0	0	0		0	
WBT	3	5100	2100	.41*	1320	.26
WBR	f		1210		700	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.80**

46. I-5 SB Ramps & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1290	.25*	1860	.36*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1080	.32
EBL	0	0	0		0	
EBT	4	6800	1660	.24*	2400	.35*
EBR	1	1700	160	.09	310	.18
WBL	2	3400	470	.14*	500	.15*
WBT	3	5100	1720	.34	1670	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.91**

47. I-5 NB Ramps & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		560	{.25}*	180	.11*
NBT	0	5100	0	.25	0	
NBR	1.5		700		480	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	2050	{.40}*	3310	.65*
EBR	1.5		950	{.37}	940	.55
WBL	0	0	0		0	
WBT	3	5100	1650	.32	1990	.39
WBR	f		1450		1540	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.84**

48. I-5 SB Ramps & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	510	.15*	500	.15*
SBT	0	0	0		0	
SBR	1	1700	210	.12	610	.36
EBL	0	0	0		0	
EBT	1.5	5100	980	.29*	980	.29*
EBR	1.5		260	.15	300	.18
WBL	1	1700	180	.11*	330	.19*
WBT	2	3400	690	.20	800	.24
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.71**

49. I-5 NB Ramps & Avery

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.13}*	270	{.13}*
NBT	0	5100	0	.13	0	{.13}
NBR	1.5		390		470	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	220	.13	260	.15*
EBT	2	3400	1290	.38*	1220	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	630	.19	870	.26*
WBR	f		440		430	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.59**

50. I-5 SB Ramps & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1230		1460	.43*
SBT	0	5100	0	{.39}*	0	
SBR	1.5		900		860	{.42}
EBL	0	0	0		0	
EBT	3	5100	1220	.24*	1360	.27*
EBR	1	1700	180	.11	240	.14
WBL	1	1700	190	.11*	200	.12*
WBT	2	3400	780	.23	930	.27
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.87**

51. I-5 NB Ramps & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		260	{.14}*	270	{.13}*
NBT	0	5100	0	{.14}	0	.13
NBR	1.5		520		410	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	660	.19*	720	.21
EBT	2	3400	1780	.52	2110	.62*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	700	{.35}*	860	{.38}
WBR	1.5		1290		1230	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.80**

52. Cm Capistrano & I-5 SB Ramps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	840	.25*	1070	.33*
NBR	0	0	20		40	
SBL	2	3400	600	.18*	490	.14*
SBT	2	3400	1040	.31	1290	.38
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790	.23*	1050	.31*
WBT	0	5100	0		0	
WBR	1.5		200		410	.24
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.83**

53. Valle & La Novia/I-5 NB Rmps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	110	.06*
NBT	1	1700	140	.08	170	.10
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		230	
SBT	1	1700	140	.12*	230	.27*
SBR	1	1700	320	.19	290	.17
EBL	1	1700	420	.25*	540	.32*
EBT	1	1700	40	.05	150	.12
EBR	0	0	40		50	
WBL	0	0	30		40	
WBT	1	1700	280	.18*	80	.07*
WBR	1	1700	220	.13	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.77**

58. SR-241 SB Ramps & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	820	.24*
SBT	0	5100	0		0	
SBR	1.5		170	{.02}	400	.24
EBL	0	0	0		0	
EBT	3	5100	1360	.27*	1640	.32*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	150	.09*	130	.08*
WBT	3	5100	1250	.25	1030	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.69**

59. SR-241 NB Ramps & Antonio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.02*	40	.02*
NBT	0	5100	0		0	
NBR	1.5		130	{.00}	120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	600	.18*	210	.06
EBT	3	5100	950	.19	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1330	.26*	1150	.23
WBR	1	1700	1560	.92	200	.12
Right Turn Adjustment			WBR	.64*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.15** **.53**

60. SR-241 SB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	200	
SBT	0	5100	0		0	.10*
SBR	1.5		20	.01	320	
EBL	0	0	0		0	
EBT	2	3400	1000	.29	930	.27*
EBR	1	1700	310	.18	540	.32
WBL	2	3400	150	.04	90	.03*
WBT	2	3400	1570	.46*	980	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.45**

61. SR-241 NB Ramps & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		480	{.16}*	410	{.16}*
NBT	0	3400	0	.16	0	.16
NBR	0.5		60		150	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	460	.27*	20	.01
EBT	2	3400	620	.18	1080	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1250	.37*	640	.19
WBR	1	1700	380	.22	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.53**

70. Greenfield & SR-73 SB Ramps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1380	.48*	560	.25*
NBR	0	0	260		290	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	430	.13	380	.11
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		530		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.53**

71. Greenfield & SR-73 NB Ramps

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1370	.40*	460	.14*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	300	.18*	310	.18*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.43**

72. Cm Capistrano & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	170	.05*	240	.07*
NBR	1	1700	1060	.62	820	.48
SBL	2	3400	540	.16*	330	.10*
SBT	2	3400	210	.06	420	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	870	.26*	1120	.33*
WBT	0	0	0		0	
WBR	1	1700	190	.11	620	.36
Right Turn Adjustment			NBR	.31*	NBR	.08*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **.83** **.63**

73. I-5 SB Ramps & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190		260	.15*
SBT	0	5100	0	{.06}*	0	
SBR	1.5		570		800	.24
EBL	0	0	0		0	
EBT	2	3400	1200	.35*	890	.26*
EBR	d	1700	380	.22	260	.15
WBL	1	1700	240	.14*	280	.16*
WBT	2	3400	500	.15	950	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.62**

74. I-5 NB Ramps & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03*	320	.09*
NBT	0	0	0		0	
NBR	1	1700	240	.14	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	700	.21*	650	.19*
EBT	2	3400	700	.21	500	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	640	.22*	900	.26*
WBR	1.5		500		250	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.51**		**.59**

75. Rancho Viejo & J. Serra

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	540	.16*	460	.14*
NBT	2	3400	390	.12	230	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	220	{.09}*	380	{.15}*
SBR	1.5		580		670	
EBL	1.5		570		460	
EBT	0.5	3400	30	.28*	10	.21*
EBR	0		340		240	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.59**		**.56**

San Clemente Intersections

35. La Pata & Las Ramblas

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	40	.03*
NBT	2	3200	720	.23	600	.19
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	640	.20*	790	.25*
SBR	1	1600	150	.09	340	.21
EBL	0.5		400	.25*	170	
EBT	0	3200	0		0	{.14}*
EBR	1.5		80	.05	310	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.51** **.42**

36. La Pata & Del Rio

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	170	.11*	570	.36*
NBT	2	3200	770	.24	630	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	700	.22*	1050	.33*
SBR	1	1600	10	.01	40	.03
EBL	0.5		40		10	.01*
EBT	0	3200	0	{.19}*	0	
EBR	1.5		710		430	{.00}
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.52** **.70**

37. La Pata & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	590	.18*	610	.19*
NBT	3	4800	510	.11	1060	.22
NBR	1	1600	140	.09	220	.14
SBL	1	1600	140	.09	140	.09
SBT	3	4800	920	.19*	690	.14*
SBR	1	1600	170	.11	210	.13
EBL	1	1600	140	.09*	170	.11*
EBT	2	3200	280	.09	380	.12
EBR	1	1600	400	.25	320	.20
WBL	1	1600	220	.14	210	.13
WBT	2	3200	630	.24*	420	.16*
WBR	0	0	140		90	

TOTAL CAPACITY UTILIZATION **.70** **.60**

38. Talega & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	90	.06
SBT	1	1600	30	.40*	30	.24*
SBR	0	0	610		360	
EBL	1	1600	290	.18*	380	.24*
EBT	2	3200	60	.03	170	.06
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	240	.12*	130	.08*
WBR	0	0	140		250	.16

TOTAL CAPACITY UTILIZATION **.71** **.57**

39. Vera Cruz & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	30	.02
NBT	2	3200	70	.03*	110	.04*
NBR	0	0	10		20	
SBL	1	1600	380	.24*	200	.13*
SBT	2	3200	160	.10	60	.04
SBR	0	0	190	.12	170	.11
EBL	1	1600	310	.19*	130	.08*
EBT	2	3200	1180	.39	750	.24
EBR	0	0	60		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	740	.29*	1050	.42*
WBR	0	0	180		290	

TOTAL CAPACITY UTILIZATION **.75** **.67**

40. La Pata & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	690	.43*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	220	.14	140	.09
SBL	2	3200	40	.01	50	.02
SBT	2	3200	70	.02*	10	.00*
SBR	f		200		50	
EBL	1	1600	170	.11	140	.09*
EBT	3	4800	910	.19*	780	.16
EBR	1	1600	520	.33	270	.17
WBL	2	3200	340	.11*	40	.01
WBT	2.5	6400	470	.10	750	.16*
WBR	1.5		40		10	
Right Turn Adjustment			EBR	.07*		

TOTAL CAPACITY UTILIZATION **.48** **.68**

41. Vista Hermosa & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	170	.11*
NBT	2	3200	10	.00*	30	.01
NBR	0	0	0		0	
SBL	2	3200	400	.13*	140	.04
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	100	.06	100	.06
EBL	2	3200	100	.03*	210	.07*
EBT	3	4800	980	.20	960	.20
EBR	1	1600	310	.19	40	.03
WBL	1	1600	0	.00	0	.00
WBT	3	4800	810	.23*	570	.18*
WBR	0	0	300		290	.18

TOTAL CAPACITY UTILIZATION **.39** **.37**

54. I-5 SB Ramps & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1060	.33*	530	
SBT	0	4800	0		0	{.22}*
SBR	1.5		200	.13	550	
EBL	1	1600	50	.03*	60	.04*
EBT	3	4800	460	.10	530	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	350	.11*
WBR	f		220		150	

TOTAL CAPACITY UTILIZATION **.45** **.37**

55. I-5 NB Ramps & Vista Hermosa

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		290	.09	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1450	.45*	950	.30
EBR	f		200		230	
WBL	0	0	0		0	
WBT	1.5	4800	430	{.25}	580	.33*
WBR	1.5		820		1000	
Right Turn Adjustment			NBR	.03*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.54** **.43**

56. I-5 SB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1620	.51*	740	.23*
SBT	0	0	10		10	
SBR	1	1600	230	.14	320	.20
EBL	0	0	0		0	
EBT	3	4800	830	.17*	840	.18*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	600	.38*
WBT	2	3200	450	.14	980	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.87** **.79**

57. I-5 NB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	290	.18*
NBT	0	0	0		0	
NBR	1	1600	290	.18	150	.09
NBR(f)	f		570		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	260	.16*
EBT	2	3200	2230	.70*	1320	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	620	.13	1280	.27*
WBR	f		960		1180	
Right Turn Adjustment			NBR	.09*		

TOTAL CAPACITY UTILIZATION **.88** **.61**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	860	.25*	730	.21*
NBT	3	5100	970	.19	980	.19
NBR	1	1700	470	.28	580	.34
SBL	2	3400	150	.04	110	.03
SBT	3	5100	1330	.26*	1100	.22*
SBR	f		1000		490	
EBL	2	3400	800	.24*	850	.25
EBT	3	5100	720	.14	1290	.25*
EBR	f		650		670	
WBL	2	3400	900	.26	740	.22*
WBT	3	5100	1000	.20*	570	.11
WBR	1	1700	300	.18	80	.05
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.00** **.95**

12. Antonio & Crown Valley

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	870	.26*	1010	.30*
NBT	3	5100	1640	.32	1380	.27
NBR	1	1700	10	.01	20	.01
SBL	2	3400	10	.00	10	.00
SBT	3	5100	1550	.30*	1450	.28*
SBR	f		1040		870	
EBL	2	3400	600	.18*	1070	.31*
EBT	2	3400	20	.01	40	.01
EBR	f		580		1010	
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.80** **.95**

29. La Pata & Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	310	.09*	320	.09
NBT	2	3400	810	.24	1160	.34*
NBR	1	1700	60	.04	70	.04
SBL	2	3400	60	.02	70	.02*
SBT	2	3400	1580	.46*	860	.25
SBR	1	1700	1330	.78	860	.51
EBL	2	3400	730	.21*	1120	.33*
EBT	2	3400	40	.01	380	.11
EBR	1	1700	410	.24	290	.17
WBL	2	3400	60	.02	60	.02
WBT	2	3400	190	.06*	110	.03*
WBR	1	1700	50	.03	60	.04
Right Turn Adjustment		SBR		.32*	Multi	.25*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.19** **1.02**

34. La Pata & San Juan

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	300	.18*	140	.08*
NBT	2	3400	740	.22	780	.23
NBR	0	0	20		10	
SBL	1	1700	120	.07	60	.04
SBT	2	3400	880	.26*	800	.24*
SBR	1	1700	570	.34	320	.19
EBL	1	1700	200	.12*	570	.34*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	130	.08	320	.19
WBL	1	1700	10	.01	20	.01
WBT	1	1700	10	.02*	20	.09*
WBR	0	0	30		130	
Right Turn Adjustment		SBR		.08*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.80**

43. Antonio & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	90	.05
NBT	3	5100	690	.14*	1190	.23*
NBR	f		760		1300	
SBL	2	3400	1020	.30*	1170	.34*
SBT	3	5100	1350	.26	930	.18
SBR	d	1700	30	.02	60	.04
EBL	1	1700	50	.03	50	.03
EBT	1	1700	60	.04*	70	.04*
EBR	1	1700	90	.05	70	.04
WBL	2	3400	1210	.36*	980	.29*
WBT	1	1700	40	.02	60	.04
WBR	f		1160		1290	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.95**

64. SR-241 SB Ramps & C St

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		130		360	
SBT	0	5100	0	.05*	0	.14*
SBR	1.5		130		350	
EBL	0	0	0		0	
EBT	2	3400	490	.15*	580	.17*
EBR	0	0	10		10	
WBL	1	1700	50	.03*	40	.02*
WBT	2	3400	320	.09	260	.08
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.28** **.38**

65. SR-241 NB Ramps & C St

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	20	.01	50	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	310	.09*	260	.08
EBT	2	3400	310	.09	680	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	370	.11*	300	.09
WBR	1	1700	390	.23	170	.10
Right Turn Adjustment			WBR	.12*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.38** **.28**

66. SR-241 SB Ramps & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		160		450	
SBT	0	5100	0	.06*	0	.14*
SBR	1.5		160		250	
EBL	0	0	0		0	
EBT	2	3400	800	.25	1130	.34*
EBR	0	0	50		40	
WBL	0	0	0		0	
WBT	2	3400	1020	.30*	830	.24
WBR	1	1700	550	.32	370	.22
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.53**

67. SR-241 NB Ramps & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	350	.21	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	800	.24	1540	.45
EBR	1	1700	170	.10	40	.02
WBL	0	0	0		0	
WBT	2	3400	1550	.61*	1180	.45*
WBR	0	0	520		340	
Right Turn Adjustment			NBR	.20*	NBR	.31*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.87**		**.82**

68. SR-241 SB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290		240	
SBT	0	5100	0	.14*	0	.10*
SBR	1.5		440		260	
EBL	0	0	0		0	
EBT	2	3400	900	.26*	1430	.42*
EBR	1	1700	90	.05	230	.14
WBL	1	1700	70	.04*	90	.05*
WBT	2	3400	900	.26	1000	.29
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.49**		**.62**

69. SR-241 NB Ramps & Pico

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	1	1700	70	.04	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	220		450	
EBT	2	3400	960	.35*	1220	.49*
EBR	1	1700	0	.00	0	.00
WBL	1	1700	260	.15*	280	.16*
WBT	2	3400	920	.27	1010	.30
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.59**		**.75**

76. A St & Oso

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	90	.05*	50	.03*
NBT	0	0	0		0	
NBR	1	1700	70	.04	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1270	.25	1390	.27*
EBR	d	1700	20	.01	110	.06
WBL	1	1700	20	.01	60	.04*
WBT	3	5100	1560	.31*	1240	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.41**		**.39**

78. A St & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	20	.01	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1830	.36	2530	.50*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2390	.47*	2320	.45
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.57**

79. C St & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	800	.24*	780	.23*
NBT	2	3400	250	.07	150	.04
NBR	1	1700	100	.06	80	.05
SBL	2	3400	120	.04	130	.04
SBT	2	3400	120	.04*	260	.08*
SBR	1	1700	370	.22	320	.19
EBL	2	3400	290	.09*	350	.10*
EBT	2	3400	890	.26	1210	.36
EBR	1	1700	540	.32	940	.55
WBL	2	3400	40	.01	70	.02
WBT	2	3400	1140	.34*	1160	.34*
WBR	1	1700	110	.06	250	.15
Right Turn Adjustment			SBR	.09*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.85** **.81**

80. Ortega & New Ortega

2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	310	.09*
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	110	.06*	10	.01
SBR	2	3400	1100	.32	660	.19
EBL	2	3400	380	.11*	980	.29*
EBT	1	1700	70	.04	140	.08
EBR	1	1700	110	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	110	.07*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.26*	SBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.58** **.64**

81. C St & Talega

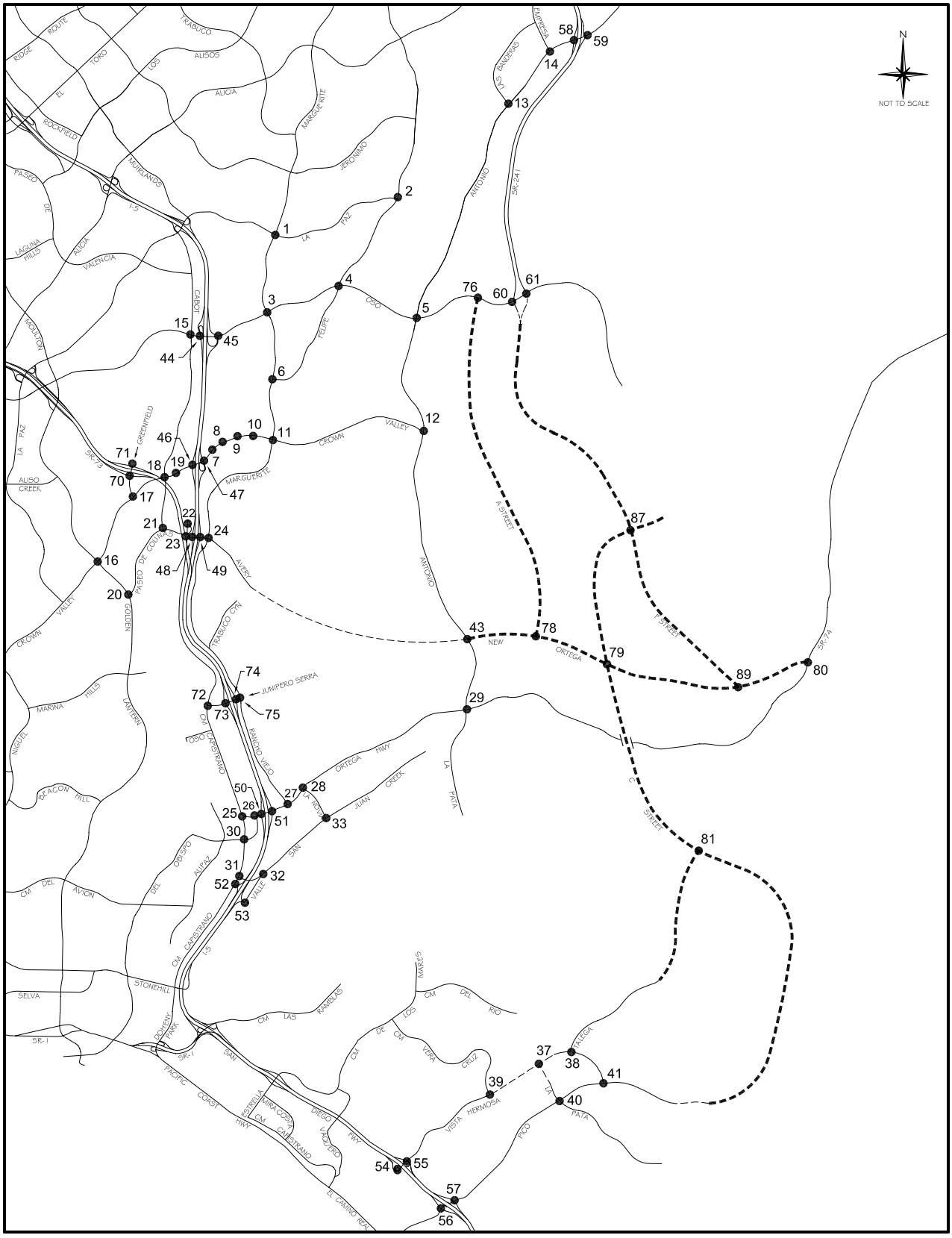
2025 Proposed Project (MPAH Buildout with Amendments)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	330	.10*	410	.12*
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04*
SBT	2	3400	350	.11	440	.14
SBR	0	0	40		30	
EBL	1	1700	20	.01*	50	.03*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.05*	10	.04*
WBR	0	0	70		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.23** **.28**

ICU Data Set 28

2025 Proposed Project
(Committed Circulation System Plus Avery Extension)


N
NOT TO SCALE
Legend
Future Roadway
Project Roadway
2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM
PLUS AVERY EXTENSION)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	210	.06*	320	.09*
NBT	2	3400	820	.24	1170	.34
NBR	d	1700	140	.08	170	.10
SBL	2	3400	130	.04	220	.06
SBT	2	3400	1040	.31*	1120	.33*
SBR	1	1700	210	.12	160	.09
EBL	2	3400	220	.06*	340	.10
EBT	2	3400	320	.09	1020	.30*
EBR	1	1700	120	.07	270	.16
WBL	2	3400	310	.09	190	.06*
WBT	2	3400	440	.13*	350	.10
WBR	d	1700	380	.22	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.83**

2. Olympiad & La Paz

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	380	.22*	210	.12*
NBT	2	3400	660	.19	570	.17
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	530	.21*	560	.21*
SBR	0	0	180		140	
EBL	1	1700	120	.07*	250	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	510	.30
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.59**

3. Marguerite & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	440	.13*	220	.06
NBT	2	3400	840	.25	920	.27*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	190	.06	550	.16*
SBT	2	3400	740	.22*	880	.26
SBR	1	1700	330	.19	200	.12
EBL	2	3400	200	.06*	250	.07
EBT	4	6800	1390	.20	1700	.25*
EBR	d	1700	130	.08	440	.26
WBL	2	3400	110	.03	150	.04*
WBT	4	6800	2370	.35*	1440	.21
WBR	d	1700	120	.07	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.81** **.77**

4. Felipe & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	120	.07	120	.07
NBT	2	3400	360	.11*	390	.11*
NBR	1	1700	70	.04	90	.05
SBL	1	1700	310	.18*	550	.32*
SBT	2	3400	420	.12	390	.11
SBR	d	1700	140	.08	230	.14
EBL	1	1700	110	.06*	240	.14
EBT	3	5100	1520	.30	2040	.40*
EBR	d	1700	80	.05	190	.11
WBL	1	1700	130	.08	210	.12*
WBT	3	5100	1900	.37*	1530	.30
WBR	d	1700	580	.34	370	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **1.00**

6. Marguerite & Felipe

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	20	.01
NBT	2	3400	830	.24	1060	.31*
NBR	1	1700	280	.16	670	.39
SBL	1	1700	110	.06	370	.22*
SBT	2	3400	980	.29*	900	.26
SBR	d	1700	30	.02	30	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	60	.05*	60	.06*
EBR	0	0	30		40	
WBL	1.5		570		450	
WBT	0.5	3400	30	.18*	20	.14*
WBR	1	1700	310	.18	100	.06
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.59** **.78**

7. Puerta Real & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	490	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	160	.09
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	350	.10	570	.17
EBL	2	3400	540	.16*	430	.13*
EBT	4	6800	2000	.29	2980	.44
EBR	1	1700	170	.10	430	.25
WBL	2	3400	30	.01	260	.08
WBT	4	6800	2710	.41*	2500	.40*
WBR	0	0	70		230	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.79**

8. Guevara/Medical Ctr & CVP

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		330	.10*	390	
NBT	1.5	5100	30	.05	20	.12*
NBR	0		60		260	.15
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	1930	.30	2890	.47*
EBR	0	0	130		300	
WBL	2	3400	350	.10	170	.05*
WBT	4	6800	2400	.37*	2450	.37
WBR	0	0	140		70	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.63** **.76**

9. Los Altos & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	520	.15
NBT	1	1700	20	.06*	20	.16*
NBR	0	0	80		260	
SBL	0	0	50		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	50	.03	140	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1540	.27	2990	.46*
EBR	0	0	320		120	
WBL	1	1700	420	.25	180	.11*
WBT	4	6800	2830	.46*	2030	.30
WBR	0	0	280		20	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.70** **.92**

10. Bellogente & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1540	.23	3380	.50*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3500	.53*	2140	.32
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.63**

11. Marguerite & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	230	.07*	160	.05
NBT	2	3400	550	.16	830	.24*
NBR	1	1700	400	.24	510	.30
SBL	2	3400	190	.06	480	.14*
SBT	2	3400	810	.24*	670	.20
SBR	1	1700	930	.55	360	.21
EBL	2	3400	560	.16*	820	.24*
EBT	4	6800	960	.14	2320	.34
EBR	1	1700	70	.04	310	.18
WBL	2	3400	550	.16	490	.14
WBT	4	6800	2450	.44*	1660	.28*
WBR	0	0	510		220	
Right Turn Adjustment			SBR	.19*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.15** **.95**

13. Banderas & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	40	.02*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	480	.28	610	.36
EBL	2	3400	470	.14	430	.13*
EBT	3	5100	2480	.49*	1270	.25
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1110	.23	1620	.33*
WBR	0	0	40		70	
Right Turn Adjustment					SBR	.21*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.68** **.75**

14. Empresa & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		460	
SBT	0.5	3400	50	.08*	20	.14*
SBR	f		170		340	
EBL	2	3400	850	.25*	170	.05*
EBT	3	5100	1050	.21	1100	.22
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02
WBT	3	5100	840	.16*	1120	.22*
WBR	f		280		280	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.60** **.48**

15. Cabot & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	120	.04	210	.06
NBT	2	3400	730	.21*	360	.11*
NBR	1	1700	160	.09	580	.34
SBL	2	3400	300	.09*	720	.21*
SBT	2	3400	280	.08	620	.18
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1120	.22	1270	.25*
EBR	1	1700	150	.09	70	.04
WBL	2	3400	350	.10	330	.10*
WBT	3	5100	1470	.29*	1240	.24
WBR	1	1700	540	.32	420	.25
Right Turn Adjustment					NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.87**

16. Moulton & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07	240	.07*
NBT	2.5	6800	1400	{.27}*	1150	.23
NBR	1.5		610	{.22}	370	.22
SBL	2	3400	110	.03*	210	.06
SBT	3	5100	830	.16	1600	.31*
SBR	1	1700	130	.08	180	.11
EBL	2	3400	160	.05	150	.04
EBT	3	5100	1340	.26*	1110	.22*
EBR	1	1700	400	.24	250	.15
WBL	2	3400	610	.18*	790	.23*
WBT	3	5100	870	.17	1460	.29
WBR	1	1700	190	.11	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.88**

17. Greenfield & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	850	.25*	950	.28*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	250	.15	240	.14
EBL	2	3400	550	.16*	270	.08*
EBT	3	5100	1570	.31	1200	.24
EBR	0	0	30		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1480	.29*	1610	.32*
WBR	1	1700	850	.50	780	.46
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.81** **.76**

18. Cabot & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	90	.05*
NBT	2	3400	340	.10*	200	.06
NBR	1	1700	390	.23	320	.19
SBL	2	3400	240	.07*	260	.08
SBT	2	3400	120	.07	410	.20*
SBR	0	0	200	.12	280	
EBL	2	3400	300	.09*	300	.09*
EBT	3	5100	1970	.39	1670	.33
EBR	1	1700	140	.08	180	.11
WBL	2	3400	160	.05	350	.10
WBT	3	5100	2120	.42*	2040	.40*
WBR	1	1700	170	.10	270	.16
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.79**

19. Forbes & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	160	.09
NBT	1	1700	20	.01	50	.03*
NBR	1	1700	50	.03	80	.05
SBL	1	1700	80	.05	220	.13*
SBT	1	1700	40	.02*	20	.01
SBR	1	1700	190	.11	270	.16
EBL	1	1700	180	.11*	140	.08*
EBT	4	6800	2280	.36	2050	.31
EBR	0	0	140		40	
WBL	1	1700	70	.04	50	.03
WBT	3	5100	2230	.44*	2250	.44*
WBR	1	1700	120	.07	180	.11
Right Turn Adjustment			SBR	.01*	SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.76**

20. Golden Lantern & P. Colinas

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2410	.47*	950	.19
NBR	1	1700	1100	.65	800	.47
SBL	1	1700	430	.25*	300	.18
SBT	3	5100	1260	.25	2300	.45*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		840		1230	
WBT	0.5	3400	10	.25*	10	.36*
WBR	1	1700	560	.33	230	.14
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **.88**

21. Cabot & Paseo de Colinas

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	140	.04*	160	.05*
SBT	0	0	0		0	
SBR	2	3400	310	.09	410	.12
EBL	1	1700	490	.29*	520	.31*
EBT	2	3400	850	.25	620	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	480	.17*	980	.30*
WBR	0	0	100		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.71**

22. Cm Capistrano & P. Colinas

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	230	{.15}*	90	{.21}*
NBR	1.5		720		940	
SBL	1	1700	20	.01*	100	.06*
SBT	1	1700	80	.05	200	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1160		800	
WBT	0	3400	0	.35*	0	.25*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.56** **.57**

23. Cm Capistrano & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	120	.07*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	980	.29*	920	.27*
SBT	1	1700	50	.03	70	.04
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	720	.21	910	.27
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.53**

24. Marguerite & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	390	.23*	300	.18*
NBT	2	3400	580	.17	370	.11
NBR	d	1700	240	.14	60	.04
SBL	1	1700	250	.15	300	.18
SBT	2	3400	590	.17*	550	.16*
SBR	d	1700	240	.14	640	.38
EBL	2	3400	480	.14*	680	.20
EBT	2	3400	900	.39	1810	.60*
EBR	0	0	410		220	
WBL	1	1700	80	.05	260	.15*
WBT	2	3400	1240	.44*	630	.24
WBR	0	0	260		200	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.03** **1.14**

25. Cm Capistrano & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	750	.44*	740	.44*
NBR	1	1700	70	.04	160	.09
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	590	.35	670	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	200	.12*	210	.12*
WBT	0	0	0		0	
WBR	1	1700	200	.12	200	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.70**

26. Del Obispo & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1250	.37	1280	.38
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	500	.17*	620	.22*
EBR	0	0	80		120	
WBL	2	3400	1280	.38*	1310	.39*
WBT	1	1700	730	.43	710	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.75**

27. Rancho Viejo & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		370		560	.16*
NBT	1.5	5100	180	.12*	130	.11
NBR	0		70		50	
SBL	1.5		140		270	
SBT	0.5	3400	110	.07*	160	.13*
SBR	1	1700	170	.10	190	.11
EBL	1	1700	180	.11	280	.16
EBT	2	3400	1480	.44*	1580	.46*
EBR	1	1700	710	.42	490	.29
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1610	.32	1290	.25
WBR	1	1700	410	.24	130	.08
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .73 .84

28. La Novia & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	390	.11*	290	.09*
NBT	0	0	0		0	
NBR	1	1700	540	.32	610	.36
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1230	.36*	1590	.47*
EBR	1	1700	370	.22	280	.16
WBL	1	1700	620	.36*	600	.35*
WBT	2	3400	1660	.49	1140	.34
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .88 .97

30. Cm Capistrano & Del Obispo

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	550	.16	440	.13*
NBT	1	1700	850	.50*	590	.35
NBR	1	1700	260	.15	340	.20
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	490	.29	880	.52*
SBR	1	1700	700	.41	310	.18
EBL	1	1700	300	.18	420	.25*
EBT	2	3400	1010	.30*	720	.21
EBR	1	1700	450	.26	400	.24
WBL	1	1700	360	.21*	380	.22
WBT	2	3400	660	.19	820	.24*
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.08 1.19

31. Cm Capistrano & San Juan Crk

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	970	.29*	980	.29*
NBR	1	1700	440	.26	500	.29
SBL	2	3400	250	.07*	670	.20*
SBT	2	3400	770	.23	1150	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		910		810	.24*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		530	{.16}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .78

32. Valle & San Juan Creek

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	520	.31*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	540	.32	570	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	360	.21	470	.28
EBR	1	1700	330	.19	700	.41
WBL	1	1700	250	.15	300	.18
WBT	1	1700	960	.56*	860	.51*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.92** **.85**

33. La Novia & San Juan Creek

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	140	.08
NBT	1	1700	300	.18*	170	.10*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	460	.27*	400	.24*
SBT	1	1700	160	.09	280	.16
SBR	1	1700	620	.36	590	.35
EBL	1	1700	550	.32*	540	.32*
EBT	1	1700	260	.15	290	.17
EBR	1	1700	60	.04	120	.07
WBL	1	1700	60	.04	70	.04
WBT	1	1700	410	.24*	290	.17*
WBR	1	1700	450	.26	350	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.06** **.88**

44. I-5 SB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	680	.20*	1140	.34*
SBT	0	0	0		0	
SBR	1	1700	410	.24	460	.27
EBL	0	0	0		0	
EBT	3	5100	1140	.22	1840	.36*
EBR	f		450		740	
WBL	0	0	0		0	
WBT	3	5100	1970	.39*	1520	.30
WBR	f		750		380	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.75**

45. I-5 NB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	410	.24*	470	.28*
NBT	0	0	0		0	
NBR	1	1700	310	.18	530	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	2390	.47*
EBR	f		270		600	
WBL	0	0	0		0	
WBT	3	5100	2310	.45*	1420	.28
WBR	f		1020		660	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.83**

46. I-5 SB Ramps & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1160	.23*	1780	.35*
SBT	0	8500	0		0	
SBR	2.5		690	.20	1050	.31
EBL	0	0	0		0	
EBT	4	6800	1710	.25*	2520	.37*
EBR	1	1700	170	.10	350	.21
WBL	2	3400	630	.19*	580	.17*
WBT	3	5100	1790	.35	1800	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.72** **.94**

47. I-5 NB Ramps & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		590	{.25}*	260	.15*
NBT	0	5100	0	.25	0	
NBR	1.5		670		520	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1970	{.39}*	3340	.65*
EBR	1.5		950	{.37}	950	.56
WBL	0	0	0		0	
WBT	3	5100	1830	.36	2120	.42
WBR	f		1330		1440	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.85**

48. I-5 SB Ramps & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		730		1160	
SBT	0	3400	0	.24*	0	.46*
SBR	0.5		90		390	
EBL	0	0	0		0	
EBT	2	3400	750	.22	910	.27*
EBR	1	1700	310	.18	320	.19
WBL	1	1700	230	.14	320	.19*
WBT	1	1700	940	.55*	730	.43
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.84** **.97**

49. I-5 NB Ramps & Avery

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	250	.15*
NBT	0	0	0		0	
NBR	1	1700	320	.19	630	.37
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	20	.01	130	.08
EBT	2	3400	1490	.44*	1980	.58*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	930	.27	800	.24
WBR	1	1700	960	.56	790	.46
Right Turn Adjustment		Multi		.06*	NBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **1.00**

50. I-5 SB Ramps & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1030		900	
SBT	0	5100	0	{.32}*	0	{.30}*
SBR	1.5		990		930	
EBL	0	0	0		0	
EBT	3	5100	1570	.31*	1650	.32*
EBR	1	1700	180	.11	260	.15
WBL	1	1700	480	.28*	380	.22*
WBT	2	3400	1030	.30	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.96** **.89**

51. I-5 NB Ramps & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		270	{.16}*	250	{.13}*
NBT	0	5100	0	{.16}	0	{.13}
NBR	1.5		690		560	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	800	.24*	730	.21*
EBT	2	3400	1800	.53	1810	.53
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	1230	{.38}*	1220	{.38}*
WBR	1.5		890		920	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.83** **.77**

52. Cm Capistrano & I-5 SB Ramps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1230	.36*	1120	.33*
NBR	0	0	10		10	
SBL	2	3400	700	.21*	590	.17*
SBT	2	3400	980	.29	1370	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		800	.24*	1020	.30*
WBT	0	5100	0		0	
WBR	1.5		180		360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.85**

53. Valle & La Novia/I-5 NB Rmps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	320	.19*	170	.10*
NBT	1	1700	200	.12	290	.17
NBR	1	1700	20	.01	60	.04
SBL	0	0	70		220	
SBT	1	1700	200	.16*	530	.44*
SBR	1	1700	270	.16	250	.15
EBL	1	1700	650	.38*	630	.37*
EBT	1	1700	40	.04	150	.11
EBR	0	0	30		40	
WBL	0	0	50		60	
WBT	1	1700	270	.19*	60	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.97** **1.03**

58. SR-241 SB Ramps & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	860	.25*
SBT	0	5100	0		0	
SBR	1.5		150	{.01}	510	{.19}
EBL	0	0	0		0	
EBT	3	5100	1490	.29*	1620	.32*
EBR	1	1700	10	.01	20	.01
WBL	1	1700	110	.06*	70	.04*
WBT	3	5100	1210	.24	1070	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.46** **.66**

59. SR-241 NB Ramps & Antonio

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		50	{.00}	130	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	660	.39*	210	.12
EBT	3	5100	1020	.20	2250	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1290	.25*	1140	.22
WBR	1	1700	1620	.95	200	.12
Right Turn Adjustment			WBR	.69*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.39** **.53**

60. SR-241 SB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02	190	.06
SBT	2	3400	310	.09*	880	.26*
SBR	1	1700	100	.06	230	.14
EBL	0	0	0		0	
EBT	2	3400	1030	.30*	420	.12
EBR	f		660		1500	
WBL	1	1700	180	.11*	140	.08
WBT	3	5100	1870	.37	1340	.26*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.57**

61. SR-241 NB Ramps & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	780	.23	760	.22*
NBT	2	3400	1080	.32*	500	.15
NBR	1	1700	60	.04	690	.41
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	500	.15*	80	.02
EBT	2	3400	610	.18	510	.15*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1270	.25*	620	.12
WBR	1	1700	360	.21	100	.06
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.61**

70. Greenfield & SR-73 SB Ramps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1330	.49*	520	.25*
NBR	0	0	340		340	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	450	.13	470	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.23}*
EBR	1.5		520		930	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.57** **.54**

71. Greenfield & SR-73 NB Ramps

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1320	.39*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	320	.19*	400	.24*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.70** **.47**

72. Cm Capistrano & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	80	.05*	100	.06
NBR	1	1700	1110	.65	960	.56
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	80	.05	250	.15*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	860	.51*	1190	.70*
WBT	0	0	0		0	
WBR	1	1700	70	.04	210	.12
Right Turn Adjustment			NBR	.22*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.89** **.90**

73. I-5 SB Ramps & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	230	.14*	360	.21*
SBT	0	0	0		0	
SBR	1	1700	570	.34	730	.43
EBL	0	0	0		0	
EBT	2	3400	1060	.35*	960	.32*
EBR	0	0	130		140	
WBL	0.5		250	{.15}*	360	{.21}*
WBT	1.5	3400	370	.18	660	.30
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.84**

74. I-5 NB Ramps & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	370	.22	230	.14
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		630	{.37}*	750	.44*
EBT	1.5	3400	680	.39	570	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	580	.34*	880	.52*
WBR	1	1700	520	.31	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **1.09**

75. Rancho Viejo & J. Serra

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	450	.26*	380	.22*
NBT	2	3400	200	.06	230	.07
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	230	.14*	270	.16*
SBR	1	1700	640	.38	850	.50
EBL	1.5		760		510	
EBT	0.5	3400	30	.31*	10	.23*
EBR	0		250		270	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.01*	SBR	.17*
Clearance Interval				.05*		.05*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.78** **.84**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	660	.21*	890	.28*
NBT	3	4800	650	.14	530	.11
NBR	1	1600	240	.15	450	.28
SBL	1	1600	30	.02	60	.04
SBT	3	4800	210	.04*	290	.06*
SBR	1	1600	290	.18	500	.31
EBL	1	1600	850	.53*	680	.43*
EBT	2	3200	520	.16	730	.23
EBR	1	1600	690	.43	540	.34
WBL	1	1600	380	.24	230	.14
WBT	2	3200	880	.31*	610	.23*
WBR	0	0	120		110	

TOTAL CAPACITY UTILIZATION **1.09** **1.00**

38. Talega & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.04	40	.08
NBR	0	0	50		90	
SBL	1	1600	160	.10	30	.02
SBT	1	1600	30	.63*	30	.37*
SBR	0	0	970		560	
EBL	1	1600	500	.31*	820	.51*
EBT	2	3200	90	.04	210	.07
EBR	0	0	30		10	
WBL	1	1600	60	.04	80	.05
WBT	2	3200	270	.10*	110	.07*
WBR	0	0	60		160	.10

TOTAL CAPACITY UTILIZATION **1.05** **.96**

39. Vera Cruz & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	70	.04
NBT	2	3200	70	.03*	350	.11*
NBR	0	0	10		10	
SBL	1	1600	690	.43*	700	.44*
SBT	2	3200	470	.21	200	.13
SBR	0	0	210		210	.13
EBL	1	1600	320	.20*	200	.13*
EBT	2	3200	1590	.53	1190	.38
EBR	0	0	120		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	1150	.47*	1380	.63*
WBR	0	0	360		650	

TOTAL CAPACITY UTILIZATION **1.13** **1.31**

40. La Pata & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	780	.49*
NBT	2	3200	10	.00	10	.00
NBR	1	1600	100	.06	10	.01
SBL	2	3200	10	.00	30	.01
SBT	2	3200	30	.01*	10	.00*
SBR	f		190		70	
EBL	1	1600	210	.13	150	.09*
EBT	3	4800	990	.21*	710	.15
EBR	1	1600	610	.38	230	.14
WBL	2	3200	140	.04*	10	.00
WBT	2.5	6400	470	.10	730	.15*
WBR	1.5		10		20	
Right Turn Adjustment			EBR	.09*		

TOTAL CAPACITY UTILIZATION **.45** **.73**

41. Vista Hermosa & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	200	.13*
NBT	2	3200	10	.01*	20	.01
NBR	0	0	10		10	
SBL	2	3200	280	.09*	90	.03
SBT	1	1600	70	.04	10	.01*
SBR	1	1600	110	.07	70	.04
EBL	2	3200	50	.02	250	.08*
EBT	3	4800	1000	.21*	730	.15
EBR	1	1600	370	.23	50	.03
WBL	1	1600	10	.01*	10	.01
WBT	3	4800	620	.17	460	.13*
WBR	0	0	180		180	

TOTAL CAPACITY UTILIZATION **.32** **.35**

54. I-5 SB Ramps & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1580	.49*	830	
SBT	0	4800	0		0	{.28}*
SBR	1.5		190	.12	560	
EBL	1	1600	40	.03*	70	.04*
EBT	3	4800	450	.09	480	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	280	.09*	380	.12*
WBR	f		230		180	

TOTAL CAPACITY UTILIZATION **.61** **.44**

55. I-5 NB Ramps & Vista Hermosa

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		70	.04*	40	.03*
NBT	0	4800	0		0	
NBR	1.5		380	.12	380	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1940	.61*	1280	.40*
EBR	f		200		220	
WBL	0	0	0		0	
WBT	1.5	4800	470	.29	610	.38
WBR	1.5		1120	.35	1460	.46
Right Turn Adjustment			NBR	.08*	Multi	.13*

TOTAL CAPACITY UTILIZATION **.73** **.56**

56. I-5 SB Ramps & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1770	.55*	1140	.36*
SBT	0	0	10		10	
SBR	1	1600	240	.15	360	.23
EBL	0	0	0		0	
EBT	3	4800	860	.18*	860	.18*
EBR	1	1600	160	.10	410	.26
WBL	1	1600	430	.27*	800	.50*
WBT	2	3200	510	.16	990	.31
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **1.00** **1.04**

57. I-5 NB Ramps & Pico

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.09*	280	.18*
NBT	0	0	0		0	
NBR	1	1600	320	.20	200	.13
NBR(f)	f		640		400	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.14	280	.18
EBT	2	3200	2450	.77*	1710	.53*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	800	.17	1490	.31
WBR	f		1200		1300	
Right Turn Adjustment			NBR	.11*		
TOTAL CAPACITY UTILIZATION				**.97**		**.71**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	610	.18*	490	.14*
NBT	3	5100	980	.19	1020	.20
NBR	1	1700	520	.31	630	.37
SBL	2	3400	300	.09	290	.09
SBT	3	5100	1280	.25*	1220	.24*
SBR	f		1010		530	
EBL	2	3400	850	.25*	840	.25
EBT	3	5100	910	.18	1380	.27*
EBR	1	1700	380	.22	460	.27
WBL	2	3400	930	.27	700	.21*
WBT	3	5100	1090	.21*	770	.15
WBR	1	1700	490	.29	170	.10
Right Turn Adjustment			Multi	.11*	NBR	.08*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.05** **.99**

12. Antonio & Crown Valley

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	530	.16*	550	.16*
NBT	3	5100	1390	.27	900	.18
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	950	.19*	1210	.24*
SBR	f		1330		980	
EBL	2	3400	630	.19*	1360	.40*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	280	.16	570	.34
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.60** **.86**

29. La Pata & Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	230	.14
NBT	1	1700	90	.06	180	.12*
NBR	0	0	10		20	
SBL	1	1700	130	.08	270	.16*
SBT	2	3400	210	.12*	70	.04
SBR	0	0	1470	.86	1130	.66
EBL	2	3400	1060	.31*	1260	.37*
EBT	1	1700	320	.19	860	.51
EBR	1	1700	570	.34	130	.08
WBL	1	1700	10	.01	10	.01
WBT	1	1700	550	.32*	500	.29*
WBR	1	1700	300	.18	100	.06
Right Turn Adjustment			SBR	.74*	SBR	.52*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.69** **1.51**

43. Antonio & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	220	.06	200	.06
NBT	3	5100	640	.13*	800	.16*
NBR	f		480		700	
SBL	2	3400	570	.17*	640	.19*
SBT	3	5100	840	.16	670	.13
SBR	d	1700	130	.08	60	.04
EBL	1	1700	40	.02*	120	.07
EBT	2	3400	470	.14	1130	.33*
EBR	1	1700	170	.10	280	.16
WBL	2	3400	600	.18	620	.18*
WBT	2	3400	1130	.33*	770	.23
WBR	1	1700	580	.34	660	.39
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.91**

76. A St & Oso

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	60	.04*	30	.02*
NBT	0	0	0		0	
NBR	1	1700	40	.02	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1680	.33	1760	.35*
EBR	d	1700	20	.01	70	.04
WBL	1	1700	10	.01	40	.02*
WBT	3	5100	1940	.38*	1530	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.47** **.44**

78. A St & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	20	.01*
SBT	0	0	0		0	
SBR	1	1700	30	.02	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1520	.30	2440	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2280	.45*	2040	.40
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.54**

79. C St & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1070	.31*	890	.26*
NBT	2	3400	720	.21	640	.19
NBR	1	1700	110	.06	230	.14
SBL	2	3400	50	.01	60	.02
SBT	2	3400	530	.16*	700	.21*
SBR	1	1700	360	.21	280	.16
EBL	2	3400	230	.07	340	.10
EBT	2	3400	550	.16*	910	.27*
EBR	2	3400	660	.19	1160	.34
WBL	2	3400	230	.07*	110	.03*
WBT	3	5100	780	.15	830	.16
WBR	1	1700	70	.04	60	.04
Right Turn Adjustment			EBR	.03*	EBR	.07*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.78** **.89**

80. Ortega & New Ortega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	40	.02
NBT	2	3400	140	.05	790	.26*
NBR	0	0	30		80	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	610	.36*	280	.16
SBR	2	3400	640	.19	340	.10
EBL	2	3400	240	.07*	550	.16*
EBT	1	1700	40	.02	70	.04
EBR	1	1700	50	.03	30	.02
WBL	1	1700	70	.04	40	.02
WBT	1	1700	60	.04*	60	.04*
WBR	0	0	10		10	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.52**

81. C St & Talega

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	890	.26	980	.29
NBR	0	0	10		10	
SBL	1	1700	30	.02	60	.04
SBT	2	3400	900	.40*	980	.42*
SBR	0	0	460		460	
EBL	1	1700	460	.27*	460	.27*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.79**

87. F St & C St

2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	740	.15*	600	.12*
NBR	1	1700	70	.04	120	.07
SBL	2	3400	150	.04*	390	.11*
SBT	3	5100	460	.09	770	.15
SBR	1	1700	540	.32	780	.46
EBL	2	3400	760	.22*	640	.19*
EBT	2	3400	110	.03	230	.07
EBR	d	1700	10	.01	10	.01
WBL	1	1700	100	.06	100	.06
WBT	1.5	5100	250	.13*	170	.07*
WBR	1.5		410		200	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.59** **.59**

89. F St & New Ortega

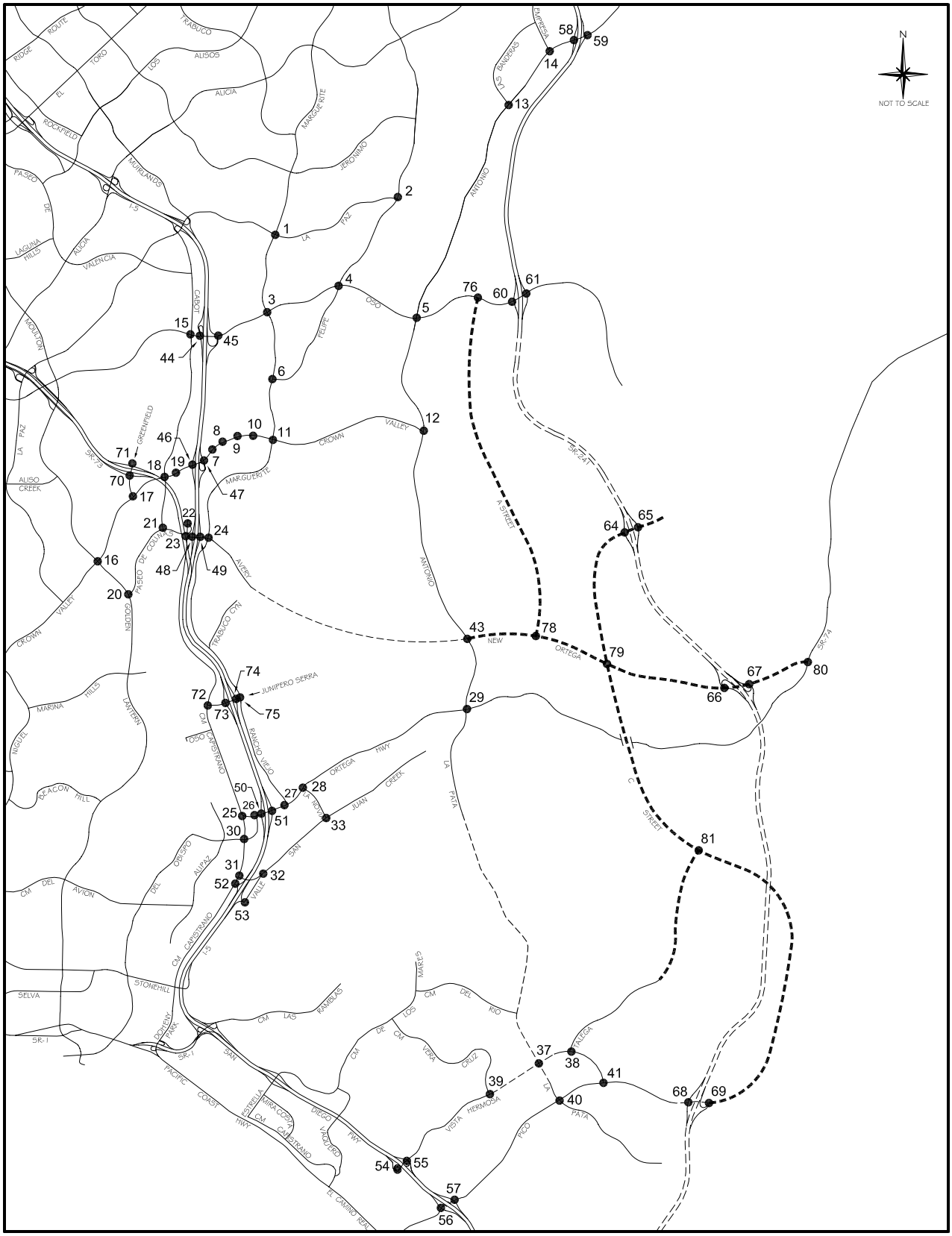
2025 w/Project (Committed w/Avery Extension)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		280		540	
SBT	0	5100	0	.11*	0	.17*
SBR	1.5		280		340	
EBL	2	3400	290	.09*	330	.10
EBT	2	3400	500	.15	1060	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1020	.30*	730	.21
WBR	1	1700	510	.30	390	.23
Right Turn Adjustment					WBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.55**

ICU Data Set 29

2025 Proposed Project
(Committed Circulation System plus La Pata and FTC-S and Avery Extension)



Legend

--------- Future Roadway

- - - - - - - Project Roadway

2025 INTERSECTION LOCATION MAP
- PROPOSED PROJECT
(COMMITTED CIRCULATION SYSTEM PLUS LA PATA AND FTC-S AND AVERY EXTENSION)

Laguna Hills, Laguna Niguel, Mission Viejo,
Rancho Santa Margarita and San Juan Capistrano Intersections

1. Marguerite & La Paz

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	160	.05*	320	.09
NBT	2	3400	820	.24	1150	.34*
NBR	d	1700	130	.08	170	.10
SBL	2	3400	130	.04	230	.07*
SBT	2	3400	1040	.31*	1090	.32
SBR	1	1700	210	.12	150	.09
EBL	2	3400	210	.06*	340	.10
EBT	2	3400	320	.09	950	.28*
EBR	1	1700	120	.07	280	.16
WBL	2	3400	320	.09	190	.06*
WBT	2	3400	490	.14*	340	.10
WBR	d	1700	340	.20	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.61** **.80**

2. Olympiad & La Paz

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	310	.18*	190	.11*
NBT	2	3400	650	.19	560	.16
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	540	.21*	560	.21*
SBR	0	0	190		140	
EBL	1	1700	120	.07*	260	.15*
EBT	0	0	0		0	
EBR	1	1700	120	.07	450	.26
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.55**

3. Marguerite & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	420	.12*	240	.07
NBT	2	3400	840	.25	870	.26*
NBR	1	1700	40	.02	90	.05
SBL	2	3400	210	.06	680	.20*
SBT	2	3400	720	.21*	840	.25
SBR	1	1700	330	.19	170	.10
EBL	2	3400	170	.05*	250	.07
EBT	4	6800	1250	.18	1520	.22*
EBR	d	1700	130	.08	550	.32
WBL	2	3400	110	.03	160	.05*
WBT	4	6800	2320	.34*	1320	.19
WBR	d	1700	160	.09	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.78**

4. Felipe & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	140	.08	120	.07
NBT	2	3400	310	.09*	370	.11*
NBR	1	1700	70	.04	80	.05
SBL	1	1700	340	.20*	410	.24*
SBT	2	3400	400	.12	380	.11
SBR	d	1700	130	.08	210	.12
EBL	1	1700	110	.06*	230	.14
EBT	3	5100	1410	.28	2170	.43*
EBR	d	1700	80	.05	160	.09
WBL	1	1700	140	.08	200	.12*
WBT	3	5100	1900	.37*	1460	.29
WBR	d	1700	550	.32	380	.22
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.77** **.95**

6. Marguerite & Felipe

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	20	.01
NBT	2	3400	780	.23	1030	.30*
NBR	1	1700	250	.15	650	.38
SBL	1	1700	110	.06	370	.22*
SBT	2	3400	960	.28*	840	.25
SBR	d	1700	30	.02	40	.02
EBL	1	1700	70	.04	40	.02
EBT	1	1700	50	.05*	50	.06*
EBR	0	0	30		50	
WBL	1.5		560		430	
WBT	0.5	3400	30	.17*	10	.13*
WBR	1	1700	330	.19	100	.06
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.57** **.76**

7. Puerta Real & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	40	.01	490	.14*
NBT	1	1700	70	.04*	40	.02
NBR	1	1700	70	.04	160	.09
SBL	1	1700	150	.09*	180	.11
SBT	1	1700	70	.04	70	.04*
SBR	2	3400	340	.10	560	.16
EBL	2	3400	540	.16*	410	.12
EBT	4	6800	1970	.29	3030	.45*
EBR	1	1700	170	.10	430	.25
WBL	2	3400	40	.01	250	.07*
WBT	4	6800	2640	.40*	2450	.39
WBR	0	0	70		230	
Right Turn Adjustment					SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.77**

8. Guevara/Medical Ctr & CVP

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		330	.10*	410	
NBT	1.5	5100	30	.05	20	.13*
NBR	0		60		250	.15
SBL	0.5		30		80	
SBT	1.5	3400	10	.02*	40	.07*
SBR	0		60	.04	170	.10
EBL	1	1700	160	.09*	130	.08
EBT	4	6800	1880	.30	2940	.48*
EBR	0	0	140		300	
WBL	2	3400	330	.10	160	.05*
WBT	4	6800	2350	.37*	2370	.36
WBR	0	0	140		70	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.63** **.78**

9. Los Altos & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	20	.01	520	.15
NBT	1	1700	20	.05*	20	.17*
NBR	0	0	70		270	
SBL	0	0	50		200	
SBT	1	1700	20	.04*	30	.14*
SBR	1	1700	60	.04	130	.08
EBL	1	1700	150	.09*	90	.05
EBT	4	6800	1490	.27	3030	.46*
EBR	0	0	320		120	
WBL	1	1700	430	.25	180	.11*
WBT	4	6800	2750	.45*	1940	.29
WBR	0	0	290		20	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.68** **.93**

10. Bellogente & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	10	.01*
NBT	1	1700	10	.01	10	.01
NBR	0	0	10		10	
SBL	1	1700	10	.01	90	.05
SBT	1	1700	10	.03*	10	.06*
SBR	0	0	40		100	
EBL	1	1700	110	.06*	40	.02
EBT	4	6800	1490	.22	3430	.51*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3420	.52*	2040	.30
WBR	0	0	100		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.64**

11. Marguerite & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07*	160	.05
NBT	2	3400	530	.16	810	.24*
NBR	1	1700	390	.23	490	.29
SBL	2	3400	210	.06	380	.11*
SBT	2	3400	790	.23*	660	.19
SBR	1	1700	880	.52	360	.21
EBL	2	3400	530	.16*	760	.22*
EBT	4	6800	940	.14	2440	.36
EBR	1	1700	70	.04	300	.18
WBL	2	3400	570	.17	450	.13
WBT	4	6800	2410	.43*	1570	.27*
WBR	0	0	490		260	
Right Turn Adjustment			SBR	.17*		
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION **1.11** **.89**

13. Banderas & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02	10	.01
NBT	2	3400	30	.02*	20	.01*
NBR	0	0	60	.04	10	
SBL	1	1700	100	.06*	50	.03*
SBT	2	3400	130	.04	30	.01
SBR	1	1700	480	.28	580	.34
EBL	2	3400	400	.12	430	.13*
EBT	3	5100	2340	.46*	1310	.26
EBR	0	0	30		10	
WBL	2	3400	210	.06*	70	.02
WBT	3	5100	1140	.23	1390	.29*
WBR	0	0	50		80	
Right Turn Adjustment					SBR	.18*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.65** **.69**

14. Empresa & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.02
SBL	1.5		230		490	
SBT	0.5	3400	60	.09*	20	.15*
SBR	f		190		330	
EBL	2	3400	860	.25*	160	.05
EBT	3	5100	930	.18	1180	.23*
EBR	d	1700	50	.03	20	.01
WBL	1	1700	120	.07	30	.02*
WBT	3	5100	880	.17*	960	.19
WBR	f		310		290	
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.62** **.47**

15. Cabot & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	110	.03	210	.06
NBT	2	3400	710	.21*	320	.09*
NBR	1	1700	160	.09	590	.35
SBL	2	3400	300	.09*	710	.21*
SBT	2	3400	270	.08	590	.17
SBR	1	1700	50	.03	110	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1110	.22	1250	.25*
EBR	1	1700	150	.09	70	.04
WBL	2	3400	370	.11	300	.09*
WBT	3	5100	1520	.30*	1210	.24
WBR	1	1700	510	.30	410	.24
Right Turn Adjustment					NBR	.19*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.88**

16. Moulton & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	240	.07	240	.07*
NBT	2.5	6800	1320	{.26}*	1090	.21
NBR	1.5		610	{.22}	360	.21
SBL	2	3400	120	.04*	220	.06
SBT	3	5100	800	.16	1490	.29*
SBR	1	1700	130	.08	150	.09
EBL	2	3400	170	.05	160	.05
EBT	3	5100	1330	.26*	1090	.21*
EBR	1	1700	400	.24	240	.14
WBL	2	3400	620	.18*	790	.23*
WBT	3	5100	900	.18	1440	.28
WBR	1	1700	200	.12	170	.10
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.85**

17. Greenfield & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		30		40	
NBT	1.5	3400	60	.04*	50	.03*
NBR	0		40		20	
SBL	2	3400	840	.25*	930	.27*
SBT	1	1700	60	.04	100	.06
SBR	1	1700	270	.16	250	.15
EBL	2	3400	570	.17*	300	.09*
EBT	3	5100	1550	.31	1160	.23
EBR	0	0	20		30	
WBL	1	1700	20	.01	30	.02
WBT	3	5100	1500	.29*	1580	.31*
WBR	1	1700	790	.46	770	.45
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION **.80** **.75**

18. Cabot & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03	80	.05*
NBT	2	3400	330	.10*	190	.06
NBR	1	1700	380	.22	320	.19
SBL	2	3400	240	.07*	240	.07
SBT	2	3400	110	.06	380	.19*
SBR	0	0	210	.12	270	
EBL	2	3400	290	.09*	280	.08*
EBT	3	5100	1960	.38	1640	.32
EBR	1	1700	140	.08	170	.10
WBL	2	3400	160	.05	340	.10
WBT	3	5100	2070	.41*	2030	.40*
WBR	1	1700	160	.09	270	.16
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.75** **.77**

19. Forbes & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	80	.05*	150	.09
NBT	1	1700	20	.01	50	.03*
NBR	1	1700	50	.03	90	.05
SBL	1	1700	90	.05	220	.13*
SBT	1	1700	30	.02*	20	.01
SBR	1	1700	180	.11	260	.15
EBL	1	1700	180	.11*	130	.08*
EBT	4	6800	2270	.35	2030	.30
EBR	0	0	140		40	
WBL	1	1700	80	.05	50	.03
WBT	3	5100	2190	.43*	2240	.44*
WBR	1	1700	130	.08	190	.11
Right Turn Adjustment			SBR	.01*	SBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.67** **.75**

20. Golden Lantern & P. Colinas

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	3	5100	2290	.45*	850	.17
NBR	1	1700	1090	.64	760	.45
SBL	1	1700	430	.25*	290	.17
SBT	3	5100	1220	.24	2180	.43*
SBR	0	0	10		10	
EBL	1	1700	30	.02*	10	.01*
EBT	1	1700	20	.02	10	.01
EBR	0	0	10		10	
WBL	1.5		820		1210	
WBT	0.5	3400	10	.24*	10	.36*
WBR	1	1700	550	.32	240	.14
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.02** **.86**

21. Cabot & Paseo de Colinas

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	130	.04*	130	.04*
SBT	0	0	0		0	
SBR	2	3400	300	.09	400	.12
EBL	1	1700	490	.29*	500	.29*
EBT	2	3400	840	.25	590	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	460	.16*	980	.30*
WBR	0	0	80		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.68**

22. Cm Capistrano & P. Colinas

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	220	{.13}*	90	{.22}*
NBR	1.5		680		940	
SBL	1	1700	20	.01*	90	.05*
SBT	1	1700	70	.04	210	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1140		750	
WBT	0	3400	0	.35*	0	.23*
WBR	0.5		40		40	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.54** **.55**

23. Cm Capistrano & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	10	.01*	110	.06*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	970	.29*	890	.26*
SBT	1	1700	50	.03	50	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	280	.16*	210	.12*
WBT	0	0	0		0	
WBR	2	3400	690	.20	920	.27
Right Turn Adjustment					NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.52**

24. Marguerite & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	290	.17*
NBT	2	3400	510	.15	330	.10
NBR	d	1700	170	.10	40	.02
SBL	1	1700	260	.15	290	.17
SBT	2	3400	550	.16*	510	.15*
SBR	d	1700	220	.13	600	.35
EBL	2	3400	530	.16*	600	.18
EBT	2	3400	1060	.43	1830	.59*
EBR	0	0	410		190	
WBL	1	1700	70	.04	120	.07*
WBT	2	3400	1280	.45*	760	.29
WBR	0	0	250		230	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.04** **1.03**

25. Cm Capistrano & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	530	.31*	530	.31*
NBR	1	1700	50	.03	110	.06
SBL	1	1700	160	.09*	150	.09*
SBT	1	1700	560	.33	500	.29
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	170	.10*	200	.12*
WBT	0	0	0		0	
WBR	1	1700	200	.12	220	.13
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.55** **.57**

26. Del Obispo & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	90	.05*
NBT	0	0	0		0	
NBR	2	3400	1230	.36	1330	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	450	.16*	560	.20*
EBR	0	0	80		120	
WBL	2	3400	1270	.37*	1310	.39*
WBT	1	1700	710	.42	790	.46
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.66** **.74**

27. Rancho Viejo & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		380		580	.17*
NBT	1.5	5100	170	.12*	110	.10
NBR	0		70		60	
SBL	1.5		150		210	
SBT	0.5	3400	100	.07*	140	.10*
SBR	1	1700	170	.10	180	.11
EBL	1	1700	150	.09	260	.15
EBT	2	3400	1320	.39*	1610	.47*
EBR	1	1700	720	.42	510	.30
WBL	1	1700	90	.05*	60	.04*
WBT	3	5100	1530	.30	1230	.24
WBR	1	1700	350	.21	130	.08
Clearance Interval				.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .68 .83

28. La Novia & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	330	.10*	260	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	460	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1080	.32*	1590	.47*
EBR	1	1700	370	.22	260	.15
WBL	1	1700	570	.34*	430	.25*
WBT	2	3400	1590	.47	1110	.33
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .85

30. Cm Capistrano & Del Obispo

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	570	.17	440	.13*
NBT	1	1700	690	.41*	380	.22
NBR	1	1700	190	.11	320	.19
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	430	.25	680	.40*
SBR	1	1700	700	.41	270	.16
EBL	1	1700	220	.13	350	.21
EBT	2	3400	1050	.31*	760	.22*
EBR	1	1700	450	.26	430	.25
WBL	1	1700	320	.19*	390	.23*
WBT	2	3400	670	.20	790	.23
WBR	1	1700	60	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .98 1.03

31. Cm Capistrano & San Juan Crk

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	730	.21*	810	.24*
NBR	1	1700	520	.31	590	.35
SBL	2	3400	220	.06*	530	.16*
SBT	2	3400	730	.21	1070	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		770	.23*
WBT	0	5100	0	{.27}*	0	
WBR	1.5		570		530	{.19}
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .68

32. Valle & San Juan Creek

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	540	.32*	500	.29*
NBT	0	0	0		0	
NBR	1	1700	220	.13	320	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1700	370	.22	510	.30
EBR	1	1700	370	.22	600	.35
WBL	1	1700	220	.13	140	.08
WBT	1	1700	900	.53*	800	.47*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.90** **.81**

33. La Novia & San Juan Creek

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	170	.10	150	.09
NBT	1	1700	260	.15*	160	.09*
NBR	1	1700	100	.06	60	.04
SBL	1	1700	470	.28*	410	.24*
SBT	1	1700	160	.09	280	.16
SBR	1	1700	540	.32	370	.22
EBL	1	1700	260	.15*	360	.21*
EBT	1	1700	250	.15	270	.16
EBR	1	1700	60	.04	120	.07
WBL	1	1700	60	.04	70	.04
WBT	1	1700	390	.23*	280	.16*
WBR	1	1700	460	.27	360	.21
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.75**

44. I-5 SB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	650	.19*	1130	.33*
SBT	0	0	0		0	
SBR	1	1700	420	.25	450	.26
EBL	0	0	0		0	
EBT	3	5100	1070	.21	1840	.36*
EBR	f		500		720	
WBL	0	0	0		0	
WBT	3	5100	1990	.39*	1480	.29
WBR	f		660		340	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.74**

45. I-5 NB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	430	.25*	490	.29*
NBT	0	0	0		0	
NBR	1	1700	260	.15	450	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1570	.31	2420	.47*
EBR	f		280		550	
WBL	0	0	0		0	
WBT	3	5100	2220	.44*	1320	.26
WBR	f		1040		620	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.74** **.81**

46. I-5 SB Ramps & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1200	.24*	1890	.37*
SBT	0	8500	0		0	
SBR	2.5		700	.21	1070	.31
EBL	0	0	0		0	
EBT	4	6800	1690	.25*	2480	.36*
EBR	1	1700	190	.11	370	.22
WBL	2	3400	500	.15*	500	.15*
WBT	3	5100	1750	.34	1790	.35
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.69** **.93**

47. I-5 NB Ramps & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		610	{.24}*	260	{.15}*
NBT	0	5100	0	.24	0	.15
NBR	1.5		630		480	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2.5	6800	1990	{.39}*	3410	.67*
EBR	1.5		940	{.37}	960	.56
WBL	0	0	0		0	
WBT	3	5100	1660	.33	2030	.40
WBR	f		1420		1480	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.68** **.87**

48. I-5 SB Ramps & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		890		1240	
SBT	0	3400	0	.29*	0	.48*
SBR	0.5		110		390	
EBL	0	0	0		0	
EBT	2	3400	740	.22	860	.25
EBR	1	1700	300	.18	340	.20
WBL	1	1700	190	.11	310	.18
WBT	1	1700	890	.52*	750	.44*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.97**

49. I-5 NB Ramps & Avery

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	260	.15*	290	.17*
NBT	0	0	0		0	
NBR	1	1700	380	.22	550	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	20	.01	130	.08
EBT	2	3400	1640	.48*	2000	.59*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	830	.24	770	.23
WBR	1	1700	1050	.62	910	.54
Right Turn Adjustment		Multi		.11*	NBR	.15*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.96**

50. I-5 SB Ramps & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1090		1130	
SBT	0	5100	0	{.37}*	0	{.39}*
SBR	1.5		960		1040	
EBL	0	0	0		0	
EBT	3	5100	1510	.30*	1640	.32*
EBR	1	1700	180	.11	250	.15
WBL	1	1700	240	.14*	250	.15*
WBT	2	3400	1020	.30	1070	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.86** **.91**

51. I-5 NB Ramps & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		280	{.13}*	280	{.13}*
NBT	0	5100	0	{.13}	0	{.13}
NBR	1.5		560		460	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	860	.25*	810	.24*
EBT	2	3400	1740	.51	1950	.57
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	980	{.36}*	1030	{.37}*
WBR	1.5		1080		1060	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.79**

52. Cm Capistrano & I-5 SB Ramps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1040	.31*	970	.29*
NBR	0	0	20		30	
SBL	2	3400	630	.19*	530	.16*
SBT	2	3400	960	.28	1310	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		820	.24*	1080	.32*
WBT	0	5100	0		0	
WBR	1.5		210		420	.25
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.79** **.82**

53. Valle & La Novia/I-5 NB Rmps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	200	.12*	110	.06*
NBT	1	1700	120	.07	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		210	
SBT	1	1700	150	.13*	230	.26*
SBR	1	1700	330	.19	300	.18
EBL	1	1700	430	.25*	530	.31*
EBT	1	1700	40	.05	170	.14
EBR	0	0	40		60	
WBL	0	0	40		40	
WBT	1	1700	320	.21*	80	.07*
WBR	1	1700	210	.12	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.76** **.75**

58. SR-241 SB Ramps & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	810	.24*
SBT	0	5100	0		0	
SBR	1.5		180	{.04}	380	.22
EBL	0	0	0		0	
EBT	3	5100	1350	.26*	1660	.33*
EBR	1	1700	30	.02	80	.05
WBL	1	1700	140	.08*	130	.08*
WBT	3	5100	1250	.25	1040	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.45** **.70**

59. SR-241 NB Ramps & Antonio

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		60	.02*	30	.02*
NBT	0	5100	0		0	
NBR	1.5		130		120	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	580	.34*	210	.12
EBT	3	5100	960	.19	2230	.44*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1330	.26*	1160	.23
WBR	1	1700	1550	.91	200	.12
Right Turn Adjustment			WBR	.63*	NBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.30** **.53**

60. SR-241 SB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		60	.02*	180	
SBT	0	5100	0		0	{.09}*
SBR	1.5		20	.01	330	
EBL	0	0	0		0	
EBT	2	3400	1020	.30	960	.28*
EBR	1	1700	240	.14	470	.28
WBL	2	3400	150	.04	90	.03*
WBT	2	3400	1570	.46*	900	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.53** **.45**

61. SR-241 NB Ramps & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		400	{.13}*	320	{.14}*
NBT	0	3400	0	.13	0	.14
NBR	0.5		50		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	470	.28*	40	.02
EBT	2	3400	620	.18	1090	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1310	.39*	650	.19
WBR	1	1700	340	.20	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.85** **.51**

70. Greenfield & SR-73 SB Ramps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	1280	.48*	520	.26*
NBR	0	0	350		380	
SBL	1	1700	20	.01*	10	.01*
SBT	2	3400	470	.14	490	.14
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.02}*	0	{.22}*
EBR	1.5		520		910	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.56**		**.54**

71. Greenfield & SR-73 NB Ramps

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	1270	.37*	420	.12*
NBT	1	1700	30	.02	80	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	120	.07*	100	.06*
SBR	1	1700	40	.02	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	350	.21*	420	.25*
WBT	0	0	0		0	
WBR	1	1700	60	.04	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.70**		**.48**

72. Cm Capistrano & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	70	.04*	90	.05
NBR	1	1700	920	.54	790	.46
SBL	1	1700	100	.06*	130	.08
SBT	1	1700	90	.05	230	.14*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	850	.50*	930	.55*
WBT	0	0	0		0	
WBR	1	1700	80	.05	210	.12
Right Turn Adjustment			NBR	.12*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.77**		**.74**

73. I-5 SB Ramps & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	250	.15*	310	.18*
SBT	0	0	0		0	
SBR	1	1700	570	.34	550	.32
EBL	0	0	0		0	
EBT	2	3400	870	.29*	770	.27*
EBR	0	0	130		150	
WBL	0.5		250	{.15}*	280	{.16}*
WBT	1.5	3400	360	.18	580	.25
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				**.64**		**.66**

74. I-5 NB Ramps & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	50	.03*	130	.08*
NBT	0	0	0		0	
NBR	1	1700	290	.17	220	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0.5		550	{.32}*	620	.36*
EBT	1.5	3400	580	.33	460	.27
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	560	.33*	730	.43*
WBR	1	1700	440	.26	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.73** **.92**

75. Rancho Viejo & J. Serra

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	370	.22*	350	.21*
NBT	2	3400	160	.05	210	.06
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1	1700	220	.13*	240	.14*
SBR	1	1700	630	.37	690	.41
EBL	1.5		610		480	
EBT	0.5	3400	30	.26*	10	.20*
EBR	0		230		190	
WBL	0.5		10		10	
WBT	1.5	3400	10	.01*	20	.01*
WBR	0		10		10	
Right Turn Adjustment			SBR	.04*	SBR	.12*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION **.71** **.73**

San Clemente Intersections

37. La Pata & Vista Hermosa

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	620	.19*	570	.18*
NBT	3	4800	730	.15	770	.16
NBR	1	1600	180	.11	260	.16
SBL	1	1600	90	.06	140	.09
SBT	3	4800	560	.12*	650	.14*
SBR	1	1600	290	.18	520	.33
EBL	1	1600	530	.33*	310	.19*
EBT	2	3200	290	.09	430	.13
EBR	1	1600	320	.20	350	.22
WBL	1	1600	240	.15	220	.14
WBT	2	3200	560	.24*	380	.15*
WBR	0	0	220		100	
Right Turn Adjustment					SBR	.05*

TOTAL CAPACITY UTILIZATION **.88** **.71**

38. Talega & Vista Hermosa

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01*
NBT	1	1600	20	.05	30	.09
NBR	0	0	60		120	
SBL	1	1600	220	.14	90	.06
SBT	1	1600	30	.43*	30	.25*
SBR	0	0	650		370	
EBL	1	1600	300	.19*	480	.30*
EBT	2	3200	40	.02	140	.05
EBR	0	0	30		10	
WBL	1	1600	80	.05	110	.07
WBT	2	3200	210	.11*	90	.06*
WBR	0	0	140		230	.14

TOTAL CAPACITY UTILIZATION **.74** **.62**

39. Vera Cruz & Vista Hermosa

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	70	.04
NBT	2	3200	70	.03*	230	.08*
NBR	0	0	10		10	
SBL	1	1600	850	.53*	570	.36*
SBT	2	3200	470	.21	160	.10
SBR	0	0	200		200	.13
EBL	1	1600	310	.19*	190	.12*
EBT	2	3200	1230	.41	890	.28
EBR	0	0	80		10	
WBL	1	1600	10	.01	10	.01
WBT	2	3200	750	.33*	990	.55*
WBR	0	0	320		780	

TOTAL CAPACITY UTILIZATION **1.08** **1.11**

40. La Pata & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.09*	750	.47*
NBT	2	3200	40	.01	20	.01
NBR	1	1600	170	.11	110	.07
SBL	2	3200	40	.01	170	.05
SBT	2	3200	50	.02*	40	.01*
SBR	f		140		70	
EBL	1	1600	210	.13	120	.08*
EBT	3	4800	920	.19*	720	.15
EBR	1	1600	610	.38	280	.18
WBL	2	3200	250	.08*	10	.00
WBT	2.5	6400	340	{.07}	740	.15*
WBR	1.5		170	{.03}	50	
Right Turn Adjustment			EBR	.12*		

TOTAL CAPACITY UTILIZATION **.50** **.71**

41. Vista Hermosa & Pico

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.04	180	.11*
NBT	2	3200	10	.01*	30	.01
NBR	0	0	10		10	
SBL	2	3200	410	.13*	140	.04
SBT	1	1600	80	.05	10	.01*
SBR	1	1600	90	.06	100	.06
EBL	2	3200	100	.03*	210	.07*
EBT	3	4800	900	.19	960	.20
EBR	1	1600	300	.19	40	.03
WBL	1	1600	10	.01	10	.01
WBT	3	4800	810	.23*	550	.17*
WBR	0	0	310		290	.18

TOTAL CAPACITY UTILIZATION **.40** **.36**

54. I-5 SB Ramps & Vista Hermosa

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1170	.37*	560	
SBT	0	4800	0		0	.21*
SBR	1.5		200	.13	470	
EBL	1	1600	50	.03*	40	.03*
EBT	3	4800	430	.09	520	.11
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	270	.08*	340	.11*
WBR	f		230		160	

TOTAL CAPACITY UTILIZATION **.48** **.35**

55. I-5 NB Ramps & Vista Hermosa

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		90	.06*	20	.01*
NBT	0	4800	0		0	
NBR	1.5		270	.08	370	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1540	.48*	990	.31
EBR	f		190		220	
WBL	0	0	0		0	
WBT	1.5	4800	450	{.25}	560	.33*
WBR	1.5		800		1030	
Right Turn Adjustment			NBR	.02*	NBR	.09*

TOTAL CAPACITY UTILIZATION **.56** **.43**

56. I-5 SB Ramps & Pico

2025 w/Project (Committed w/La Data, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1670	.52*	780	.24*
SBT	0	0	10		10	
SBR	1	1600	250	.16	340	.21
EBL	0	0	0		0	
EBT	3	4800	870	.18*	790	.16*
EBR	1	1600	160	.10	390	.24
WBL	1	1600	310	.19*	580	.36*
WBT	2	3200	410	.13	1020	.32
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.89** **.76**

57. I-5 NB Ramps & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.10*	300	.19*
NBT	0	0	0		0	
NBR	1	1600	270	.17	150	.09
NBR(f)	f		590		300	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	230	.14	250	.16*
EBT	2	3200	2320	.73*	1300	.41
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	550	.11	1290	.27*
WBR	f		930		1220	
Right Turn Adjustment			NBR	.07*		
TOTAL CAPACITY UTILIZATION				**.90**		**.62**

Unincorporated County of Orange Intersections

5. Antonio & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	680	.20*	640	.19*
NBT	3	5100	990	.19	1140	.22
NBR	1	1700	480	.28	650	.38
SBL	2	3400	150	.04	120	.04
SBT	3	5100	1450	.28*	1140	.22*
SBR	f		990		530	
EBL	2	3400	840	.25*	820	.24
EBT	3	5100	690	.14	1180	.23*
EBR	1	1700	540	.32	670	.39
WBL	2	3400	900	.26	700	.21*
WBT	3	5100	1000	.20*	550	.11
WBR	1	1700	300	.18	70	.04
Right Turn Adjustment			EBR	.13*	Multi	.17*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.11** **1.07**

12. Antonio & Crown Valley

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	640	.19*	590	.17*
NBT	3	5100	1500	.29	1320	.26
NBR	1	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01
SBT	3	5100	1420	.28*	1550	.30*
SBR	f		1170		780	
EBL	2	3400	570	.17*	1260	.37*
EBT	2	3400	20	.01	40	.01
EBR	1	1700	310	.18	590	.35
WBL	2	3400	20	.01	10	.00
WBT	3	5100	50	.01*	30	.01*
WBR	1	1700	10	.01	10	.01
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.71** **.90**

29. La Pata & Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	350	.21*	340	.20*
NBT	1	1700	830	.51	770	.46
NBR	0	0	40		20	
SBL	1	1700	60	.04	100	.06
SBT	2	3400	1110	.65*	720	.42*
SBR	0	0	1480	.87	1090	.64
EBL	2	3400	920	.27*	1170	.34*
EBT	1	1700	40	.02	430	.25
EBR	1	1700	460	.27	400	.24
WBL	1	1700	10	.01	50	.03
WBT	1	1700	220	.13*	100	.06*
WBR	1	1700	60	.04	80	.05
Right Turn Adjustment			SBR	.22*	SBR	.22*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **1.53** **1.29**

43. Antonio & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	250	.07	260	.08
NBT	3	5100	810	.16*	1160	.23*
NBR	f		660		810	
SBL	2	3400	690	.20*	750	.22*
SBT	3	5100	1250	.25	940	.18
SBR	d	1700	70	.04	60	.04
EBL	1	1700	40	.02	70	.04
EBT	2	3400	590	.17*	1170	.34*
EBR	1	1700	260	.15	340	.20
WBL	2	3400	830	.24*	800	.24*
WBT	2	3400	1220	.36	870	.26
WBR	1	1700	610	.36	810	.48
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.82** **1.08**

64. SR-241 SB Ramps & C St

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		110		310	
SBT	0	5100	0	.04*	0	.12*
SBR	1.5		110		320	
EBL	0	0	0		0	
EBT	2	3400	470	.14*	590	.18*
EBR	0	0	10		10	
WBL	1	1700	60	.04*	40	.02*
WBT	2	3400	380	.11	300	.09
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.27** **.37**

65. SR-241 NB Ramps & C St

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	0	0	0		0	
NBR	1	1700	30	.02	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	280	.08*	220	.06
EBT	2	3400	300	.09	670	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	420	.12*	330	.10
WBR	1	1700	330	.19	140	.08
Right Turn Adjustment			Multi	.08*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.34** **.29**

66. SR-241 SB Ramps & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		140		420	
SBT	0	5100	0	.05*	0	.13*
SBR	1.5		140		240	
EBL	0	0	0		0	
EBT	2	3400	800	.25	1160	.35*
EBR	0	0	60		40	
WBL	0	0	0		0	
WBT	2	3400	1050	.31*	870	.26
WBR	1	1700	560	.33	380	.22
Right Turn Adjustment			WBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.43** **.53**

67. SR-241 NB Ramps & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	20	.01*	20	.01*
NBT	0	0	0		0	
NBR	1	1700	360	.21	580	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	790	.23	1540	.45
EBR	1	1700	150	.09	40	.02
WBL	0	0	0		0	
WBT	2	3400	1580	.61*	1220	.45*
WBR	0	0	500		300	
Right Turn Adjustment			NBR	.20*	NBR	.33*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.87** **.84**

68. SR-241 SB Ramps & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		280		250	
SBT	0	5100	0	.14*	0	.10*
SBR	1.5		440		270	
EBL	0	0	0		0	
EBT	2	3400	860	.25*	1360	.40*
EBR	1	1700	90	.05	220	.13
WBL	1	1700	70	.04*	100	.06*
WBT	2	3400	820	.24	950	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.48** **.61**

69. SR-241 NB Ramps & Pico

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	40	.02*	70	.04*
NBT	0	0	0		0	
NBR	1	1700	70	.04	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	930	.27*	1170	.34*
EBR	1	1700	220	.13	440	.26
WBL	1	1700	250	.15*	270	.16*
WBT	2	3400	840	.25	970	.29
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.51** **.59**

76. A St & Oso

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	70	.04*	40	.02*
NBT	0	0	0		0	
NBR	1	1700	60	.04	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1230	.24	1370	.27*
EBR	d	1700	20	.01	90	.05
WBL	1	1700	20	.01	50	.03*
WBT	3	5100	1550	.30*	1180	.23
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.39** **.37**

78. A St & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	30	.02*	30	.02*
SBT	0	0	0		0	
SBR	1	1700	30	.02	10	.01
EBL	1	1700	10	.01*	20	.01
EBT	3	5100	1930	.38	2710	.53*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2620	.51*	2460	.48
WBR	d	1700	20	.01	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.60**

79. C St & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	910	.27*	830	.24*
NBT	2	3400	240	.07	140	.04
NBR	1	1700	100	.06	70	.04
SBL	2	3400	120	.04	120	.04
SBT	2	3400	110	.03*	260	.08*
SBR	1	1700	430	.25	360	.21
EBL	2	3400	300	.09*	410	.12*
EBT	2	3400	920	.27	1210	.36
EBR	1	1700	580	.34	1030	.61
WBL	2	3400	40	.01	60	.02
WBT	2	3400	1180	.35*	1200	.35*
WBR	1	1700	100	.06	240	.14
Right Turn Adjustment			SBR	.13*	SBR	.01*
Clearance Interval				.05*		.05*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION **.92** **.85**

80. Ortega & New Ortega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	30	.02*	60	.04
NBT	2	3400	10	.01	320	.10*
NBR	0	0	10		20	
SBL	1	1700	10	.01	10	.01*
SBT	1	1700	100	.06*	10	.01
SBR	2	3400	1110	.33	660	.19
EBL	2	3400	380	.11*	1020	.30*
EBT	1	1700	70	.04	130	.08
EBR	1	1700	110	.06	40	.02
WBL	1	1700	10	.01	10	.01
WBT	1	1700	130	.08*	100	.06*
WBR	0	0	10		10	
Right Turn Adjustment			SBR	.27*	SBR	.12*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.59** **.64**

81. C St & Talega

2025 w/Project (Committed w/La Pata, FTC-S & Avery)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	2	3400	420	.13*	450	.14*
NBR	0	0	10		10	
SBL	1	1700	30	.02*	60	.04*
SBT	2	3400	380	.13	500	.16
SBR	0	0	50		30	
EBL	1	1700	20	.01*	50	.03*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1	1700	10	.01	10	.01
WBT	1	1700	10	.04*	10	.04*
WBR	0	0	60		50	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION **.25** **.30**

Appendix D
HIGHWAY CAPACITY MANUAL (HCM) INTERSECTION LOS WORKSHEETS

This appendix contains peak hour level of service (LOS) worksheets for Caltrans intersections based on 2025 cumulative with project (Ranch Plan) conditions with La Pata Avenue and the Foothill Transportation Corridor South (FTC-S) and with project mitigation. The worksheets in this appendix are based on the Highway Capacity Manual (HCM) methodology for calculating peak hour intersection LOS.

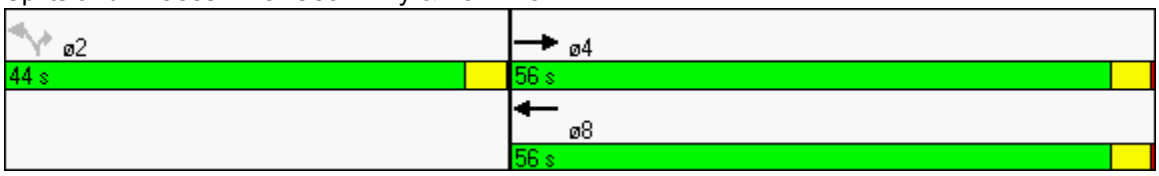
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		150	0		0	0		0
Storage Lanes	0		1	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50	50		50			
Trailing Detector (ft)		0	0		0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	1583	0	5085	1583	1770	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	1583	0	5085	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284			392			11			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			411			304			372	
Travel Time (s)		10.8			9.3			6.9			8.5	
Volume (vph)	0	1650	280	0	2140	1220	490	0	290	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1737	295	0	2253	1284	516	0	305	0	0	0
Lane Group Flow (vph)	0	1737	295	0	2253	1284	516	0	305	0	0	0
Turn Type			Free			Free	custom		custom			
Protected Phases		4			8							
Permitted Phases			Free			Free	2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		20.0			20.0		20.0		20.0			
Total Split (s)	0.0	56.0	0.0	0.0	56.0	0.0	44.0	0.0	44.0	0.0	0.0	0.0
Total Split (%)	0.0%	56.0%	0.0%	0.0%	56.0%	0.0%	44.0%	0.0%	44.0%	0.0%	0.0%	0.0%
Maximum Green (s)		52.0			52.0		40.0		40.0			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		0.5			0.5		0.5		0.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		None			None		C-Max		C-Max			
Walk Time (s)		5.0			5.0		5.0		5.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		51.3	100.0		51.3	100.0	40.7		40.7			
Actuated g/C Ratio		0.51	1.00		0.51	1.00	0.41		0.41			
v/c Ratio		0.67	0.19		0.86	0.81	0.72		0.47			
Uniform Delay, d1		18.0	0.0		21.3	0.0	24.8		20.8			
Control Delay		15.4	0.2		25.2	4.6	31.8		24.1			
Queue Delay		6.2	0.0		0.0	0.0	0.0		0.0			
Total Delay		21.6	0.2		25.3	4.6	31.8		24.1			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	A		C	A	C		C			
Approach Delay		18.5			17.8							
Approach LOS		B			B							
Queue Length 50th (ft)		222	0		432	0	273		136			
Queue Length 95th (ft)		252	0		504	0	400		215			
Internal Link Dist (ft)		397			331			224			292	
Turn Bay Length (ft)			400			150						
Base Capacity (vph)		2644	1583		2644	1583	721		652			
Starvation Cap Reductn		854	0		0	0	0		0			
Spillback Cap Reductn		0	0		6	0	0		0			
Storage Cap Reductn		0	0		0	0	0		0			
Reduced v/c Ratio		0.97	0.19		0.85	0.81	0.72		0.47			

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 88 (88%), Referenced to phase 2:NBL and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 19.4		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Oso Pkwy & I-5 NB on



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰↰		↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		120	0		0	0		0
Storage Lanes	0		1	0		1	0		0	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	5085	1583	0	5085	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	5085	1583	0	5085	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			257			196						5
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			477			640			547	
Travel Time (s)		8.5			10.8			14.5			12.4	
Volume (vph)	0	1090	490	0	1950	670	0	0	0	720	0	380
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1147	516	0	2053	705	0	0	0	758	0	400
Lane Group Flow (vph)	0	1147	516	0	2053	705	0	0	0	758	0	400
Turn Type			Free			Free				custom		custom
Protected Phases		4			8							
Permitted Phases			Free			Free				6		6
Detector Phases		4			8					6		6
Minimum Initial (s)		4.0			4.0					4.0		4.0
Minimum Split (s)		20.0			20.0					20.0		20.0
Total Split (s)	0.0	56.0	0.0	0.0	56.0	0.0	0.0	0.0	0.0	44.0	0.0	44.0
Total Split (%)	0.0%	56.0%	0.0%	0.0%	56.0%	0.0%	0.0%	0.0%	0.0%	44.0%	0.0%	44.0%
Maximum Green (s)		52.0			52.0					40.0		40.0
Yellow Time (s)		3.5			3.5					3.5		3.5
All-Red Time (s)		0.5			0.5					0.5		0.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0					3.0		3.0
Recall Mode		None			None					C-Max		C-Max
Walk Time (s)		5.0			5.0					5.0		5.0
Flash Dont Walk (s)		11.0			11.0					11.0		11.0
Pedestrian Calls (#/hr)		0			0					0		0
Act Effct Green (s)		50.6	100.0		50.6	100.0				41.4		41.4
Actuated g/C Ratio		0.51	1.00		0.51	1.00				0.41		0.41
v/c Ratio		0.45	0.33		0.80	0.45				0.53		0.61
Uniform Delay, d1		15.7	0.0		20.5	0.0				22.0		22.6
Control Delay		16.2	0.5		9.7	0.5				24.1		28.0
Queue Delay		0.0	0.0		16.7	0.0				0.0		0.0
Total Delay		16.2	0.5		26.5	0.5				24.1		28.0

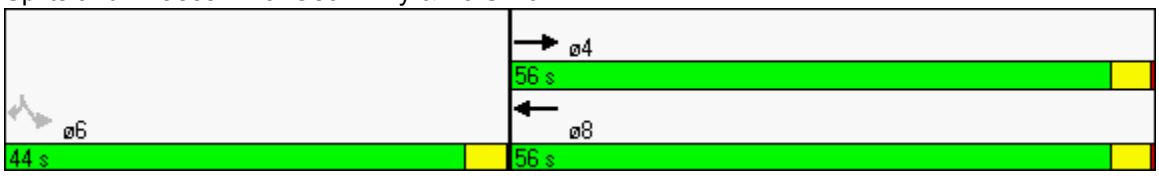
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A		C	A				C		C
Approach Delay		11.3			19.8							
Approach LOS		B			B							
Queue Length 50th (ft)		158	0		109	0				188		198
Queue Length 95th (ft)		193	0		159	m0				245		302
Internal Link Dist (ft)		292			397			560			467	
Turn Bay Length (ft)			120			120						
Base Capacity (vph)		2644	1583		2644	1583				1420		658
Starvation Cap Reductn		0	0		637	0				0		0
Spillback Cap Reductn		6	0		0	0				0		0
Storage Cap Reductn		0	0		0	0				0		0
Reduced v/c Ratio		0.43	0.33		1.02	0.45				0.53		0.61

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 96 (96%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Oso Pkwy & I-5 SB off



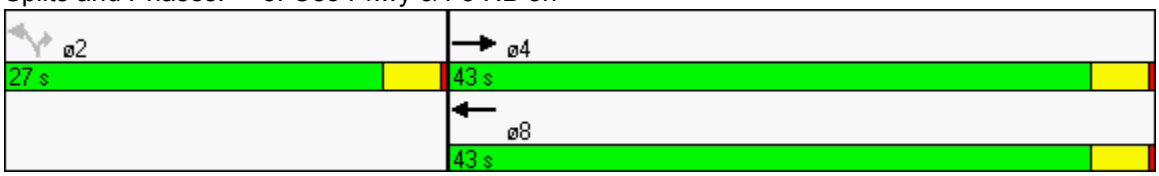
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱	↰		↱			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		150	0		0	0		0
Storage Lanes	0		1	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50	50		50			
Trailing Detector (ft)		0	0		0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	1583	0	5085	1583	1770	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	1583	0	5085	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			485			520			2			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		477			411			438			474	
Travel Time (s)		10.8			9.3			10.0			10.8	
Volume (vph)	0	2460	500	0	1360	720	440	0	520	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2460	500	0	1360	720	440	0	520	0	0	0
Lane Group Flow (vph)	0	2460	500	0	1360	720	440	0	520	0	0	0
Turn Type			Free			Free	custom		custom			
Protected Phases		4			8							
Permitted Phases			Free			Free	2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		10.0			10.0		10.0		10.0			
Total Split (s)	0.0	43.0	0.0	0.0	43.0	0.0	27.0	0.0	27.0	0.0	0.0	0.0
Total Split (%)	0.0%	61.4%	0.0%	0.0%	61.4%	0.0%	38.6%	0.0%	38.6%	0.0%	0.0%	0.0%
Maximum Green (s)		39.0			39.0		23.0		23.0			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		0.5			0.5		0.5		0.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		None			None		C-Max		C-Max			
Walk Time (s)		5.0			5.0		5.0		5.0			
Flash Dont Walk (s)		11.0			11.0		11.0		11.0			
Pedestrian Calls (#/hr)		0			0		0		0			
Act Effct Green (s)		39.0	70.0		39.0	70.0	23.0		23.0			
Actuated g/C Ratio		0.56	1.00		0.56	1.00	0.33		0.33			
v/c Ratio		0.87	0.32		0.48	0.45	0.76		1.00			
Uniform Delay, d1		13.3	0.0		9.4	0.0	21.0		23.4			
Control Delay		12.3	0.3		10.1	0.9	31.2		65.7			
Queue Delay		83.4	0.0		0.0	0.0	0.0		0.0			
Total Delay		95.7	0.3		10.1	0.9	31.2		65.7			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		F	A		B	A	C		E			
Approach Delay		79.6			6.9							
Approach LOS		E			A							
Queue Length 50th (ft)		180	0		118	0	167		220			
Queue Length 95th (ft)		201	m0		150	0	#300		#417			
Internal Link Dist (ft)		397			331			358			394	
Turn Bay Length (ft)			400			150						
Base Capacity (vph)		2833	1583		2833	1583	582		521			
Starvation Cap Reductn		756	0		0	0	0		0			
Spillback Cap Reductn		0	0		0	0	0		0			
Storage Cap Reductn		0	0		0	0	0		0			
Reduced v/c Ratio		1.18	0.32		0.48	0.45	0.76		1.00			

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 10 (14%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 49.6 Intersection LOS: D
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Oso Pkwy & I-5 NB on



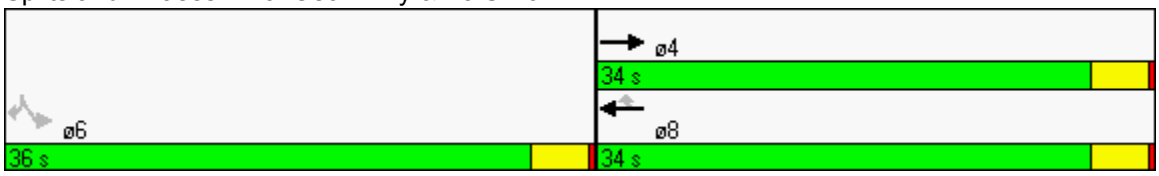
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰↰		↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		120	0		0	0		0
Storage Lanes	0		1	0		1	0		0	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	5085	1583	0	5085	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	5085	1583	0	5085	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			318			366						11
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			477			640			547	
Travel Time (s)		8.5			10.8			14.5			12.4	
Volume (vph)	0	1770	690	0	1440	370	0	0	0	1200	0	480
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1770	690	0	1440	370	0	0	0	1200	0	480
Lane Group Flow (vph)	0	1770	690	0	1440	370	0	0	0	1200	0	480
Turn Type			Free			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			Free			8				6		6
Detector Phases		4			8	8				6		6
Minimum Initial (s)		4.0			4.0	4.0				4.0		4.0
Minimum Split (s)		10.0			10.0	10.0				10.0		10.0
Total Split (s)	0.0	34.0	0.0	0.0	34.0	34.0	0.0	0.0	0.0	36.0	0.0	36.0
Total Split (%)	0.0%	48.6%	0.0%	0.0%	48.6%	48.6%	0.0%	0.0%	0.0%	51.4%	0.0%	51.4%
Maximum Green (s)		30.0			30.0	30.0				32.0		32.0
Yellow Time (s)		3.5			3.5	3.5				3.5		3.5
All-Red Time (s)		0.5			0.5	0.5				0.5		0.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0				3.0		3.0
Recall Mode		None			None	None				C-Max		C-Max
Walk Time (s)		5.0			5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0			0	0				0		0
Act Effct Green (s)		30.0	70.0		30.0	30.0				32.0		32.0
Actuated g/C Ratio		0.43	1.00		0.43	0.43				0.46		0.46
v/c Ratio		0.81	0.44		0.66	0.42				0.76		0.66
Uniform Delay, d1		17.5	0.0		15.9	0.1				15.9		14.3
Control Delay		21.3	0.9		11.7	1.4				19.9		19.7
Queue Delay		0.2	0.0		0.0	0.0				0.0		0.0
Total Delay		21.5	0.9		11.7	1.4				19.9		19.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	A		B	A				B		B
Approach Delay		15.7			9.6							
Approach LOS		B			A							
Queue Length 50th (ft)		234	0		116	0				211		149
Queue Length 95th (ft)		294	0		130	m4				287		250
Internal Link Dist (ft)		292			397			560			467	
Turn Bay Length (ft)			120			120						
Base Capacity (vph)		2179	1583		2179	888				1569		730
Starvation Cap Reductn		0	0		0	0				0		0
Spillback Cap Reductn		65	0		0	0				0		0
Storage Cap Reductn		0	0		0	6				0		0
Reduced v/c Ratio		0.84	0.44		0.66	0.42				0.76		0.66

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 73.8% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Oso Pkwy & I-5 SB off



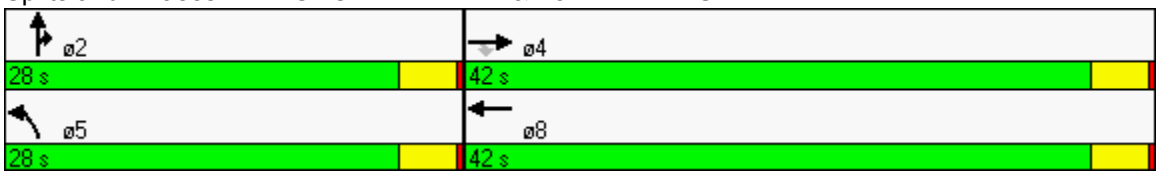
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50	50		50	50	50	50	50			
Trailing Detector (ft)		0	0		0	0	0	0	0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Frt		0.999	0.850			0.850		0.897	0.850			
Flt Protected							0.950	0.984				
Satd. Flow (prot)	0	4801	1362	0	5085	1583	1681	1496	1504	0	0	0
Flt Permitted							0.950	0.984				
Satd. Flow (perm)	0	4801	1362	0	5085	1583	1681	1496	1504	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1	942			1091		5	5			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		548			390			745			755	
Travel Time (s)		12.5			8.9			16.9			17.2	
Volume (vph)	0	2140	950	0	1710	1470	560	0	690	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2140	950	0	1710	1470	560	0	690	0	0	0
Lane Group Flow (vph)	0	2148	942	0	1710	1470	421	439	390	0	0	0
Turn Type			Perm			Free	Prot		Prot			
Protected Phases		4			8		5	2	2			
Permitted Phases			4			Free						
Detector Phases		4	4		8		5	2	2			
Minimum Initial (s)		4.0	4.0		4.0		4.0	4.0	4.0			
Minimum Split (s)		20.0	20.0		20.0		8.0	20.0	20.0			
Total Split (s)	0.0	42.0	42.0	0.0	42.0	0.0	28.0	28.0	28.0	0.0	0.0	0.0
Total Split (%)	0.0%	60.0%	60.0%	0.0%	60.0%	0.0%	40.0%	40.0%	40.0%	0.0%	0.0%	0.0%
Maximum Green (s)		38.0	38.0		38.0		24.0	24.0	24.0			
Yellow Time (s)		3.5	3.5		3.5		3.5	3.5	3.5			
All-Red Time (s)		0.5	0.5		0.5		0.5	0.5	0.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0	3.0			
Recall Mode		None	None		None		None	C-Max	C-Max			
Walk Time (s)		5.0	5.0		5.0			5.0	5.0			
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0			
Pedestrian Calls (#/hr)		0	0		0			0	0			
Act Effct Green (s)		37.5	37.5		37.5	70.0	26.5	26.5	26.5			
Actuated g/C Ratio		0.54	0.54		0.54	1.00	0.38	0.38	0.38			
v/c Ratio		0.84	0.81		0.63	0.93	0.66	0.77	0.68			
Uniform Delay, d1		13.6	0.0		11.4	0.0	18.0	18.8	17.9			
Control Delay		10.3	22.6		12.3	13.2	25.0	31.2	26.4			
Queue Delay		0.0	1.9		0.0	0.0	0.0	0.0	0.0			
Total Delay		10.3	24.5		12.3	13.2	25.0	31.2	26.4			
LOS		B	C		B	B	C	C	C			
Approach Delay		14.6			12.7			27.6				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			C				
Queue Length 50th (ft)		151	377		164	0	160	182	148			
Queue Length 95th (ft)		222	m452		206	#135	264	#351	#280			
Internal Link Dist (ft)		468			310			665			675	
Turn Bay Length (ft)												
Base Capacity (vph)		2675	1176		2833	1583	636	570	572			
Starvation Cap Reductn		0	113		0	0	0	0	0			
Spillback Cap Reductn		0	0		0	0	0	0	0			
Storage Cap Reductn		0	0		0	0	0	0	0			
Reduced v/c Ratio		0.80	0.89		0.60	0.93	0.66	0.77	0.68			

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 48 (69%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 16.0 Intersection LOS: B
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CROWN VALLEY & I-5 NB RAMPS



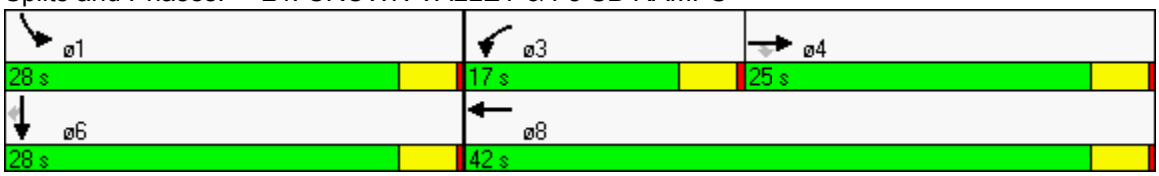
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	250		0	0		0	400		300
Storage Lanes	0		1	2		0	0		0	1		2
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.91	0.81	0.91
Frt			0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	6408	1583	3433	5085	0	0	0	0	3221	1433	2882
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	6408	1583	3433	5085	0	0	0	0	3221	1433	2882
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160									27
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		438			548			986			667	
Travel Time (s)		10.0			12.5			22.4			15.2	
Volume (vph)	0	1720	160	510	1750	0	0	0	0	1320	0	700
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1720	160	510	1750	0	0	0	0	1320	0	700
Lane Group Flow (vph)	0	1720	160	510	1750	0	0	0	0	899	421	700
Turn Type			Perm	Prot						Prot		Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8					1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Minimum Split (s)		20.0	20.0	8.0	20.0					8.0	20.0	20.0
Total Split (s)	0.0	25.0	25.0	17.0	42.0	0.0	0.0	0.0	0.0	28.0	28.0	28.0
Total Split (%)	0.0%	35.7%	35.7%	24.3%	60.0%	0.0%	0.0%	0.0%	0.0%	40.0%	40.0%	40.0%
Maximum Green (s)		21.0	21.0	13.0	38.0					24.0	24.0	24.0
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	0.5
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0						5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)		0	0		0						0	0
Act Effct Green (s)		22.3	22.3	13.7	39.0					25.0	25.0	25.0
Actuated g/C Ratio		0.32	0.32	0.20	0.56					0.36	0.36	0.36
v/c Ratio		0.84	0.26	0.76	0.62					0.78	0.82	0.67
Uniform Delay, d1		22.2	0.0	26.6	10.5					20.1	20.5	18.2
Control Delay		27.2	4.6	21.9	11.8					26.0	36.5	22.0
Queue Delay		0.0	0.0	0.0	0.0					0.3	1.0	0.0
Total Delay		27.2	4.7	21.9	11.8					26.3	37.4	22.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	A	C	B					C	D	C
Approach Delay		25.3			14.1						27.1	
Approach LOS		C			B						C	
Queue Length 50th (ft)		199	0	85	220					185	200	131
Queue Length 95th (ft)		244	37	m#124	281					258	#386	191
Internal Link Dist (ft)		358			468			906			587	
Turn Bay Length (ft)			200	250						400		300
Base Capacity (vph)		2043	614	687	2833					1150	512	1047
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					33	15	0
Storage Cap Reductn		0	12	0	0					0	0	0
Reduced v/c Ratio		0.84	0.27	0.74	0.62					0.80	0.85	0.67

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: CROWN VALLEY & I-5 SB RAMPS



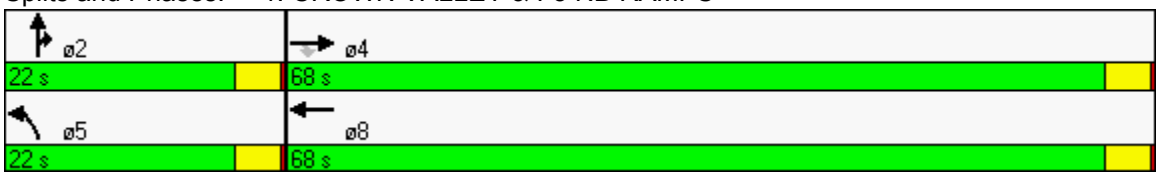
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50	50		50	50	50	50	50			
Trailing Detector (ft)		0	0		0	0	0	0	0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.850	0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	4806	1362	0	5085	1583	1681	1441	1504	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	4806	1362	0	5085	1583	1681	1441	1504	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			950			905		1	1			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		548			390			745			755	
Travel Time (s)		12.5			8.9			16.9			17.2	
Volume (vph)	0	3410	950	0	2110	1590	210	0	500	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	3410	950	0	2110	1590	210	0	500	0	0	0
Lane Group Flow (vph)	0	3410	950	0	2110	1590	210	250	250	0	0	0
Turn Type			Perm			Free	Prot		Prot			
Protected Phases		4			8		5	2	2			
Permitted Phases			4			Free						
Detector Phases		4	4		8		5	2	2			
Minimum Initial (s)		4.0	4.0		4.0		4.0	4.0	4.0			
Minimum Split (s)		20.0	20.0		20.0		8.0	20.0	20.0			
Total Split (s)	0.0	68.0	68.0	0.0	68.0	0.0	22.0	22.0	22.0	0.0	0.0	0.0
Total Split (%)	0.0%	75.6%	75.6%	0.0%	75.6%	0.0%	24.4%	24.4%	24.4%	0.0%	0.0%	0.0%
Maximum Green (s)		64.0	64.0		64.0		18.0	18.0	18.0			
Yellow Time (s)		3.5	3.5		3.5		3.5	3.5	3.5			
All-Red Time (s)		0.5	0.5		0.5		0.5	0.5	0.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0	3.0			
Recall Mode		None	None		None		None	C-Max	C-Max			
Walk Time (s)		5.0	5.0		5.0			5.0	5.0			
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0			
Pedestrian Calls (#/hr)		0	0		0			0	0			
Act Effct Green (s)		65.0	65.0		65.0	90.0	19.0	19.0	19.0			
Actuated g/C Ratio		0.72	0.72		0.72	1.00	0.21	0.21	0.21			
v/c Ratio		0.98	0.76		0.57	1.00	0.59	0.82	0.79			
Uniform Delay, d1		11.9	0.0		5.9	0.0	32.0	33.7	33.4			
Control Delay		9.3	20.7		6.7	27.3	39.8	56.7	52.6			
Queue Delay		65.7	2.2		0.0	0.0	0.0	0.0	0.0			
Total Delay		75.1	22.9		6.7	27.3	39.8	56.7	52.6			
LOS		E	C		A	C	D	E	D			
Approach Delay		63.7			15.5			50.3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			B			D				
Queue Length 50th (ft)		95	431		174	~8	113	149	142			
Queue Length 95th (ft)		m91	m381		208	#265	191	#291	#270			
Internal Link Dist (ft)		468			310			665			675	
Turn Bay Length (ft)												
Base Capacity (vph)		3471	1248		3673	1583	355	305	318			
Starvation Cap Reductn		518	174		0	0	0	0	0			
Spillback Cap Reductn		0	0		0	0	0	0	0			
Storage Cap Reductn		0	0		0	0	0	0	0			
Reduced v/c Ratio		1.15	0.88		0.57	1.00	0.59	0.82	0.79			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 78 (87%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 42.3 Intersection LOS: D
Intersection Capacity Utilization 98.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CROWN VALLEY & I-5 NB RAMPS



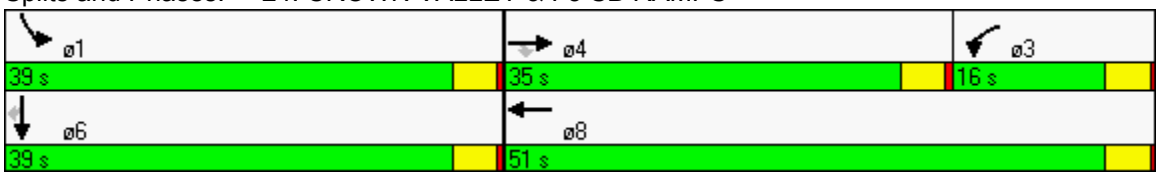
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	250		0	0		0	400		300
Storage Lanes	0		1	2		0	0		0	1		2
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.91	0.81	0.91
Frt			0.850									0.850
Flt Protected				0.950						0.950	0.950	
Satd. Flow (prot)	0	6408	1583	3433	5085	0	0	0	0	3221	1433	2882
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	6408	1583	3433	5085	0	0	0	0	3221	1433	2882
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251									19
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		438			548			986			667	
Travel Time (s)		10.0			12.5			22.4			15.2	
Volume (vph)	0	2450	320	520	1800	0	0	0	0	1920	0	1080
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2450	320	520	1800	0	0	0	0	1920	0	1080
Lane Group Flow (vph)	0	2450	320	520	1800	0	0	0	0	1307	613	1080
Turn Type			Perm	Prot						Prot		Perm
Protected Phases		4		3	8					1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8					1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Minimum Split (s)		20.0	20.0	8.0	20.0					8.0	20.0	20.0
Total Split (s)	0.0	35.0	35.0	16.0	51.0	0.0	0.0	0.0	0.0	39.0	39.0	39.0
Total Split (%)	0.0%	38.9%	38.9%	17.8%	56.7%	0.0%	0.0%	0.0%	0.0%	43.3%	43.3%	43.3%
Maximum Green (s)		31.0	31.0	12.0	47.0					35.0	35.0	35.0
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	0.5
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0						5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0						11.0	11.0
Pedestrian Calls (#/hr)		0	0		0						0	0
Act Effct Green (s)		32.0	32.0	13.0	48.0					36.0	36.0	36.0
Actuated g/C Ratio		0.36	0.36	0.14	0.53					0.40	0.40	0.40
v/c Ratio		1.08	0.44	1.05	0.66					1.01	1.07	0.93
Uniform Delay, d1		29.0	4.2	38.5	15.2					27.0	27.0	25.3
Control Delay		72.2	7.5	84.0	14.8					57.0	86.2	40.3
Queue Delay		3.8	0.1	0.0	1.1					17.4	20.1	102.8
Total Delay		76.0	7.6	84.0	15.9					74.4	106.3	143.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E	A	F	B					E	F	F
Approach Delay		68.1			31.2						105.6	
Approach LOS		E			C						F	
Queue Length 50th (ft)		~455	26	~168	282					~413	~481	310
Queue Length 95th (ft)		#531	89	#269	334					#571	#734	#456
Internal Link Dist (ft)		358			468			906			587	
Turn Bay Length (ft)			200	250						400		300
Base Capacity (vph)		2278	725	496	2712					1288	573	1164
Starvation Cap Reductn		0	0	0	606					0	0	0
Spillback Cap Reductn		19	0	0	0					60	26	0
Storage Cap Reductn		0	28	0	0					0	0	288
Reduced v/c Ratio		1.08	0.46	1.05	0.85					1.06	1.12	1.23

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 71.4 Intersection LOS: E
Intersection Capacity Utilization 98.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: CROWN VALLEY & I-5 SB RAMPS



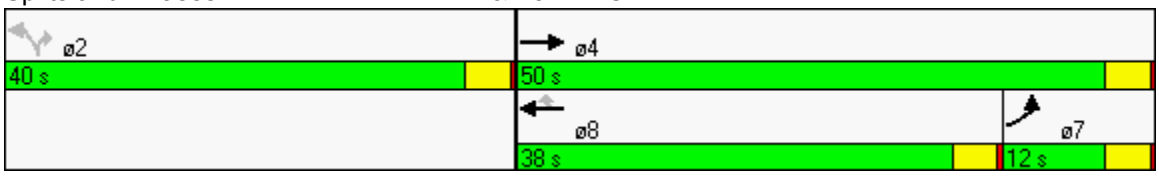
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1770	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						474			39			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		346			221			468			386	
Travel Time (s)		9.4			6.0			10.6			8.8	
Volume (vph)	50	1200	0	0	640	450	290	0	390	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	1263	0	0	674	474	305	0	411	0	0	0
Lane Group Flow (vph)	53	1263	0	0	674	474	305	0	411	0	0	0
Turn Type	Prot					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases						8	2		2			
Detector Phases	7	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	8.0	20.0			20.0	20.0	20.0		20.0			
Total Split (s)	12.0	50.0	0.0	0.0	38.0	38.0	40.0	0.0	40.0	0.0	0.0	0.0
Total Split (%)	13.3%	55.6%	0.0%	0.0%	42.2%	42.2%	44.4%	0.0%	44.4%	0.0%	0.0%	0.0%
Maximum Green (s)	8.0	46.0			34.0	34.0	36.0		36.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5		3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5		0.5			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	9.8	42.2			32.5	32.5	39.8		39.8			
Actuated g/C Ratio	0.11	0.47			0.36	0.36	0.44		0.44			
v/c Ratio	0.27	0.76			0.53	0.54	0.39		0.57			
Uniform Delay, d1	39.2	18.4			22.7	0.0	18.0		17.8			
Control Delay	34.4	15.1			24.8	4.4	19.8		21.6			
Queue Delay	0.0	1.8			0.1	0.0	1.9		0.0			
Total Delay	34.4	16.9			24.9	4.4	21.8		21.6			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			C	A	C		C			
Approach Delay		17.6			16.4							
Approach LOS		B			B							
Queue Length 50th (ft)	24	254			181	0	123		165			
Queue Length 95th (ft)	m46	254			208	62	194		266			
Internal Link Dist (ft)		266			141			388			306	
Turn Bay Length (ft)	100											
Base Capacity (vph)	207	1809			1428	922	783		722			
Starvation Cap Reductn	0	361			0	0	0		0			
Spillback Cap Reductn	0	0			67	0	327		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.26	0.87			0.50	0.51	0.67		0.57			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 40 (44%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 92.2% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: AVERY PKWY & I-5 N/B ON RAMP



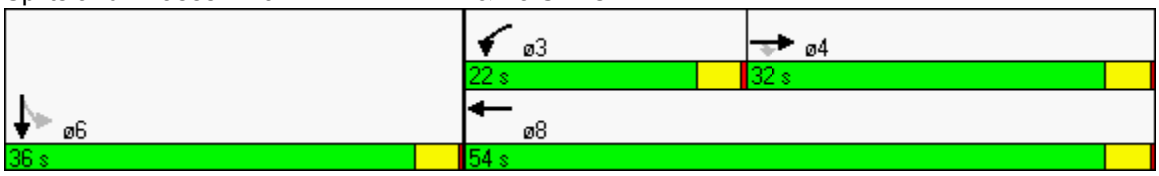
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850								0.916	
Flt Protected				0.950						0.950	0.978	
Satd. Flow (prot)	0	3539	1583	1770	1863	0	0	0	0	1681	1585	0
Flt Permitted				0.950						0.950	0.978	
Satd. Flow (perm)	0	3539	1583	1770	1863	0	0	0	0	1681	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			347								79	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		208			346			426			376	
Travel Time (s)		5.8			9.4			9.7			8.5	
Volume (vph)	0	690	330	190	740	0	0	0	0	550	0	210
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	726	347	200	779	0	0	0	0	579	0	221
Lane Group Flow (vph)	0	726	347	200	779	0	0	0	0	405	395	0
Turn Type			Perm	Prot						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4							6		
Detector Phases		4	4	3	8					6	6	
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)	0.0	32.0	32.0	22.0	54.0	0.0	0.0	0.0	0.0	36.0	36.0	0.0
Total Split (%)	0.0%	35.6%	35.6%	24.4%	60.0%	0.0%	0.0%	0.0%	0.0%	40.0%	40.0%	0.0%
Maximum Green (s)		28.0	28.0	18.0	50.0					32.0	32.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		None	None	None	None					C-Max	C-Max	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		26.0	26.0	14.8	44.8					37.3	37.3	
Actuated g/C Ratio		0.29	0.29	0.16	0.50					0.41	0.41	
v/c Ratio		0.71	0.49	0.69	0.84					0.58	0.56	
Uniform Delay, d1		28.6	0.0	35.4	19.5					20.4	15.7	
Control Delay		31.3	5.1	43.7	33.1					26.5	21.3	
Queue Delay		2.0	0.0	0.1	6.4					0.0	0.0	
Total Delay		33.3	5.1	43.8	39.5					26.5	21.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	A	D	D					C	C	
Approach Delay		24.2			40.4						23.9	
Approach LOS		C			D						C	
Queue Length 50th (ft)		178	0	107	296					203	155	
Queue Length 95th (ft)		249	60	173	424					313	262	
Internal Link Dist (ft)		128			266			346			296	
Turn Bay Length (ft)				90								
Base Capacity (vph)		1122	739	354	1035					696	702	
Starvation Cap Reductn		0	0	0	207					0	0	
Spillback Cap Reductn		246	0	0	0					0	5	
Storage Cap Reductn		0	0	6	32					0	0	
Reduced v/c Ratio		0.83	0.47	0.57	0.94					0.58	0.57	

Intersection Summary

Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 29.7		Intersection LOS: C	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 9: AVERY PKWY & I-5 S/B OFF RAMP



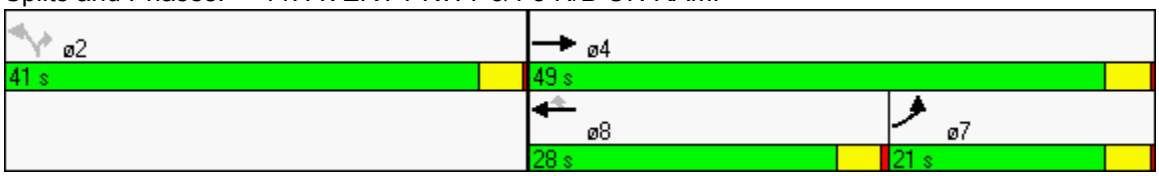
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1770	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	3539	0	0	3539	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						537			37			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		346			221			468			386	
Travel Time (s)		9.4			6.0			10.6			8.8	
Volume (vph)	240	1190	0	0	730	510	310	0	530	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	253	1253	0	0	768	537	326	0	558	0	0	0
Lane Group Flow (vph)	253	1253	0	0	768	537	326	0	558	0	0	0
Turn Type	Prot					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases						8	2		2			
Detector Phases	7	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	8.0	20.0			20.0	20.0	20.0		20.0			
Total Split (s)	21.0	49.0	0.0	0.0	28.0	28.0	41.0	0.0	41.0	0.0	0.0	0.0
Total Split (%)	23.3%	54.4%	0.0%	0.0%	31.1%	31.1%	45.6%	0.0%	45.6%	0.0%	0.0%	0.0%
Maximum Green (s)	17.0	45.0			24.0	24.0	37.0		37.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5		3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5		0.5			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	15.6	42.8			23.3	23.3	39.2		39.2			
Actuated g/C Ratio	0.17	0.48			0.26	0.26	0.44		0.44			
v/c Ratio	0.82	0.74			0.84	0.67	0.42		0.79			
Uniform Delay, d1	35.9	19.1			31.7	0.0	17.6		20.2			
Control Delay	35.6	11.7			39.6	6.9	20.5		31.0			
Queue Delay	0.0	18.3			0.0	0.0	0.9		0.0			
Total Delay	35.6	29.9			39.6	6.9	21.4		31.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C			D	A	C		C			
Approach Delay		30.9			26.2							
Approach LOS		C			C							
Queue Length 50th (ft)	139	85			215	0	131		260			
Queue Length 95th (ft)	m165	m106			#287	82	205		#451			
Internal Link Dist (ft)		266			141			388			306	
Turn Bay Length (ft)	100											
Base Capacity (vph)	334	1770			944	816	770		710			
Starvation Cap Reductn	0	540			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	218		0			
Storage Cap Reductn	0	359			0	0	0		0			
Reduced v/c Ratio	0.76	1.02			0.81	0.66	0.59		0.79			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 40 (44%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.4 Intersection LOS: C
Intersection Capacity Utilization 114.6% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: AVERY PKWY & I-5 N/B ON RAMP



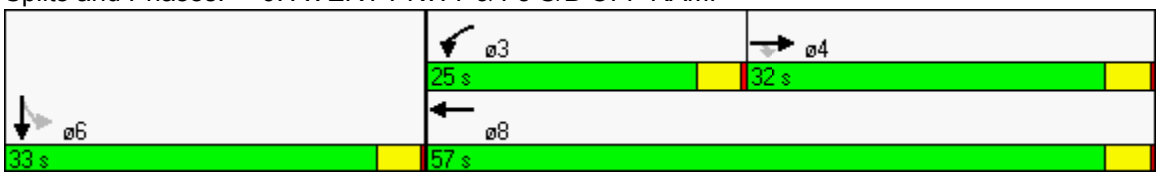
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	90		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850								0.870	
Flt Protected				0.950						0.950	0.993	
Satd. Flow (prot)	0	3539	1583	1770	1863	0	0	0	0	1681	1529	0
Flt Permitted				0.950						0.950	0.993	
Satd. Flow (perm)	0	3539	1583	1770	1863	0	0	0	0	1681	1529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			358								212	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		208			346			426			376	
Travel Time (s)		5.8			9.4			9.7			8.5	
Volume (vph)	0	960	340	340	700	0	0	0	0	480	0	400
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1011	358	358	737	0	0	0	0	505	0	421
Lane Group Flow (vph)	0	1011	358	358	737	0	0	0	0	439	487	0
Turn Type			Perm	Prot						Perm		
Protected Phases		4		3	8						6	
Permitted Phases			4							6		
Detector Phases		4	4	3	8					6	6	
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	
Total Split (s)	0.0	32.0	32.0	25.0	57.0	0.0	0.0	0.0	0.0	33.0	33.0	0.0
Total Split (%)	0.0%	35.6%	35.6%	27.8%	63.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	0.0%
Maximum Green (s)		28.0	28.0	21.0	53.0					29.0	29.0	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5	0.5	0.5	0.5					0.5	0.5	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		None	None	None	None					C-Max	C-Max	
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0					0	0	
Act Effct Green (s)		28.0	28.0	20.3	52.3					29.7	29.7	
Actuated g/C Ratio		0.31	0.31	0.23	0.58					0.33	0.33	
v/c Ratio		0.92	0.48	0.90	0.68					0.79	0.75	
Uniform Delay, d1		29.9	0.0	33.8	13.0					27.3	14.4	
Control Delay		44.3	5.1	56.2	20.3					39.8	23.7	
Queue Delay		3.9	0.0	8.7	3.0					0.0	0.1	
Total Delay		48.2	5.1	64.9	23.2					39.8	23.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	A	E	C					D	C	
Approach Delay		36.9			36.9						31.4	
Approach LOS		D			D						C	
Queue Length 50th (ft)		289	0	217	251					238	148	
Queue Length 95th (ft)		#413	61	m#308	m368					#403	#294	
Internal Link Dist (ft)		128			266			346			296	
Turn Bay Length (ft)				90								
Base Capacity (vph)		1101	739	413	1097					556	647	
Starvation Cap Reductn		0	0	37	249					0	0	
Spillback Cap Reductn		51	0	0	0					0	3	
Storage Cap Reductn		0	0	6	139					0	0	
Reduced v/c Ratio		0.96	0.48	0.95	0.87					0.79	0.76	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 18 (20%), Referenced to phase 2: and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 35.4 Intersection LOS: D
Intersection Capacity Utilization 114.6% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: AVERY PKWY & I-5 S/B OFF RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.975					0.950					
Satd. Flow (prot)	0	3451	0	0	1863	1583	1770	0	1583	0	0	0
Flt Permitted		0.580					0.950					
Satd. Flow (perm)	0	2053	0	0	1863	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						432			326			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		529			110			521			556	
Travel Time (s)		12.0			2.5			11.8			12.6	
Volume (vph)	630	590	0	0	560	410	50	0	310	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	663	621	0	0	589	432	53	0	326	0	0	0
Lane Group Flow (vph)	0	1284	0	0	589	432	53	0	326	0	0	0
Turn Type	Perm					Perm	custom		custom			
Protected Phases		4			8							
Permitted Phases	4					8	2		2			
Detector Phases	4	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	11.0		11.0			
Total Split (s)	56.0	56.0	0.0	0.0	56.0	56.0	14.0	0.0	14.0	0.0	0.0	0.0
Total Split (%)	80.0%	80.0%	0.0%	0.0%	80.0%	80.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%
Maximum Green (s)	52.0	52.0			52.0	52.0	10.0		10.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5		3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5		0.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)	4.0	4.0			4.0	4.0						
Flash Dont Walk (s)	11.0	11.0			11.0	11.0						
Pedestrian Calls (#/hr)	2	2			2	2						
Act Effct Green (s)		52.8			52.8	52.8	13.2		13.2			
Actuated g/C Ratio		0.75			0.75	0.75	0.19		0.19			
v/c Ratio		1.19dl			0.42	0.33	0.16		0.58			
Uniform Delay, d1		5.6			3.1	0.0	23.7		0.0			
Control Delay		7.8			3.9	0.9	26.3		8.2			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		7.8			3.9	0.9	26.3		8.2			
LOS		A			A	A	C		A			
Approach Delay		7.8			2.6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A							
Queue Length 50th (ft)		27			60	0	20		0			
Queue Length 95th (ft)		51			96	14	49		64			
Internal Link Dist (ft)		449			30			441			476	
Turn Bay Length (ft)												
Base Capacity (vph)		1584			1437	1320	333		562			
Starvation Cap Reductn		0			0	0	0		0			
Spillback Cap Reductn		0			0	0	0		0			
Storage Cap Reductn		0			0	0	0		0			
Reduced v/c Ratio		0.81			0.41	0.33	0.16		0.58			

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 22 (31%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 75.1% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Junipero Serra Rd & I-5 NB Ramps



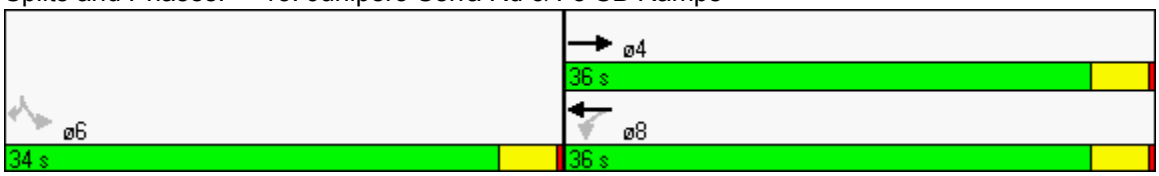
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)		50		50	50					50		50
Trailing Detector (ft)		0		0	0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982										0.850
Flt Protected					0.980					0.950		
Satd. Flow (prot)	0	3476	0	0	3468	0	0	0	0	1770	0	1583
Flt Permitted					0.548					0.950		
Satd. Flow (perm)	0	3476	0	0	1939	0	0	0	0	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29										411
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		464			529			511			516	
Travel Time (s)		10.5			12.0			11.6			11.7	
Volume (vph)	0	970	130	250	350	0	0	0	0	240	0	570
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1021	137	263	368	0	0	0	0	253	0	600
Lane Group Flow (vph)	0	1158	0	0	631	0	0	0	0	253	0	600
Turn Type				Perm						custom		custom
Protected Phases		4			8							
Permitted Phases				8						6		6
Detector Phases		4		8	8					6		6
Minimum Initial (s)		4.0		4.0	4.0					4.0		4.0
Minimum Split (s)		21.0		20.0	20.0					23.0		23.0
Total Split (s)	0.0	36.0	0.0	36.0	36.0	0.0	0.0	0.0	0.0	34.0	0.0	34.0
Total Split (%)	0.0%	51.4%	0.0%	51.4%	51.4%	0.0%	0.0%	0.0%	0.0%	48.6%	0.0%	48.6%
Maximum Green (s)		32.0		32.0	32.0					30.0		30.0
Yellow Time (s)		3.5		3.5	3.5					3.5		3.5
All-Red Time (s)		0.5		0.5	0.5					0.5		0.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		None		None	None					C-Max		C-Max
Walk Time (s)		4.0		4.0	4.0					4.0		4.0
Flash Dont Walk (s)		11.0		11.0	11.0					15.0		15.0
Pedestrian Calls (#/hr)		2		2	2					2		2
Act Effct Green (s)		30.9			30.9					35.1		35.1
Actuated g/C Ratio		0.44			0.44					0.50		0.50
v/c Ratio		0.75			2.53dl					0.28		0.60
Uniform Delay, d1		15.8			16.2					10.1		3.3
Control Delay		17.8			17.4					12.3		7.2
Queue Delay		0.0			0.0					0.0		0.0
Total Delay		17.8			17.4					12.3		7.2
LOS		B			B					B		A
Approach Delay		17.8			17.4							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B							
Queue Length 50th (ft)		185			98					66		48
Queue Length 95th (ft)		252			132					114		140
Internal Link Dist (ft)		384			449			431			436	
Turn Bay Length (ft)												
Base Capacity (vph)		1703			942					888		999
Starvation Cap Reductn		0			0					0		0
Spillback Cap Reductn		0			0					0		0
Storage Cap Reductn		0			0					0		0
Reduced v/c Ratio		0.68			0.67					0.28		0.60

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 64 (91%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 69.2% ICU Level of Service C
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 13: Junipero Serra Rd & I-5 SB Ramps



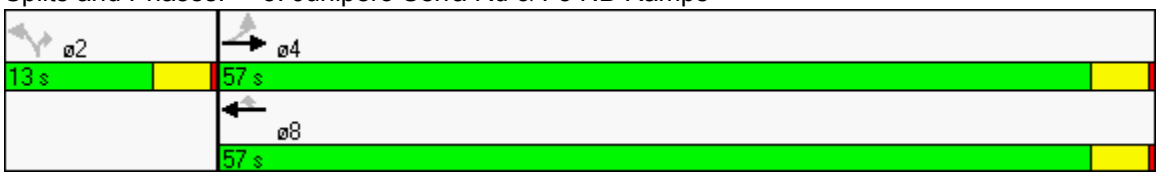
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.971					0.950					
Satd. Flow (prot)	0	3437	0	0	1863	1583	1770	0	1583	0	0	0
Flt Permitted		0.523					0.950					
Satd. Flow (perm)	0	1851	0	0	1863	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						305			232			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		529			110			521			556	
Travel Time (s)		12.0			2.5			11.8			12.6	
Volume (vph)	650	450	0	0	770	290	130	0	220	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	684	474	0	0	811	305	137	0	232	0	0	0
Lane Group Flow (vph)	0	1158	0	0	811	305	137	0	232	0	0	0
Turn Type	Perm					Perm	custom		custom			
Protected Phases		4			8							
Permitted Phases	4					8	2		2			
Detector Phases	4	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	11.0		11.0			
Total Split (s)	57.0	57.0	0.0	0.0	57.0	57.0	13.0	0.0	13.0	0.0	0.0	0.0
Total Split (%)	81.4%	81.4%	0.0%	0.0%	81.4%	81.4%	18.6%	0.0%	18.6%	0.0%	0.0%	0.0%
Maximum Green (s)	53.0	53.0			53.0	53.0	9.0		9.0			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5		3.5			
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5		0.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)	4.0	4.0			4.0	4.0						
Flash Dont Walk (s)	11.0	11.0			11.0	11.0						
Pedestrian Calls (#/hr)	2	2			2	2						
Act Effct Green (s)		54.6			54.6	54.6	11.5		11.5			
Actuated g/C Ratio		0.78			0.78	0.78	0.16		0.16			
v/c Ratio		1.61dl			0.56	0.23	0.47		0.51			
Uniform Delay, d1		4.6			3.0	0.0	26.5		0.0			
Control Delay		9.2			4.7	0.7	33.0		8.7			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		9.2			4.7	0.7	33.0		8.7			
LOS		A			A	A	C		A			
Approach Delay		9.2			3.6							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A							
Queue Length 50th (ft)		101			90	0	55		0			
Queue Length 95th (ft)		263			146	11	106		56			
Internal Link Dist (ft)		449			30			441			476	
Turn Bay Length (ft)												
Base Capacity (vph)		1454			1464	1309	290		453			
Starvation Cap Reductn		0			0	0	0		0			
Spillback Cap Reductn		0			0	0	0		0			
Storage Cap Reductn		0			0	0	0		0			
Reduced v/c Ratio		0.80			0.55	0.23	0.47		0.51			

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 64 (91%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Junipero Serra Rd & I-5 NB Ramps



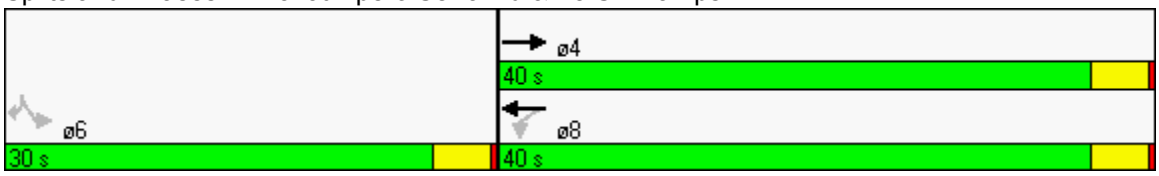
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)		50		50	50					50		50
Trailing Detector (ft)		0		0	0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976										0.850
Flt Protected					0.984					0.950		
Satd. Flow (prot)	0	3454	0	0	3483	0	0	0	0	1770	0	1583
Flt Permitted					0.521					0.950		
Satd. Flow (perm)	0	3454	0	0	1844	0	0	0	0	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50										233
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		464			529			511			516	
Travel Time (s)		10.5			12.0			11.6			11.7	
Volume (vph)	0	820	160	300	610	0	0	0	0	280	0	660
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	863	168	316	642	0	0	0	0	295	0	695
Lane Group Flow (vph)	0	1031	0	0	958	0	0	0	0	295	0	695
Turn Type				Perm						custom		custom
Protected Phases		4			8							
Permitted Phases				8						6		6
Detector Phases		4		8	8					6		6
Minimum Initial (s)		4.0		4.0	4.0					4.0		4.0
Minimum Split (s)		21.0		20.0	20.0					23.0		23.0
Total Split (s)	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	30.0	0.0	30.0
Total Split (%)	0.0%	57.1%	0.0%	57.1%	57.1%	0.0%	0.0%	0.0%	0.0%	42.9%	0.0%	42.9%
Maximum Green (s)		36.0		36.0	36.0					26.0		26.0
Yellow Time (s)		3.5		3.5	3.5					3.5		3.5
All-Red Time (s)		0.5		0.5	0.5					0.5		0.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		None		None	None					C-Max		C-Max
Walk Time (s)		4.0		4.0	4.0					4.0		4.0
Flash Dont Walk (s)		11.0		11.0	11.0					15.0		15.0
Pedestrian Calls (#/hr)		2		2	2					2		2
Act Effct Green (s)		37.3			37.3					28.8		28.8
Actuated g/C Ratio		0.53			0.53					0.41		0.41
v/c Ratio		0.55			1.66dl					0.41		0.88
Uniform Delay, d1		10.3			16.0					14.5		12.2
Control Delay		11.4			38.1					17.1		28.5
Queue Delay		0.0			0.0					0.0		0.0
Total Delay		11.4			38.1					17.1		28.5
LOS		B			D					B		C
Approach Delay		11.4			38.1							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			D							
Queue Length 50th (ft)		131			206					89		189
Queue Length 95th (ft)		181			#330					150		#411
Internal Link Dist (ft)		384			449			431			436	
Turn Bay Length (ft)												
Base Capacity (vph)		1898			1001					727		788
Starvation Cap Reductn		0			0					0		0
Spillback Cap Reductn		0			0					0		0
Storage Cap Reductn		0			0					0		0
Reduced v/c Ratio		0.54			0.96					0.41		0.88

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 24.6 Intersection LOS: C
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 13: Junipero Serra Rd & I-5 SB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	0.97	0.91	0.95	0.95	0.97	0.95
Frt		0.850	0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1441	3529	0	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1441	3529	0	3433	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		221	2			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	159		229			373
Travel Time (s)	3.6		5.2			8.5
Volume (vph)	810	210	1080	20	620	960
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	853	221	1137	21	653	1011
Lane Group Flow (vph)	853	221	1158	0	653	1011
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		8.0	20.0
Total Split (s)	30.0	30.0	37.0	0.0	23.0	60.0
Total Split (%)	33.3%	33.3%	41.1%	0.0%	25.6%	66.7%
Maximum Green (s)	26.0	26.0	33.0		19.0	56.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	None		None	None
Act Effct Green (s)	26.0	26.0	31.9		18.6	54.4
Actuated g/C Ratio	0.29	0.29	0.36		0.21	0.61
v/c Ratio	0.84	0.38	0.91		0.91	0.46
Uniform Delay, d1	29.3	0.0	26.8		34.1	9.1
Control Delay	39.1	5.7	37.0		50.4	9.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	39.1	5.7	37.0		50.4	9.9
LOS	D	A	D		D	A
Approach Delay	32.2		37.0			25.8
Approach LOS	C		D			C
Queue Length 50th (ft)	236	0	320		187	144
Queue Length 95th (ft)	#336	56	#449		#286	187

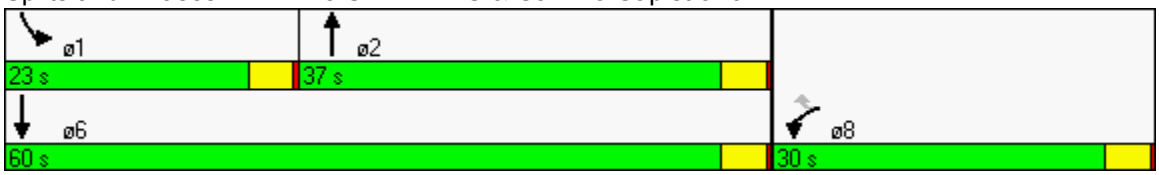
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	79		149			293
Turn Bay Length (ft)						
Base Capacity (vph)	1010	579	1301		734	2202
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.84	0.38	0.89		0.89	0.46

Intersection Summary

Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 30.9		Intersection LOS: C	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: I-5 SB RAMPS & Camino Capistrano



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	0.97	0.91	0.95	0.95	0.97	0.95
Frt		0.850	0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1441	3529	0	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1441	3529	0	3433	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		424	3			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	159		229			373
Travel Time (s)	3.6		5.2			8.5
Volume (vph)	1080	410	930	20	550	1310
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1137	432	979	21	579	1379
Lane Group Flow (vph)	1137	432	1000	0	579	1379
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		8.0	20.0
Total Split (s)	35.0	35.0	30.0	0.0	20.0	50.0
Total Split (%)	41.2%	41.2%	35.3%	0.0%	23.5%	58.8%
Maximum Green (s)	31.0	31.0	26.0		16.0	46.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	None		None	None
Act Effct Green (s)	31.0	31.0	25.7		15.9	45.6
Actuated g/C Ratio	0.37	0.37	0.30		0.19	0.54
v/c Ratio	0.90	0.54	0.93		0.90	0.72
Uniform Delay, d1	25.4	0.3	28.5		33.5	14.7
Control Delay	37.2	5.1	43.8		52.0	17.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	37.2	5.1	43.8		52.0	17.4
LOS	D	A	D		D	B
Approach Delay	28.4		43.8			27.6
Approach LOS	C		D			C
Queue Length 50th (ft)	292	3	269		157	272
Queue Length 95th (ft)	#419	70	#394		#249	352

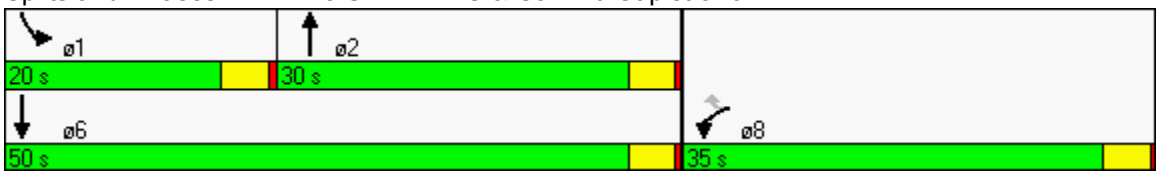
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	79		149			293
Turn Bay Length (ft)						
Base Capacity (vph)	1258	797	1083		648	1915
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.90	0.54	0.92		0.89	0.72

Intersection Summary

Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 84.6			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 31.5		Intersection LOS: C	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: I-5 SB RAMPS & Camino Capistrano



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925				0.850			0.850			0.850
Flt Protected	0.950				0.994		0.950				0.985	
Satd. Flow (prot)	1770	1723	0	0	1852	1583	1770	1863	1583	0	1835	1583
Flt Permitted	0.505				0.967		0.513				0.870	
Satd. Flow (perm)	941	1723	0	0	1801	1583	956	1863	1583	0	1621	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				221			21			379
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		139			241			184			265	
Travel Time (s)		3.2			5.5			4.2			6.0	
Volume (vph)	430	40	40	40	310	210	200	130	20	70	160	360
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	453	42	42	42	326	221	211	137	21	74	168	379
Lane Group Flow (vph)	453	84	0	0	368	221	211	137	21	0	242	379
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		8			4			2			6	
Permitted Phases	8			4		4	2		2	6		6
Detector Phases	8	8		4	4	4	2	2	2	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	39.0	39.0	0.0	39.0	39.0	39.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	65.0%	65.0%	0.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Maximum Green (s)	35.5	35.5		35.5	35.5	35.5	17.5	17.5	17.5	17.5	17.5	17.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	35.0	35.0			35.0	35.0	15.1	15.1	15.1		15.1	15.1
Actuated g/C Ratio	0.60	0.60			0.60	0.60	0.26	0.26	0.26		0.26	0.26
v/c Ratio	0.80	0.08			0.34	0.21	0.85	0.28	0.05		0.57	0.55
Uniform Delay, d1	8.8	2.3			5.8	0.0	20.5	17.2	0.0		18.7	0.0
Control Delay	23.9	3.5			7.3	1.6	43.2	18.4	8.1		23.3	5.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	23.9	3.5			7.3	1.6	43.2	18.4	8.1		23.3	5.3
LOS	C	A			A	A	D	B	A		C	A
Approach Delay		20.7			5.2			32.0			12.3	
Approach LOS		C			A			C			B	
Queue Length 50th (ft)	116	6			61	0	70	38	0		73	0
Queue Length 95th (ft)	#294	20			105	22	#172	77	13		135	54

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		59			161			104			185	
Turn Bay Length (ft)												
Base Capacity (vph)	567	1055			1085	1042	271	528	464		459	720
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.80	0.08			0.34	0.21	0.78	0.26	0.05		0.53	0.53

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58.2			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: I-5 NB RAMPS & VALLE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962				0.850			0.850			0.850
Flt Protected	0.950				0.981		0.950				0.977	
Satd. Flow (prot)	1770	1792	0	0	1827	1583	1770	1863	1583	0	1820	1583
Flt Permitted	0.669				0.844		0.301				0.770	
Satd. Flow (perm)	1246	1792	0	0	1572	1583	561	1863	1583	0	1434	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				126			42			295
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		139			241			184			265	
Travel Time (s)		3.2			5.5			4.2			6.0	
Volume (vph)	520	180	60	50	80	120	110	150	40	210	230	280
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	189	63	53	84	126	116	158	42	221	242	295
Lane Group Flow (vph)	547	252	0	0	137	126	116	158	42	0	463	295
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		8			4			2			6	
Permitted Phases	8			4		4	2		2	6		6
Detector Phases	8	8		4	4	4	2	2	2	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	28.0	28.0	0.0	28.0	28.0	28.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	56.0%	56.0%	0.0%	56.0%	56.0%	56.0%	44.0%	44.0%	44.0%	44.0%	44.0%	44.0%
Maximum Green (s)	24.5	24.5		24.5	24.5	24.5	18.5	18.5	18.5	18.5	18.5	18.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	24.0	24.0			24.0	24.0	17.3	17.3	17.3		17.3	17.3
Actuated g/C Ratio	0.49	0.49			0.49	0.49	0.35	0.35	0.35		0.35	0.35
v/c Ratio	0.90	0.28			0.18	0.15	0.59	0.24	0.07		0.92	0.39
Uniform Delay, d1	11.5	6.0			7.1	0.0	13.1	11.3	0.0		15.3	0.0
Control Delay	35.3	7.3			8.2	2.4	28.1	12.4	4.6		40.4	3.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	35.3	7.3			8.2	2.4	28.1	12.4	4.6		40.4	3.6
LOS	D	A			A	A	C	B	A		D	A
Approach Delay		26.5			5.4			17.2			26.1	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	136	32			21	0	26	31	0		124	0
Queue Length 95th (ft)	#312	67			45	20	#88	65	15		#274	38

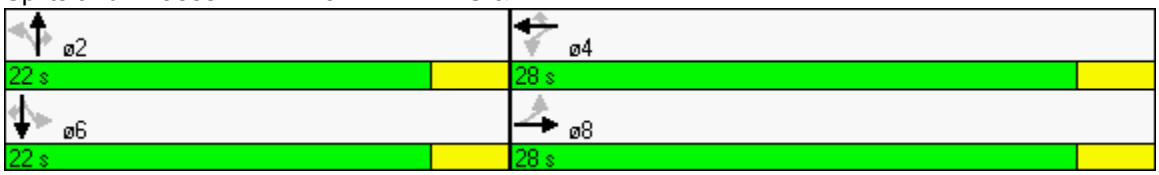
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		59			161			104			185	
Turn Bay Length (ft)												
Base Capacity (vph)	606	896			766	835	202	671	597		516	759
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	0.90	0.28			0.18	0.15	0.57	0.24	0.07		0.90	0.39

Intersection Summary

Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 49.3			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: I-5 NB RAMPS & VALLE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		120	250		0	0		0
Storage Lanes	0		1	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.95	0.91	0.95	1.00	1.00	1.00
Frt			0.850		0.925	0.850		0.850	0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3539	1583	0	3136	1441	1681	1441	1504	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3539	1583	0	3136	1441	1681	1441	1504	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122		458	458		31	31			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			564			396			505	
Travel Time (s)		9.3			12.8			9.0			11.5	
Volume (vph)	0	1580	200	0	440	870	90	0	260	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1663	211	0	463	916	95	0	274	0	0	0
Lane Group Flow (vph)	0	1663	211	0	921	458	95	137	137	0	0	0
Turn Type			Free			Perm	Split		Perm			
Protected Phases		4			8		2	2				
Permitted Phases			Free			8			2			
Minimum Split (s)		20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	0.0	48.0	0.0	0.0	48.0	48.0	22.0	22.0	22.0	0.0	0.0	0.0
Total Split (%)	0.0%	68.6%	0.0%	0.0%	68.6%	68.6%	31.4%	31.4%	31.4%	0.0%	0.0%	0.0%
Maximum Green (s)		44.5			44.5	44.5	18.5	18.5	18.5			
Yellow Time (s)		3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)		0.0			0.0	0.0	0.0	0.0	0.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		44.0	70.0		44.0	44.0	18.0	18.0	18.0			
Actuated g/C Ratio		0.63	1.00		0.63	0.63	0.26	0.26	0.26			
v/c Ratio		0.75	0.13		0.43	0.43	0.22	0.35	0.33			
Uniform Delay, d1		9.1	0.0		2.9	0.0	20.5	16.2	16.1			
Control Delay		6.7	0.1		3.7	1.9	22.2	19.3	19.0			
Queue Delay		2.8	0.0		0.0	0.0	0.0	0.0	0.0			
Total Delay		9.5	0.1		3.7	1.9	22.2	19.3	19.0			
LOS		A	A		A	A	C	B	B			
Approach Delay		8.5			3.1			19.9				
Approach LOS		A			A			B				
Queue Length 50th (ft)		66	0		41	0	33	40	38			
Queue Length 95th (ft)		106	m0		67	31	71	90	85			
Internal Link Dist (ft)		328			484			316			425	
Turn Bay Length (ft)			220			120	250					
Base Capacity (vph)		2225	1583		2141	1076	432	394	410			
Starvation Cap Reductn		435	0		0	0	0	0	0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0	0		0	0	0	0	0			
Storage Cap Reductn		0	0		0	0	0	0	0			
Reduced v/c Ratio		0.93	0.13		0.43	0.43	0.22	0.35	0.33			

Intersection Summary

Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: VISTA HERMOSA & I-5 NB RAMPS



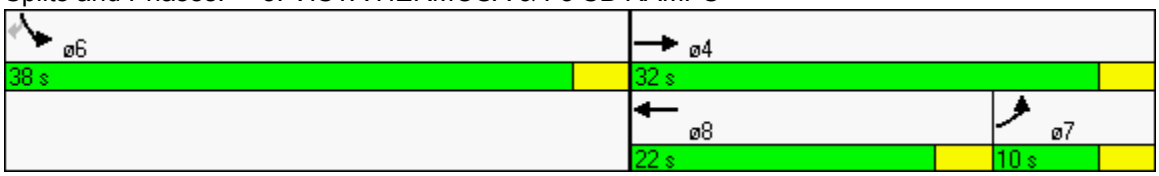
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	200	200
Storage Lanes	1			1	2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	0.91
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	3539	1583	3433	1441
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	3539	1583	3433	1441
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				242	*56	*106
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30	30		30	
Link Distance (ft)		191	408		344	
Travel Time (s)		4.3	9.3		7.8	
Volume (vph)	50	430	270	230	1210	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	453	284	242	1274	211
Lane Group Flow (vph)	53	453	284	242	1274	211
Turn Type	Prot			Free		Perm
Protected Phases	7	4	8		6	
Permitted Phases				Free		6
Detector Phases	7	4	8		6	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	8.0	20.0	20.0		20.0	20.0
Total Split (s)	10.0	32.0	22.0	0.0	38.0	38.0
Total Split (%)	14.3%	45.7%	31.4%	0.0%	54.3%	54.3%
Maximum Green (s)	6.5	28.5	18.5		34.5	34.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.0	0.0	0.0		0.0	0.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	5.7	31.4	25.4	70.0	30.6	30.6
Actuated g/C Ratio	0.08	0.45	0.36	1.00	0.44	0.44
v/c Ratio	0.37	0.20	0.22	0.15	0.83	0.31
Uniform Delay, d1	32.6	11.7	16.4	0.0	16.6	6.0
Control Delay	37.0	12.8	19.1	0.2	19.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay	37.0	12.8	19.1	0.2	19.7	6.8
LOS	D	B	B	A	B	A
Approach Delay		15.3	10.4		17.8	
Approach LOS		B	B		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	22	43	54	0	217	27
Queue Length 95th (ft)	54	66	88	0	281	64
Internal Link Dist (ft)		111	328		264	
Turn Bay Length (ft)					200	200
Base Capacity (vph)	152	2284	1286	1583	1696	754
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	54	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.20	0.22	0.15	0.78	0.28

Intersection Summary

Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 32 (46%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 5: VISTA HERMOSA & I-5 SB RAMPS



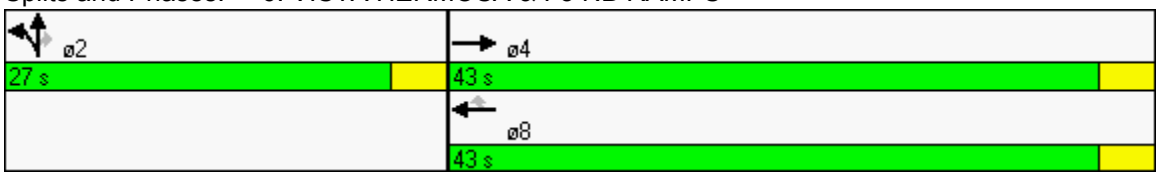
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		120	250		0	0		0
Storage Lanes	0		1	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.95	0.91	0.95	1.00	1.00	1.00
Frt			0.850		0.924	0.850		0.850	0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3539	1583	0	3133	1441	1681	1441	1504	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3539	1583	0	3133	1441	1681	1441	1504	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			183		573	574		68	68			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			564			396			505	
Travel Time (s)		9.3			12.8			9.0			11.5	
Volume (vph)	0	1100	210	0	530	1090	20	0	360	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1158	221	0	558	1147	21	0	379	0	0	0
Lane Group Flow (vph)	0	1158	221	0	1131	574	21	189	190	0	0	0
Turn Type			Free			Perm	Split		Perm			
Protected Phases		4			8		2	2				
Permitted Phases			Free			8			2			
Minimum Split (s)		20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	0.0	43.0	0.0	0.0	43.0	43.0	27.0	27.0	27.0	0.0	0.0	0.0
Total Split (%)	0.0%	61.4%	0.0%	0.0%	61.4%	61.4%	38.6%	38.6%	38.6%	0.0%	0.0%	0.0%
Maximum Green (s)		39.5			39.5	39.5	23.5	23.5	23.5			
Yellow Time (s)		3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)		0.0			0.0	0.0	0.0	0.0	0.0			
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.0	70.0		39.0	39.0	23.0	23.0	23.0			
Actuated g/C Ratio		0.56	1.00		0.56	0.56	0.33	0.33	0.33			
v/c Ratio		0.59	0.14		0.57	0.54	0.04	0.36	0.35			
Uniform Delay, d1		10.2	0.0		4.3	0.0	16.0	11.1	11.1			
Control Delay		9.2	0.2		5.7	2.9	16.4	13.7	13.5			
Queue Delay		2.7	0.0		0.0	0.0	0.0	0.0	0.0			
Total Delay		11.9	0.2		5.8	3.0	16.4	13.7	13.5			
LOS		B	A		A	A	B	B	B			
Approach Delay		10.0			4.8			13.8				
Approach LOS		B			A			B				
Queue Length 50th (ft)		65	0		64	0	6	41	40			
Queue Length 95th (ft)		164	0		113	43	21	95	91			
Internal Link Dist (ft)		328			484			316			425	
Turn Bay Length (ft)			220			120	250					
Base Capacity (vph)		1972	1583		1999	1057	552	519	540			
Starvation Cap Reductn		668	0		0	0	0	0	0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0	0		0	0	0	0	0			
Storage Cap Reductn		0	0		59	1	0	0	0			
Reduced v/c Ratio		0.89	0.14		0.58	0.54	0.04	0.36	0.35			

Intersection Summary

Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: VISTA HERMOSA & I-5 NB RAMPS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	200	200
Storage Lanes	1			1	2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	0.91
Frt				0.850	0.973	0.850
Flt Protected	0.950				0.961	
Satd. Flow (prot)	1770	5085	3539	1583	3379	1441
Flt Permitted	0.950				0.961	
Satd. Flow (perm)	1770	5085	3539	1583	3379	1441
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				147	*56	*106
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30	30		30	
Link Distance (ft)		191	408		344	
Travel Time (s)		4.3	9.3		7.8	
Volume (vph)	60	500	330	140	680	520
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	526	347	147	716	547
Lane Group Flow (vph)	63	526	347	147	872	391
Turn Type	Prot			Free		Perm
Protected Phases	7	4	8		6	
Permitted Phases				Free		6
Detector Phases	7	4	8		6	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	8.0	20.0	20.0		20.0	20.0
Total Split (s)	13.0	35.0	22.0	0.0	35.0	35.0
Total Split (%)	18.6%	50.0%	31.4%	0.0%	50.0%	50.0%
Maximum Green (s)	9.5	31.5	18.5		31.5	31.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.0	0.0	0.0		0.0	0.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	7.5	38.3	30.5	70.0	23.7	23.7
Actuated g/C Ratio	0.11	0.55	0.44	1.00	0.34	0.34
v/c Ratio	0.33	0.19	0.23	0.09	0.74	0.70
Uniform Delay, d1	31.1	8.0	13.2	0.0	19.0	14.2
Control Delay	31.4	9.3	13.6	0.1	19.9	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay	31.4	9.3	13.6	0.1	20.0	16.7
LOS	C	A	B	A	C	B
Approach Delay		11.7	9.6		19.0	
Approach LOS		B	A		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	25	38	56	0	157	113
Queue Length 95th (ft)	59	69	103	m0	180	180
Internal Link Dist (ft)		111	328		264	
Turn Bay Length (ft)					200	200
Base Capacity (vph)	228	2781	1541	1583	1528	697
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	129	0
Reduced v/c Ratio	0.28	0.19	0.23	0.09	0.62	0.56

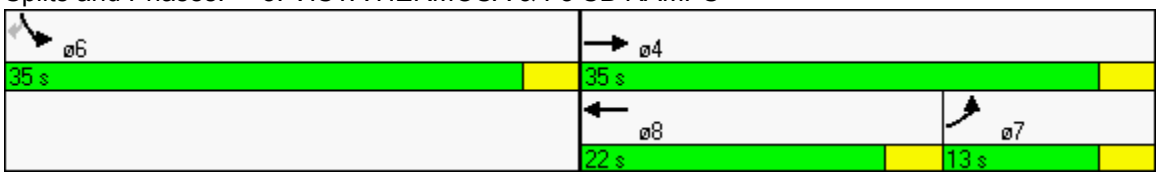
Intersection Summary

Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 32 (46%), Referenced to phase 4:EBT and 8:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: VISTA HERMOSA & I-5 SB RAMPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	220		0	0		0	200		200
Storage Lanes	0		1	1		0	0		0	2		0
Total Lost Time (s)	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	
Trailing Detector (ft)		0	0	0	0					0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850								0.856	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5085	1583	1770	3539	0	0	0	0	3433	1595	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5085	1583	1770	3539	0	0	0	0	3433	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160							*56	230	*106
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		191			408			273			344	
Travel Time (s)		4.3			9.3			6.2			7.8	
Volume (vph)	0	860	160	310	470	0	0	0	0	1710	10	230
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	860	160	310	470	0	0	0	0	1710	10	230
Lane Group Flow (vph)	0	860	160	310	470	0	0	0	0	1710	240	0
Turn Type			Perm	Prot						Split		
Protected Phases		4		3	8					6	6	
Permitted Phases			4									
Detector Phases		4	4	3	8					6	6	
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Minimum Split (s)		10.0	10.0	7.5	10.0					10.0	10.0	
Total Split (s)	0.0	27.0	27.0	27.0	54.0	0.0	0.0	0.0	0.0	66.0	66.0	0.0
Total Split (%)	0.0%	22.5%	22.5%	22.5%	45.0%	0.0%	0.0%	0.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)		23.5	23.5	23.5	50.5					62.5	62.5	
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	
All-Red Time (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max					None	None	
Act Effct Green (s)		24.4	25.4	23.3	50.7					61.4	62.4	
Actuated g/C Ratio		0.20	0.21	0.19	0.42					0.51	0.52	
v/c Ratio		0.83	0.35	0.90	0.31					0.96	0.26	
Uniform Delay, d1		45.9	0.0	47.2	23.1					27.1	0.6	
Control Delay		54.3	8.4	79.4	19.3					39.7	2.9	
Queue Delay		0.0	0.0	0.0	0.1					1.0	0.0	
Total Delay		54.3	8.4	79.4	19.4					40.7	2.9	
LOS		D	A	E	B					D	A	
Approach Delay		47.1			43.2						36.0	
Approach LOS		D			D						D	

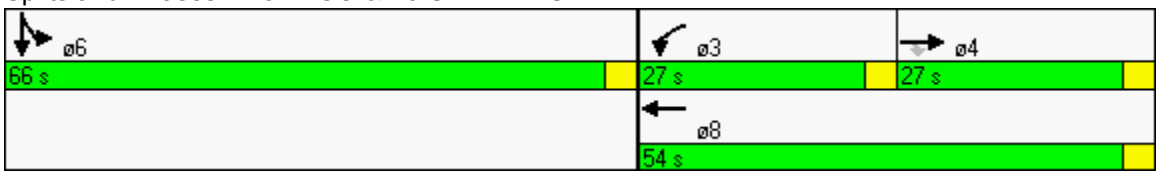
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		239	0	255	97					611	4	
Queue Length 95th (ft)		#309	58	#405	126					#798	43	
Internal Link Dist (ft)		111			328			193			264	
Turn Bay Length (ft)			200	220						200		
Base Capacity (vph)		1033	461	354	1494					1801	947	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					21	0	
Storage Cap Reductn		0	8	0	186					0	7	
Reduced v/c Ratio		0.83	0.35	0.88	0.36					0.96	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120

Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 40.6 Intersection LOS: D
Intersection Capacity Utilization 91.5% ICU Level of Service F
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: PICO & I-5 SB RAMPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		120	250		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	5085	1583	1770	0	1583	0	0	0
Flt Permitted	0.391						0.950					
Satd. Flow (perm)	728	3539	0	0	5085	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						768			8			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			564			396			505	
Travel Time (s)		9.3			12.8			9.0			11.5	
Volume (vph)	220	2360	0	0	630	1020	140	0	260	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	220	2360	0	0	630	1020	140	0	260	0	0	0
Lane Group Flow (vph)	220	2360	0	0	630	1020	140	0	260	0	0	0
Turn Type	Perm					Free	Prot		custom			
Protected Phases		4			8		2					
Permitted Phases	4					Free			2			
Detector Phases	4	4			8		2		2			
Minimum Initial (s)	4.0	4.0			4.0		4.0		4.0			
Minimum Split (s)	10.0	10.0			10.0		10.0		10.0			
Total Split (s)	83.0	83.0	0.0	0.0	83.0	0.0	37.0	0.0	37.0	0.0	0.0	0.0
Total Split (%)	69.2%	69.2%	0.0%	0.0%	69.2%	0.0%	30.8%	0.0%	30.8%	0.0%	0.0%	0.0%
Maximum Green (s)	79.5	79.5			79.5		33.5		33.5			
Yellow Time (s)	3.5	3.5			3.5		3.5		3.5			
All-Red Time (s)	0.0	0.0			0.0		0.0		0.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	C-Max	C-Max			C-Max		None		None			
Act Effct Green (s)	88.9	88.9			88.9	120.0	23.1		23.1			
Actuated g/C Ratio	0.74	0.74			0.74	1.00	0.19		0.19			
v/c Ratio	0.41	0.90			0.17	0.64	0.41		0.84			
Uniform Delay, d1	5.8	12.1			4.6	0.0	42.5		45.1			
Control Delay	5.1	10.2			5.3	2.0	42.5		50.0			
Queue Delay	0.0	42.4			0.0	0.0	0.0		0.0			
Total Delay	5.1	52.6			5.3	2.0	42.6		50.0			
LOS	A	D			A	A	D		D			
Approach Delay		48.6			3.3							
Approach LOS		D			A							

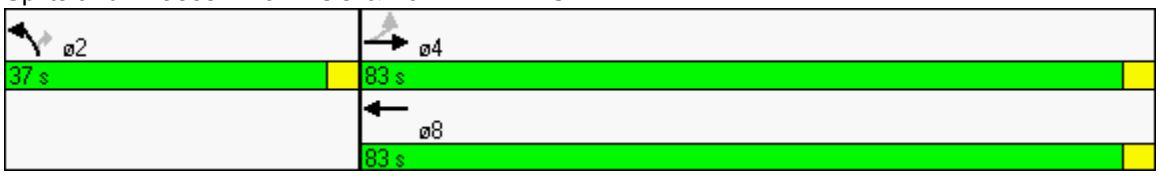
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	25	143			45	0	96		190			
Queue Length 95th (ft)	m34	m#1106			78	0	145		264			
Internal Link Dist (ft)		328			484			316			425	
Turn Bay Length (ft)						120	250					
Base Capacity (vph)	540	2622			3768	1583	487		441			
Starvation Cap Reductn	0	461			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	21		0			
Reduced v/c Ratio	0.41	1.09			0.17	0.64	0.30		0.59			

Intersection Summary

Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 32.3	Intersection LOS: C
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: PICO & I-5 NB RAMPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		60	220		0	0		0	200		200
Storage Lanes	0		1	1		0	0		0	1		1
Total Lost Time (s)	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	4.0
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950	0.953	
Satd. Flow (prot)	0	5085	1583	1770	3539	0	0	0	0	1681	1686	1583
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	5085	1583	1770	3539	0	0	0	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			282							*56		*106
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		191			408			273			344	
Travel Time (s)		4.3			9.3			6.2			7.8	
Volume (vph)	0	870	390	600	1020	0	0	0	0	850	10	330
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	916	411	632	1074	0	0	0	0	895	11	347
Lane Group Flow (vph)	0	916	411	632	1074	0	0	0	0	450	456	347
Turn Type			Perm	Prot						Split		Perm
Protected Phases		4		3	8					6	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8					6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Minimum Split (s)		20.0	20.0	8.0	20.0					20.0	20.0	20.0
Total Split (s)	0.0	20.0	20.0	28.0	48.0	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Total Split (%)	0.0%	28.6%	28.6%	40.0%	68.6%	0.0%	0.0%	0.0%	0.0%	31.4%	31.4%	31.4%
Maximum Green (s)		16.5	16.5	24.5	44.5					18.5	18.5	18.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Act Effct Green (s)		16.0	17.0	25.0	44.0					18.0	19.0	18.0
Actuated g/C Ratio		0.23	0.24	0.36	0.63					0.26	0.27	0.26
v/c Ratio		0.79	0.69	1.00	0.48					0.95	1.00	0.71
Uniform Delay, d1		25.4	7.0	22.5	6.9					22.3	25.5	16.0
Control Delay		31.3	14.7	62.9	9.4					55.9	69.9	26.0
Queue Delay		6.3	0.0	8.8	0.6					21.1	7.8	0.4
Total Delay		37.6	14.7	71.6	10.0					77.0	77.8	26.5
LOS		D	B	E	B					E	E	C
Approach Delay		30.5			32.9						63.3	
Approach LOS		C			C						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		136	46	295	168					177	206	93
Queue Length 95th (ft)		180	138	m#493	224					#363	#393	#207
Internal Link Dist (ft)		111			328			193			264	
Turn Bay Length (ft)			60	220						200		200
Base Capacity (vph)		1162	598	632	2225					474	458	486
Starvation Cap Reductn		0	0	19	632					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		199	2	0	690					41	13	16
Reduced v/c Ratio		0.95	0.69	1.03	0.70					1.04	1.02	0.74

Intersection Summary

Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 16 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 41.0		Intersection LOS: D	
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: PICO & I-5 SB RAMPS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		120	250		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	5085	1583	1770	0	1583	0	0	0
Flt Permitted	0.161						0.950					
Satd. Flow (perm)	300	3539	0	0	5085	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						758			49			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			564			396			505	
Travel Time (s)		9.3			12.8			9.0			11.5	
Volume (vph)	260	1440	0	0	1320	1250	300	0	150	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	274	1516	0	0	1389	1316	316	0	158	0	0	0
Lane Group Flow (vph)	274	1516	0	0	1389	1316	316	0	158	0	0	0
Turn Type	Perm					Free	Prot		custom			
Protected Phases		4			8		2					
Permitted Phases	4					Free			2			
Detector Phases	4	4			8		2		2			
Minimum Initial (s)	4.0	4.0			4.0		4.0		4.0			
Minimum Split (s)	20.0	20.0			20.0		20.0		20.0			
Total Split (s)	50.0	50.0	0.0	0.0	50.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0
Total Split (%)	71.4%	71.4%	0.0%	0.0%	71.4%	0.0%	28.6%	0.0%	28.6%	0.0%	0.0%	0.0%
Maximum Green (s)	46.5	46.5			46.5		16.5		16.5			
Yellow Time (s)	3.5	3.5			3.5		3.5		3.5			
All-Red Time (s)	0.0	0.0			0.0		0.0		0.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	C-Max	C-Max			C-Max		None		None			
Act Effct Green (s)	47.1	47.1			47.1	70.0	14.9		14.9			
Actuated g/C Ratio	0.67	0.67			0.67	1.00	0.21		0.21			
v/c Ratio	1.36	0.64			0.41	0.83	0.84		0.42			
Uniform Delay, d1	11.5	6.5			5.2	0.0	26.4		16.1			
Control Delay	192.2	1.4			5.7	5.9	41.7		19.3			
Queue Delay	0.0	1.3			0.0	0.0	1.0		0.0			
Total Delay	192.2	2.8			5.8	5.9	42.7		19.3			
LOS	F	A			A	A	D		B			
Approach Delay		31.7			5.8							
Approach LOS		C			A							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~170	21			87	0	128		39			
Queue Length 95th (ft)	m#211	m8			111	0	#248		89			
Internal Link Dist (ft)		328			484			316			425	
Turn Bay Length (ft)						120	250					
Base Capacity (vph)	202	2383			3425	1583	405		400			
Starvation Cap Reductn	0	607			0	0	0		0			
Spillback Cap Reductn	0	0			214	0	15		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	1.36	0.85			0.43	0.83	0.81		0.40			

Intersection Summary

Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: PICO & I-5 NB RAMPS

