

**SOUTH ORANGE COUNTY TRANSPORTATION
INFRASTRUCTURE IMPROVEMENT PROJECT
TRAFFIC AND CIRCULATION TECHNICAL REPORT APPENDICES
(Volume 2: Appendix G – Part 1)**

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December 2003

TABLE OF CONTENTS

Appendices Volume 1

- Appendix A Study Area Demographic Projections and Cumulative Projects
- Appendix B Regionwide VMT/VHT Summaries
- Appendix C ADT Illustrations
- Appendix D Freeway/Tollway Mainline Peak Hour LOS and I-5 Congestion Summaries
- Appendix E Freeway/Tollway Ramp Peak Hour LOS Summaries
- Appendix F Intersection Lane Configuration, Peak Hour ICU and Intersection Delay Summaries

Appendices Volume 2

- Appendix G Peak Hour ICU Worksheets (Part 1)

Appendices Volume 3

- Appendix G Peak Hour ICU Worksheets (Part 2)

APPENDIX G
PEAK HOUR ICU WORKSHEETS (PART 1)

APPENDIX G

PEAK HOUR ICU WORKSHEETS

This appendix contains existing and long-range (year 2025) AM and PM peak hour intersection capacity utilization (ICU) worksheets for intersections in the SOCTIIP traffic analysis study area. Year 2025 ICU worksheets are included for the SOCTIIP No Action Alternative and the various SOCTIIP Build Alternative scenarios that were studied in the SOCTIIP traffic and circulation analysis. For intersections that are impacted by the various Build Alternatives, 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

<u>Scenario</u>	<u>Data Set</u>
Existing	1
2025 No Action Alternative (Committed Circulation System with Proposed RMV Plan)	2
2025 No Action Alternative (Committed Circulation System with OCP-2000 for RMV)	3
2025 No Action Alternative (Committed Circulation System with Existing General Plan for RMV).....	4
2025 No Action Alternative (Committed Circulation System with No Future Development in RMV).....	5
2025 No Action Alternative (Buildout Circulation System with Proposed RMV Plan)	6
2025 No Action Alternative (Buildout Circulation System with OCP-2000 for RMV)	7
2025 FEC-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	8
2025 FEC-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	9
2025 FEC-Initial and Ultimate Alternative (Buildout Circulation System with OCP-2000 for RMV).....	10
2025 FEC-Ultimate Alternative (Buildout Toll-Free Circulation System with OCP-2000 for RMV).....	11
2025 FEC-TV-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	12
2025 FEC-TV-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	13
2025 FEC-TV-Initial and Ultimate Alternative (Buildout Circulation System with OCP-2000 for RMV).....	14
2025 FEC-CV-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	15
2025 FEC-CV-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	16
2025 FEC-OHV-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	17

ICU DATA SETS (cont)

<u>Scenario</u>	<u>Data Set</u>
2025 FEC-OHV-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	18
2025 FEC-APV-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	19
2025 FEC-APV-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	20
2025 CC-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	21
2025 CC-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	22
2025 CC-Initial and Ultimate Alternative (Buildout Circulation System with OCP-2000 for RMV).....	23
2025 CC-Ultimate Alternative (Buildout Toll-Free Circulation System with OCP-2000 for RMV).....	24
2025 CC-ALPV-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	25
2025 CC-ALPV-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	26
2025 CC-OHV-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	27
2025 CC-OHV-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	28
2025 A7C-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	29
2025 A7C-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	30
2025 A7C-Ultimate Alternative (Buildout Toll-Free Circulation System with OCP-2000 for RMV).....	31
2025 A7C-FECV-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	32
2025 A7C-FECV-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	33
2025 A7C-FECV-Initial and Ultimate Alternative (Buildout Circulation System with OCP-2000 for RMV).....	34
2025 A7C-FECV-C-Initial and Ultimate Alternative (Committed Circulation System with Proposed RMV Plan)	35
2025 A7C-FECV-C-Initial and Ultimate Alternative (Buildout Circulation System with Proposed RMV Plan)	36
2025 AIO Alternative (Buildout Circulation System with Proposed RMV Plan)	37
2025 AIO Alternative (Buildout Circulation System with OCP-2000 for RMV).....	38
2025 AIP Alternative (Buildout Circulation System with Proposed RMV Plan).....	39

ICU DATA SETS (cont)

<u>Scenario</u>	<u>Data Set</u>
2025 AIP Alternative (Buildout Circulation System with OCP-2000 for RMV).....	40
2025 I-5 Alternative (Committed Circulation System with Proposed RMV Plan.....	41
2025 I-5 Alternative (Buildout Circulation System with Proposed RMV Plan.....	42
2025 I-5 Alternative (Buildout Circulation System with OCP-2000 for RMV)	43

ICU Calculation Methodology

The ICU calculation procedure is based on a critical movement methodology that shows the amount of capacity utilized by each critical movement at an intersection. 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 of the other jurisdictions within the SCSAM primary modeling 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 through and right-turn traffic (typically with a width of 19 feet from curb to outside of through-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:

$$\text{RTOG} = \text{V/C (NBT)}$$

Otherwise,

$$\text{RTOG} = \text{V/C (NBL)} + \text{V/C (SBT)} - \text{V/C (SBL)}$$

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:

$$\text{RTOR} = \text{V/C (WBL)}$$

Otherwise,

$$\text{RTOR} = \text{V/C (EBL)} + \text{V/C (WBT)} - \text{V/C (EBT)}$$

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:

$$\begin{aligned} \text{RTOG} &= \text{RTOG} + \text{V/C (WBL)} \\ \text{RTOR} &= \text{RTOR} - \text{V/C (WBL)} \end{aligned}$$

4. Total Right-Turn Capacity (RTC) Availability For NBR

$$\text{RTC} = \text{RTOG} + \text{factor} \times \text{RTOR}$$

Where factor = RTOR saturation flow factor (0% for County intersections, 75% for intersections in all other jurisdictions within 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/through, through/right, left/through/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/Through Lane

1. Average Lane Volume (ALV)

$$\text{ALV} = \frac{\text{Left-Turn Volume} + \text{Through Volume}}{\text{Total Left} + \text{Through Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$\text{ALV (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$\text{ALV (Through)} = \frac{\text{Through Volume}}{\text{Through Approach Lanes (including shared lane)}}$$

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 through V/C ratios for this case are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$\text{V/C (Through)} = \frac{\text{Through Volume}}{\text{Through Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Through) is greater than ALV then full dedication to the through approach is warranted, and left-turn and through V/C ratios are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$\text{V/C (Through)} = \frac{\text{Through Volume}}{\text{Through Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Through) are both less than ALV, the left/through lane is assumed to be truly shared and each left, left/through or through approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/through V/C ratio is calculated as follows:

$$\text{V/C (Left/Through)} = \frac{\text{Left-Turn Volume} + \text{Through Volume}}{\text{Total Left + Through Approach Capacity (including shared lane)}}$$

This V/C (Left/Through) ratio is assigned as the V/C (Through) 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 (Through) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$\text{V/C (Left)} = \text{V/C (Through)}$$

If approach has only one left-turn lane (shared lane), then:

$$V/C (\text{Left}) = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

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 through/right lanes. If full dedication of a shared through/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. When an approach contains more than one shared lane (e.g., left/through and through/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.

ICU Data Set 1

Existing

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	200	.12	160	.09*	
NBT	2	3400	650	.19*	470	.14	
NBR	1	1700	390	.23	290	.17	
SBL	1	1700	80	.05*	220	.13	
SBT	2	3400	320	.09	650	.19*	
SBR	1	1700	490	.29	560	.33	
EBL	2	3400	310	.09*	490	.14	
EBT	3	5100	1700	.33	2310	.45*	
EBR	1	1700	90	.05	230	.14	
WBL	1	1700	150	.09	220	.13*	
WBT	3	5100	2150	.42*	2000	.39	
WBR	1	1700	80	.05	110	.06	
Right Turn Adjustment		SBR		.10*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.90		.91		

2. Jeronimo & Alicia

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	2	3400	520	.15*	250	.07*	
NBT	2	3400	770	.24	360	.14	
NBR	0	0	60		110		
SBL	1	1700	40	.02	200	.12	
SBT	2	3400	370	.11*	850	.25*	
SBR	1	1700	170	.10	570	.34	
EBL	1	1700	390	.23*	220	.13	
EBT	3	5100	910	.18	1570	.31*	
EBR	d	1700	170	.10	420	.25	
WBL	1	1700	110	.06	150	.09*	
WBT	3	5100	1140	.22*	1130	.22	
WBR	d	1700	90	.05	90	.05	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.76		.77

3. Trabuco & Alicia

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	220	.13	310	.18	
NBT	2	3400	730	.21*	490	.14*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	150	.09*	680	.40*	
SBT	2	3400	310	.09	570	.17	
SBR	d	1700	90	.05	160	.09	
EBL	1	1700	170	.10*	150	.09	
EBT	3	5100	660	.13	1300	.25*	
EBR	d	1700	50	.03	200	.12	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1390	.27*	990	.19	
WBR	d	1700	440	.26	260	.15	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.72		.89		

4. Marguerite & Alicia

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	1	1700	70	.04*	40	.02	
NBT	2	3400	350	.10	540	.16*	
NBR	d	1700	80	.05	130	.08	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	650	.19*	420	.12	
SBR	d	1700	430	.25	220	.13	
EBL	2	3400	200	.06	470	.14	
EBT	2	3400	760	.22*	1190	.35*	
EBR	d	1700	30	.02	60	.04	
WBL	1	1700	150	.09*	100	.06*	
WBT	3	5100	1060	.21	690	.14	
WBR	d	1700	50	.03	60	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.59		.66

5. Olympiad & Alicia

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	130	.08*	70	.04*	
NBT	2	3400	210	.06	410	.12	
NBR	d	1700	300	.18	250	.15	
SBL	1	1700	20	.01	40	.02	
SBT	2	3400	380	.14*	300	.11*	
SBR	0	0	90		80		
EBL	1	1700	60	.04	140	.08	
EBT	3	5100	780	.15*	1050	.21*	
EBR	d	1700	90	.05	100	.06	
WBL	1	1700	310	.18*	300	.18*	
WBT	3	5100	830	.16	700	.14	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.60		.59		

6. Santa Margarita & Alicia

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	930	.27*	1110	.33*	
NBT	3	5100	800	.16	1170	.23	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	860	.17*	1130	.22*	
SBR	1	1700	50	.03	120	.07	
EBL	2	3400	20	.01*	130	.04*	
EBT	0	0	0		0		
EBR	2	3400	960	.28	1530	.45	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.08*	
Clearance Interval					.05*	.05*	
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.50		.72		

7. Marguerite & Trabuco

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	570	.34*	430	.25*	
NBT	2	3400	580	.17	780	.23	
NBR	d	1700	30	.02	70	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	950	.28*	590	.17*	
SBR	d	1700	70	.04	70	.04	
EBL	1	1700	50	.03*	150	.09*	
EBT	1	1700	20	.01	70	.04	
EBR	1	1700	460	.27	580	.34	
WBL	1	1700	20	.01	140	.08	
WBT	2	3400	20	.01*	110	.03*	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment				EBR	.11*		
Clearance Interval				.05*	.05*		
TOTAL CAPACITY UTILIZATION			.71		.70		

8. Marguerite & Jeronimo

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	340	.20*	250	.15*	
NBT	2	3400	790	.23	1050	.31	
NBR	d	1700	50	.03	140	.08	
SBL	1	1700	80	.05	110	.06	
SBT	2	3400	1140	.34*	940	.28*	
SBR	d	1700	120	.07	60	.04	
EBL	1	1700	150	.09*	110	.06	
EBT	2	3400	130	.04	330	.10*	
EBR	1	1700	330	.19	360	.21	
WBL	1	1700	250	.15	90	.05*	
WBT	2	3400	410	.12*	150	.04	
WBR	d	1700	100	.06	80	.05	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.80		.63		

9. Olympiad & Jeronimo

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	1	1700	200 .12*	110 .06*	
NBT	2	3400	360 .11	590 .17	
NBR	0	0	0	0	
SBL	0	0	0	0	
SBT	2	3400	500 .20*	440 .16*	
SBR	0	0	180	120	
EBL	1	1700	130 .08*	140 .08*	
EBT	0	0	0	0	
EBR	1	1700	60 .04	140 .08	
WBL	0	0	0	0	
WBT	0	0	0	0	
WBR	0	0	0	0	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.45	.35	

10. Marguerite & La Paz

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	2	3400	120 .04*	290 .09*	
NBT	2	3400	810 .24	1040 .31	
NBR	d	1700	130 .08	190 .11	
SBL	2	3400	150 .04	220 .06	
SBT	2	3400	930 .27*	1000 .29*	
SBR	1	1700	230 .14	200 .12	
EBL	2	3400	250 .07*	410 .12	
EBT	2	3400	260 .08	730 .21*	
EBR	1	1700	70 .04	270 .16	
WBL	2	3400	300 .09	190 .06*	
WBT	2	3400	500 .15*	300 .09	
WBR	d	1700	190 .11	110 .06	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.58	.70	

11. Olympiad & La Paz

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	1	1700	180 .11*	100 .06*	
NBT	2	3400	530 .16	520 .15	
NBR	0	0	0	0	
SBL	0	0	0	0	
SBT	2	3400	490 .21*	460 .18*	
SBR	0	0	220	160	
EBL	1	1700	130 .08*	270 .16*	
EBT	0	0	0	0	
EBR	1	1700	90 .05	160 .09	
WBL	0	0	0	0	
WBT	0	0	0	0	
WBR	0	0	0	0	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.45	.45	

12. Empresa & Santa Margarita

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	2	3400	560 .16*	800 .24*	
NBT	0	0	0	0	
NBR	1	1700	460 .27	390 .23	
SBL	0	0	0	0	
SBT	0	0	0	0	
SBR	0	0	0	0	
EBL	0	0	0	0	
EBT	3	5100	980 .19*	1800 .35*	
EBR	1	1700	800 .47	380 .22	
WBL	1	1700	570 .34*	360 .21*	
WBT	3	5100	1310 .26	920 .18	
WBR	0	0	0	0	
Right Turn Adjustment			EBR	.16*	
Clearance Interval				.05*	.05*
TOTAL CAPACITY UTILIZATION				.90	.85

13. Empresa & Banderas

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	60	.04*	70	.04*	
NBT	2	3400	460	.16	320	.10	
NBR	0	0	80		20		
SBL	1	1700	20	.01	10	.01	
SBT	2	3400	370	.22*	390	.23*	
SBR	0	0	380	.22	500	.29	
EBL	1	1700	640	.38*	360	.21*	
EBT	2	3400	50	.03	10	.01	
EBR	0	0	50		60	.04	
WBL	1	1700	10	.01	40	.02	
WBT	2	3400	10	.01*	50	.02*	
WBR	0	0	10		10		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.70		.55	

14. Empresa & Antonio

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	2	3400	140	.04*	320	.09*	
SBT	0	0	0	0	0	0	0
SBR	1	1700	90	.05	200	.12	
EBL	2	3400	230	.07*	90	.03*	
EBT	3	5100	680	.13	850	.17	
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	3	5100	790	.15*	770	.15*	
WBR	1	1700	240	.14	170	.10	
Right Turn Adjustment							SBR .01*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION							.31 .33

15. Banderas & Antonio

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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	330	.19	350	.21	
EBL	2	3400	520	.15	310	.09*	
EBT	3	5100	1380	.28*	1010	.20	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1040	.21	1040	.22*	
WBR	0	0	30		90		
Right Turn Adjustment				SBR .10*			
Clearance Interval				.05*			
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.53		.49	

16. Cabot & Paseo De Valencia

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	450	.26*	270	.16*	
NBT	2	3400	540	.16	470	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	190	.06*	500	.16*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	220	.13	470	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							EBR .15*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION							.38 .53

17. Cabot & Oso

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	
NBL	2	3400	60	.02	120	.04
NBT	2	3400	490	.14*	250	.07*
NBR	1	1700	260	.15	530	.31
SBL	2	3400	210	.06*	580	.17*
SBT	2	3400	180	.05	530	.16
SBR	1	1700	40	.02	90	.05
EBL	2	3400	110	.03	110	.03
EBT	3	5100	850	.17*	940	.18*
EBR	1	1700	70	.04	50	.03
WBL	2	3400	270	.08*	300	.09*
WBT	3	5100	1140	.22	870	.17
WBR	1	1700	530	.31	370	.22
Right Turn Adjustment		WBR	.05*	NBR	.17*	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.55		.73	

18. Marguerite & Oso

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	
NBL	1	1700	410	.24*	190	.11
NBT	2	3400	610	.18	820	.24*
NBR	d	1700	40	.02	130	.08
SBL	1	1700	90	.05	310	.18*
SBT	2	3400	640	.19*	720	.21
SBR	d	1700	360	.21	280	.16
EBL	1	1700	250	.15*	290	.17*
EBT	3	5100	990	.19	1340	.26
EBR	d	1700	90	.05	470	.28
WBL	1	1700	120	.07	160	.09
WBT	3	5100	2000	.39*	1050	.21*
WBR	d	1700	200	.12	140	.08
Clearance Interval				.05*	.05*	
TOTAL CAPACITY UTILIZATION				1.02	.85	

19. Felipe & Oso

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	
NBL	1	1700	110	.06	90	.05
NBT	2	3400	280	.08*	360	.11*
NBR	1	1700	140	.08	140	.08
SBL	1	1700	230	.14*	300	.18*
SBT	2	3400	430	.13	330	.10
SBR	d	1700	190	.11	240	.14
EBL	1	1700	110	.06*	240	.14
EBT	3	5100	970	.19	1480	.29*
EBR	d	1700	80	.05	160	.09
WBL	1	1700	130	.08	170	.10*
WBT	3	5100	1580	.31*	1040	.20
WBR	d	1700	360	.21	210	.12
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.73	

21. Marguerite & Felipe

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	
NBL	1	1700	20	.01*	30	.02
NBT	2	3400	520	.15	890	.26*
NBR	d	1700	380	.22	770	.45
SBL	1	1700	110	.06	390	.23*
SBT	2	3400	850	.25*	760	.22
SBR	d	1700	30	.02	40	.02
EBL	1	1700	80	.05	50	.03
EBT	1	1700	50	.05*	20	.04*
EBR	0	0	30		40	
WBL	1.5		690		460	
WBT	0.5	3400	20	.21*	10	.14*
WBR	1	1700	290	.17	150	.09
Right Turn Adjustment					NBR	.08*
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.57	.80	

22. Moulton & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	150	.04	190	.06*	
NBT	3	5100	1060	.21*	960	.19	
NBR	1	1700	460	.27	110	.06	
SBL	2	3400	140	.04*	150	.04	
SBT	3	5100	430	.08	920	.18*	
SBR	1	1700	90	.05	140	.08	
EBL	2	3400	200	.06	160	.05	
EBT	3	5100	1040	.24*	870	.20*	
EBR	0	0	180		150		
WBL	2	3400	350	.10*	600	.18*	
WBT	3	5100	690	.14	1090	.21	
WBR	1	1700	90	.05	150	.09	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION				.64			.67

23. Greenfield & Crown Valley

24. Cabot & Crown Valley

Existing Counts						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	50	.03	160	.09*
NBT	2	3400	180	.05*	160	.05
NBR	1	1700	360	.21	260	.15
SBL	2	3400	140	.04*	190	.06
SBT	2	3400	90	.05	240	.12*
SBR	0	0	80		180	
EBL	2	3400	200	.06*	160	.05
EBT	3	5100	1480	.31	1840	.36*
EBR	0	0	120		10	
WBL	2	3400	200	.06	510	.15*
WBT	3	5100	1510	.32*	2030	.42
WBR	0	0	100		120	
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.05*		.05*

25. Forbes & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	30	.02	70	.04	
NBT	1	1700	10	.01*	10	.01*	
NBR	1	1700	50	.03	70	.04	
SBL	1	1700	70	.04*	140	.08*	
SBT	1	1700	10	.01	10	.01	
SBR	1	1700	60	.04	130	.08	
EBL	1	1700	80	.05*	80	.05*	
EBT	4	6800	1700	.26	2220	.33	
EBR	0	0	50		30		
WBL	1	1700	170	.10	50	.03	
WBT	3	5100	1800	.40*	2520	.51*	
WBR	0	0	220		90		
Clearance Interval				.05*		.05*	

26. Puerta Real & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	60	.02	590	.17*	
NBT	1	1700	60	.04*	30	.02	
NBR	1	1700	40	.02	110	.06	
SBL	1	1700	50	.03*	90	.05	
SBT	1	1700	50	.03	60	.04*	
SBR	1	1700	260	.15	510	.30	
EBL	2	3400	490	.14*	330	.10*	
EBT	3	5100	1720	.34	1810	.35	
EBR	1	1700	250	.15	500	.29	
WBL	1	1700	30	.02	120	.07	
WBT	3	5100	1560	.31*	1790	.37*	
WBR	0	0	10		120		
Right Turn Adjustment					SBR	.18*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.57		.91		

27. El Regateo & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1.5		300	.09*	520	.15*	
NBT	1.5	5100	30	.05	20	.09	
NBR	0		60		140		
SBL	0.5		20		60		
SBT	1.5	3400	10	.02*	40	.06*	
SBR	0		60	.04	160	.09	
EBL	1	1700	200	.12*	130	.08	
EBT	3	5100	1210	.24	1570	.31*	
EBR	1	1700	400	.24	310	.18	
WBL	1	1700	100	.06	110	.06*	
WBT	3	5100	1240	.26*	1350	.28	
WBR	0	0	110		60		
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.54		.63		

28. Los Altos & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	20	.01	210	.12*	
NBT	1	1700	10	.02*	10	.04	
NBR	0	0	20		50		
SBL	0	0	30		170		
SBT	1	1700	10	.02*	10	.11*	
SBR	1	1700	30	.02	120	.07	
EBL	1	1700	130	.08*	60	.04	
EBT	3	5100	1110	.23	1690	.34*	
EBR	0	0	50		20		
WBL	1	1700	180	.11	30	.02*	
WBT	3	5100	1400	.33*	1190	.24	
WBR	0	0	260		20		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.50		.64		

29. Bellojente & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
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	3	5100	1020	.20	1850	.37*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	3	5100	1780	.37*	1120	.23	
WBR	0	0	90		30		
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.54		.51		

30. Marguerite & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	210	.12*	240	.14	
NBT	2	3400	570	.24	800	.30*	
NBR	0	0	240		210		
SBL	1	1700	120	.07	260	.15*	
SBT	2	3400	900	.26*	730	.21	
SBR	f		850		300		
EBL	2	3400	590	.17*	900	.26	
EBT	2	3400	350	.10	790	.23*	
EBR	1	1700	100	.06	250	.15	
WBL	1	1700	360	.21	250	.15*	
WBT	3	5100	820	.16*	620	.12	
WBR	d	1700	130	.08	140	.08	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.76		.88		

32. Golden Lantern & P. Colinas

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	10	.01	10	.01*	
NBT	2	3400	1840	.54*	670	.20	
NBR	1	1700	990	.58	480	.28	
SBL	1	1700	290	.17*	120	.07	
SBT	2	3400	700	.21	1180	.35*	
SBR	0	0	10		10		
EBL	1	1700	20	.01	10	.01	
EBT	1	1700	10	.01*	10	.01*	
EBR	0	0	10		10		
WBL	1.5		230		980		
WBT	0.5	3400	10	.07*	10	.29*	
WBR	1	1700	140	.08	160	.09	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.84		.71		

33. Cabot & P. Colinas

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	60	.02*	80	.02*	
SBT	0	0	0		0		
SBR	2	3400	130	.04	530	.16	
EBL	1	1700	500	.29*	270	.16*	
EBT	2	3400	690	.20	270	.08	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	290	.11*	670	.22*	
WBR	0	0	90		70		
Right Turn Adjustment				SBR	.02*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.47		.47		

34. Cm Capistrano & P. Colinas

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0.5	3400	240	{.14}*	200	{.30}*	
NBR	1.5		320	{.07}	1000		
SBL	1	1700	60	.04*	70	.04*	
SBT	1	1700	130	.08	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		490		400		
WBT	0	3400	0	.16*	0	.13*	
WBR	0.5		60		30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.39		.52		

35. Camino Capistrano & Avery

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	1	1700	40	.02*	50	.03*	
NBR	1	1700	120	.07	130	.08	
SBL	2	3400	580	.17*	640	.19*	
SBT	1	1700	40	.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	150	.09*	100	.06*	
WBT	0	0	0		0		
WBR	2	3400	520	.15	1150	.34	
Right Turn Adjustment					WBR	.14*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.33		.47		

36. Marguerite & Avery

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	1	1700	380	.22*	320	.19*	
NBT	2	3400	380	.11	430	.13	
NBR	d	1700	50	.03	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	340	.10*	510	.15*	
SBR	d	1700	310	.18	660	.39	
EBL	2	3400	640	.19*	640	.19*	
EBT	2	3400	350	.20	350	.18	
EBR	0	0	330		260		
WBL	1	1700	20	.01	50	.03	
WBT	2	3400	150	.06*	320	.12*	
WBR	0	0	50		100		
Right Turn Adjustment					SBR	.10*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.62		.80		

37. Gldn Lantern & Marina Hills

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	190	.11	200	.12*	
NBT	2	3400	1450	.43*	810	.24	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	820	.24	1480	.44*	
SBR	1	1700	220	.13	440	.26	
EBL	1.5		700		330		
EBT	0.5	3400	10	.21*	10	.10*	
EBR	1	1700	340	.20	220	.13	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.72		

39. Cm Capistrano & J. Serra

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0		
NBT	1	1700	100	.06*	100	.06	
NBR	1	1700	540	.32	450	.26	
SBL	1	1700	100	.06*	120	.07	
SBT	1	1700	80	.05	280	.16*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	570	.34*	660	.39*	
WBT	0	0	0		0		
WBR	1	1700	80	.05	190	.11	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.51		.60		

40. Rancho Viejo & J. Serra

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	290	.17*	330	.19*	
NBT	2	3400	180	.06	170	.05	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1	1700	210	.12*	200	.12*	
SBR	1	1700	550	.32	490	.29	
EBL	1.5		410		400		
EBT	0.5	3400	30	.19*	10	.16*	
EBR	0		210		150		
WBL	0.5		10		10		
WBT	1.5	3400	10	.01*	20	.01*	
WBR	0		10		10		
Right Turn Adjustment		SBR	.06*		SBR	.05*	
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .60 .58

42. Cm Capistrano & Ortega

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	350	.21*	420	.25*	
NBR	1	1700	80	.05	70	.04	
SBL	1	1700	130	.08*	130	.08*	
SBT	1	1700	450	.26	430	.25	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	180	.11*	200	.12*	
WBT	0	0	0		0		
WBR	1	1700	150	.09	210	.12	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .45 .50

41. Cm Capistrano & Oso Road

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	30		30	{.02}* <td></td>	
NBT	2	3400	710	.22*	310	.10	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	400	.14	450	.17*	
SBR	0	0	60		130		
EBL	1	1700	100	.06*	90	.05*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	40	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
					.33		.29

43. Del Obispo & Ortega

Existing Counts							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	50	.03*	130	.08*	
NBT	0	0	0		0		
NBR	2	3400	1010	.30	1000	.29	
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*	490	.18*	
EBR	0	0	90		120		
WBL	2	3400	870	.26*	960	.28*	
WBT	1	1700	670	.39	690	.41	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.07*				
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION							
					.57		.59

44. Rancho Viejo & Ortega

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		370		520		
NBT	0.5	3400	170	.16*	110	.19*	
NBR	1	1700	50	.03	40	.02	
SBL	1.5		130	.08	160	.09	
SBT	0.5	3400	120	.12*	140	.17*	
SBR	0		90		150		
EBL	1	1700	200	.12	170	.10	
EBT	2	3400	1130	.33*	1350	.40*	
EBR	1	1700	650	.38	490	.29	
WBL	1	1700	70	.04*	40	.02*	
WBT	3	5100	1240	.24	1000	.20	
WBR	1	1700	290	.17	90	.05	
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.83		

45. La Novia & Ortega

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	300	.09*	260	.08*	
NBT	0	0	0		0		
NBR	1	1700	130	.08	120	.07	
SBL	0		0		0		
SBT	0		0		0		
SBR	0		0		0		
EBL	0		0		0		
EBT	2	3400	880	.26*	1270	.37*	
EBR	1	1700	350	.21	250	.15	
WBL	1	1700	230	.14*	140	.08*	
WBT	2	3400	1240	.36	820	.24	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION							
			.54		.58		

47. Alipaz & Del Obispo

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	20		30		
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	750	.22	700	.21	
SBL	1	1700	110	.06*	60	.04*	
SBT	1	1700	40	.04	20	.03	
SBR	0	0	20		30		
EBL	1	1700	10	.01	20	.01	
EBT	2	3400	810	.25*	720	.22*	
EBR	0	0	40		30		
WBL	1	1700	500	.29*	640	.38*	
WBT	2	3400	800	.25	1310	.40	
WBR	0	0	50		50		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.67		.72		

48. Cm Capistrano & Del Obispo

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	600	.18*	530	.16*	
NBT	1	1700	350	.21	320	.19	
NBR	1	1700	160	.09	190	.11	
SBL	1	1700	40	.02	80	.05	
SBT	1	1700	320	.19*	410	.24*	
SBR	1	1700	690	.41	450	.26	
EBL	1	1700	400	.24*	330	.19*	
EBT	2	3400	960	.28	720	.21	
EBR	1	1700	420	.25	380	.22	
WBL	1	1700	150	.09	200	.12	
WBT	2	3400	590	.18*	780	.24*	
WBR	0	0	30		20		
Right Turn Adjustment			SBR	.04*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.88		.88		

49. Cm Capistrano & San Juan C.

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	1	1700	370	.22*	720	.42*	
NBR	1	1700	340	.20	400	.24	
SBL	2	3400	220	.06*	400	.12*	
SBT	2	3400	480	.14	800	.24	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		650		610		
WBT	0	5100	0	{.24}* [*]	0	{.19}* [*]	
WBR	1.5		640		530		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .57 .78

50. Valle & San Juan Creek

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	500		400		
NBT	1	1700	0	.41*	0	.35*	
NBR	0	0	200		200		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	1	1700	330	.19	400	.24	
EBR	1	1700	230	.14	400	.24	
WBL	1	1700	140	.08	60	.04	
WBT	1	1700	790	.46*	740	.44*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .92 .84

51. La Novia & San Juan Creek

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	140	.08*	140	.08*	
NBT	1	1700	210	.18	140	.11	
NBR	0	0	90		50		
SBL	1	1700	230	.14	240	.14	
SBT	1	1700	140	.35*	220	.28*	
SBR	0	0	450		260		
EBL	1	1700	240	.14*	190	.11*	
EBT	1	1700	220	.13	220	.13	
EBR	1	1700	50	.03	100	.06	
WBL	1	1700	60	.04	70	.04	
WBT	1	1700	310	.18*	250	.15*	
WBR	1	1700	340	.20	210	.12	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .80 .67

53. Del Obispo & Del Avion

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	160	.09*	140	.08*	
NBT	2	3400	270	.16	310	.15	
NBR	0	0	330	.19	190		
SBL	1	1700	70	.04	80	.05	
SBT	2	3400	270	.16*	360	.21*	
SBR	0	0	400	.24	530	.31	
EBL	1.5		330		260		
EBT	1.5	5100	370	.14*	230	.13*	
EBR	0		10		180		
WBL	1	1700	340	.20*	230	.14*	
WBT	2	3400	220	.10	140	.08	
WBR	0	0	120		120		
Clearance Interval				.05*		.05*	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .64 .61

54. Alipaz & Del Avion

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	0	0	10 {.01}*	30 {.02}*	
NBT	1	1700	10 .01	20 .03	
NBR	0	0	0	0	
SBL	0	0	0	0	
SBT	2	3400	10 .01*	30 .02*	
SBR	0	0	330 .19	290 .17	
EBL	1	1700	540 .32*	350 .21*	
EBT	0	0	0	0	
EBR	1	1700	10 .01	20 .01	
WBL	0	0	0	0	
WBT	0	0	0	0	
WBR	0	0	0	0	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.39	.30	

55. Del Obispo & Stonehill

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	1	1700	60 .04	120 .07	
NBT	2	3400	160 .08*	300 .11*	
NBR	0	0	100	70	
SBL	1	1700	360 .21*	290 .17*	
SBT	2	3400	360 .15	420 .16	
SBR	0	0	150	130	
EBL	1	1700	200 .12	210 .12	
EBT	1	1700	820 .54*	720 .48*	
EBR	0	0	90	90	
WBL	1	1700	70 .04*	220 .13*	
WBT	2	3400	510 .15	900 .26	
WBR	1	1700	220 .13	510 .30	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.92	.94	

100. I-5 SB Ramps & Alicia Pkwy

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	0	0	0	0	
NBT	0	0	0	0	
NBR	0	0	0	0	
SBL	1.5		970	1200	
SBT	0	5100	0 {.32}* 0	0 {.44}* 0	
SBR	1.5		820	1160	
EBL	0	0	0	0	
EBT	3	5100	1710 .34*	1540 .30*	
EBR	f		230	210	
WBL	0	0	0	0	
WBT	3	5100	1070 .21	1010 .20	
WBR	f		610	780	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.71	.79	

101. I-5 NB Ramps & Alicia Pkwy

Existing Counts					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	1.5			110 {.04}* 0	320 {.18}* 0
NBT	0	5100		{.04}	.18
NBR	1.5			190	580
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	3	5100		1290 .25 1390	2320 .45* 420
EBR	f				
WBL	0	0	0	0	0
WBT	3	5100		1570 .31* 1560	1470 .29 870
WBR	f				
Clearance Interval			.05*	.05*	.05*
TOTAL CAPACITY UTILIZATION			.40	.68	

102. I-5 SB Ramps/Cabot & La Paz

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	100	.06*	180	.11*	
NBT	0	0	0		0		
NBR	2	3400	520	.15	550	.16	
SBL	1.5		300		700		
SBT	1.5	5100	170	.14*	250	.25*	
SBR	0		220		320		
EBL	0	0	0		0		
EBT	2	3400	1080	.32*	1090	.32*	
EBR	1	1700	100	.06	150	.09	
WBL	1	1700	210	.12*	280	.16*	
WBT	2	3400	600	.26	840	.39	
WBR	0	0	290		500		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .69 .89

103. I-5 NB Muirlands & La Paz

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		110	.06	180		
NBT	1	6800	320	.09*	200	.09*	
NBR	1.5		110		260		
SBL	2	3400	350	.10*	600	.18*	
SBT	0	0	0		0		
SBR	2	3400	280	.08	440	.13	
EBL	2	3400	350	.10*	330	.10*	
EBT	2	3400	900	.26	1350	.40	
EBR	f		440		390		
WBL	0	0	0		0		
WBT	3	5100	1340	.34*	1200	.30*	
WBR	0	0	410		340		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .68 .72

104. I-5 SB Ramps & Oso

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	650	.19*	1190	.35*	
SBT	0	0	0		0		
SBR	1	1700	270	.16	440	.26	
EBL	0	0	0		0		
EBT	3	5100	890	.17	1510	.30*	
EBR	f		430		540		
WBL	0	0	0		0		
WBT	3	5100	1670	.33*	1100	.22	
WBR	f		670		490		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .57 .70

105. I-5 NB Ramps & Oso

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	360	.21*	460	.27*	
NBT	0	0	0		0		
NBR	1	1700	300	.18	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	1270	.25	2200	.43*	
EBR	f		380		500		
WBL	0	0	0		0		
WBT	3	5100	1980	.39*	1130	.22	
WBR	f		1010		600		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .65 .75

106. I-5 SB Ramps & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	1040	.31*	1160	.34*	
SBT	0	0	0		0		
SBR	2	3400	830	.24	1220	.36	
EBL	0	0	0		0		
EBT	4	6800	1550	.23*	1900	.28*	
EBR	1	1700	270	.16	530	.31	
WBL	2	3400	440	.13*	590	.17*	
WBT	3	5100	1360	.27	1440	.28	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.72		.84	

107. I-5 NB Ramps & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1.5				640	{ .25}*	240 { .14}*
NBT	0	5100			0	.25	0 .14
NBR	1.5				660		470
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2.5	6800			1800	{ .35}*	2170 { .43}*
EBR	1.5				790	{ .28}	890 { .42}
WBL	0	0	0		0		
WBT	3	5100			1160	.23	1790 .35
WBR	f				720		1100
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.65		.62

108. I-5 SB Ramps & Avery

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		550		600		
SBT	0	3400	0	.24*	0	.33*	
SBR	0.5		280		530		
EBL	0	0	0		0		
EBT	2	3400	500	.21*	520	.23*	
EBR	0	0	200		250		
WBL	1	1700	280	.16*	340	.20*	
WBT	1	1700	390	.23	720	.42	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.66		.81	

109. I-5 NB Ramps & Avery

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	250	.15*	310	.18*	
NBT	0	0	0		0		
NBR	1	1700	600	.35	420	.25	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	330	.19*	290	.17*	
EBT	2	3400	720	.21	830	.24	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	420	.25*	750	.44*	
WBR	1	1700	420	.25	550	.32	
Right Turn Adjustment					NBR	.03*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.67		.84

110. I-5 SB Ramps & J. Serra

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
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	360	.21	510	.30	
EBL	0	0	0		0		
EBT	2	3400	540	.19*	460	.17*	
EBR	0	0	100		110		
WBL	0.5		230	{.14}* [*]	260	{.15}* [*]	
WBT	1.5	3400	290	.15	340	.18	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.04*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.53		.56		

111. I-5 NB Ramps & J. Serra

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	1	1700	30	.02*	80	.05*	
NBT	0	0	0		0		
NBR	1	1700	220	.13	200	.12	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0.5		370	{.22}* [*]	360	.21*	
EBT	1.5	3400	430	.24	360	.21	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	490	.29*	520	.31*	
WBR	1	1700	360	.21	320	.19	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.58	.62

112. I-5 SB Ramps & Ortega

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		810		930		
SBT	0	5100	0	{.26}* [*]	0	{.29}* [*]	
SBR	1.5		850		950		
EBL	0	0	0		0		
EBT	3	5100	1260	.29*	1200	.29*	
EBR	0	0	200		290		
WBL	1	1700	320	.19*	430	.25*	
WBT	2	3400	690	.20	700	.21	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.88		

113. I-5 NB Ramps & Ortega

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0.5		260		260		
NBT	0	3400	0	{.26}* [*]	0	{.23}* [*]	
NBR	1.5		700		560		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	790	.23*	680	.20*	
EBT	2	3400	1280	.38	1450	.43	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	750	.22*	870	.26*	
WBR	1	1700	950	.56	800	.47	
Right Turn Adjustment			WBR	.23*	WBR	.10*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.99		.84

114. Cm Capistrano & I-5 SB

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	520	.16	740	.24	
NBR	0	0	20		60		
SBL	2	3400	520	.15	570	.17	
SBT	1	1700	610	.36*	840	.49*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	650	.38*	970	.57*	
WBT	0	0	0		0		
WBR	1	1700	190	.11	380	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		1.11		

115. Valle & La Novia/I-5 NB

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	40		40	{ .02}*	
NBT	1	1700	40	.05*	60	.06	
NBR	1	1700	10	.01	20	.01	
SBL	0	0	50	{ .03}*	100		
SBT	1	1700	50	.06	70	.10*	
SBR	1	1700	270	.16	290	.17	
EBL	1	1700	520	.31*	460	.27*	
EBT	1	1700	40	.04	100	.08	
EBR	0	0	30		40		
WBL	0	0	10		10		
WBT	1	1700	230	.14*	50	.04*	
WBR	1	1700	140	.08	80	.05	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.48		

116. Cm Capistrano & Stonehill

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	400	.12	580	.17	
NBT	1	1700	390	.42*	330	.43*	
NBR	0	0	330		400		
SBL	1	1700	60	.04*	250	.15*	
SBT	2	3400	320	.09	710	.21	
SBR	1	1700	580	.34	930	.55	
EBL	1	1700	480	.28	330	.19	
EBT	1	1700	830	.49*	920	.54*	
EBR	1	1700	240	.14	480	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.00		1.17		

117. I-5 SB Ramps & Las Ramblas

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	220	.06*	460	.14*	
SBT	0	0	0		0		
SBR	f		600		850		
EBL	0	0	0		0		
EBT	2	3400	680	.20*	580	.17*	
EBR	f		850		1130		
WBL	0	0	0		0		
WBT	1	1700	160	.09	140	.08	
WBR	f		100		70		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.31		.36		

118. I-5 NB Ramps & Las Ramblas

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	10		10	
NBT	1	1700	10	.01*	30	.02*
NBR	1	1700	60	.04	90	.05
SBL	1	1700	20	.01*	10	.01*
SBT	0	0	0		0	
SBR	1	1700	80	.05	40	.02
EBL	1	1700	20	.01*	90	.05
EBT	2	3400	240	.07	560	.16*
EBR	f		640		390	
WBL	0	0	0		0	
WBT	3	5100	640	.13*	330	.07
WBR	0	0	10		10	
Right Turn Adjustment		SBR	.03*	NBR	.03*	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.24		.27	

150. Greenfield & SR-73 SB Ramps

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	950	.37*	350	.16*
NBR	0	0	310		210	
SBL	1	1700	40	.02*	20	.01*
SBT	2	3400	360	.11	390	.11
SBR	0	0	0		0	
EBL	0.5		10	.01*	20	
EBT	0	3400	0		0	{.15}*
EBR	1.5		170	{.00}	580	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.45	.37

151. Greenfield & SR-73 NB Ramps

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	2	3400	910	.27*	270	.08*
NBT	1	1700	50	.03	100	.06
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	80	.05*	90	.05*
SBR	1	1700	20	.01	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	320	.19*	320	.19*
WBT	0	0	0		0	
WBR	1	1700	40	.02	20	.01
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.56		.37	

152. SR-241 SB & S. Margarita

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	260		290	
NBT	1	1700	10	.16*	10	.18*
NBR	2	3400	400	.12	1450	.43
SBL	0	0	10		40	
SBT	1	1700	10	.01*	10	.03*
SBR	1	1700	10	.01	30	.02
EBL	1	1700	80	.05*	30	.02
EBT	3	5100	1500	.29	2340	.46*
EBR	1	1700	50	.03	30	.02
WBL	2	3400	50	.01	20	.01*
WBT	3	5100	1950	.39*	1120	.22
WBR	0	0	20		10	
Right Turn Adjustment					NBR	.24*
Clearance Interval					.05*	.05*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION					.66	.97

153. SR-241 NB & S. Margarita

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		30	.01*	10	.01*	
NBT	0	5100	0		0		
NBR	1.5		10		20	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	390	.23*	330	.19	
EBT	3	5100	1520	.30	3500	.69*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1990	.39*	1140	.22	
WBR	1	1700	2110	1.24	520	.31	
Right Turn Adjustment			WBR	.84*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.52		.75		

154. SR-241 SB Ramps & Antonio

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1.5		80			460	.14*
SBT	0	5100	0		.04*	0	
SBR	1.5		120			280	{ .09}
EBL	0	0	0		0	0	
EBT	3	5100	1040	.20*	1220	.24*	
EBR	1	1700	10	.01	10	.01	
WBL	1	1700	30	.02*	30	.02*	
WBT	3	5100	1140	.22	800	.16	
WBR	0	0	0		0	0	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.31		.45

155. SR-241 NB Ramps & Antonio

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1.5		30	.01*	10	.01*	
NBT	0	5100	0		0		
NBR	1.5		30	{ .00}	40	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	450	.26*	110	.06	
EBT	3	5100	670	.13	1570	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1140	.22*	840	.16	
WBR	1	1700	1140	.67	110	.06	
Right Turn Adjustment			WBR	.44*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.98		.37		

156. SR-241 SB Ramps & Oso

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1.5		70			150	.04*
SBT	0	5100	0		.03*	0	
SBR	1.5		100			180	{ .02}
EBL	0	0	0		0	0	
EBT	2	3400	810	.24	840	.25*	
EBR	0	0	0		0	0	
WBL	0	0	0		0	0	
WBT	2	3400	970	.29*	480	.14	
WBR	0	0	0		0	0	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.37		.34

157. SR-241 NB Ramps & Oso

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	280	.16*	90	.05
EBT	2	3400	600	.18	900	.26*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	970	.38*	480	.17
WBR	0	0	330		100	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.59		.31	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	230	.14*	160	.10*	
NBT	1	1600	10	.01	10	.01	
NBR	1	1600	10	.01	10	.01	
SBL	0	0	10		10		
SBT	1	1600	10	.05*	10	.03*	
SBR	0	0	60		30		
EBL	0	0	20	{.01}* [*]	50	{.03}* [*]	
EBT	2	3200	10	.01	40	.04	
EBR	0	0	170	.11	210	.13	
WBL	0	0	10		10		
WBT	2	3200	40	.02*	30	.02*	
WBR	0	0	10		10		
Right Turn Adjustment				EBR	.01*		

TOTAL CAPACITY UTILIZATION .22 .19

62. Vera Cruz & Los Mares

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	410	.26*	300	.19*	
NBT	1	1600	10	.03	10	.02	
NBR	0	0	30		20		
SBL	0	0	10		10		
SBT	1	1600	10	.03*	10	.03*	
SBR	0	0	20		20		
EBL	1	1600	10	.01*	30	.02	
EBT	2	3200	180	.06	300	.09*	
EBR	1	1600	370	.23	340	.21	
WBL	1	1600	70	.04	10	.01*	
WBT	2	3200	340	.11*	260	.08	
WBR	0	0	10		10		
Right Turn Adjustment				EBR	.01*		

TOTAL CAPACITY UTILIZATION .41 .32

64. La Pata & Pico

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	80	.05*	250	.16*	
NBT	3	4800	10	.00	10	.00	
NBR	d	1600	10	.01	20	.01	
SBL	1	1600	10	.01	10	.01	
SBT	3	4800	10	.00*	10	.00*	
SBR	d	1600	30	.02	10	.01	
EBL	1	1600	10	.01	20	.01*	
EBT	3	4800	400	.08*	120	.03	
EBR	d	1600	280	.18	90	.06	
WBL	1	1600	10	.01*	10	.01	
WBT	3	4800	200	.04	300	.06*	
WBR	d	1600	10	.01	10	.01	
Right Turn Adjustment			EBR	.06*			

TOTAL CAPACITY UTILIZATION .20 .23

66. PCH & Camino Capistrano

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1600	390	.24*	380	.24*	
NBR	1	1600	240	.15	350	.22	
SBL	1	1600	130	.08*	200	.13*	
SBT	1	1600	330	.21	450	.28	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	290	.18*	330	.21*	
WBT	0	0	0		0		
WBR	1	1600	150	.09	150	.09	
Right Turn Adjustment				EBR	.06*		

TOTAL CAPACITY UTILIZATION .50 .58

67. El Camino Real & Pico

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1600	30	.02	40	.03
NBT	2	3200	420	.16*	460	.19*
NBR	0	0	80		140	
SBL	1	1600	240	.15*	180	.11*
SBT	2	3200	460	.15	560	.20
SBR	0	0	30		90	
EBL	1	1600	80	.05	80	.05
EBT	1	1600	130	.09*	110	.09*
EBR	0	0	20		30	
WBL	1	1600	110	.07*	220	.14*
WBT	1	1600	70	.04	160	.10
WBR	1	1600	250	.16	220	.14

TOTAL CAPACITY UTILIZATION .47 .53

68. El Cm. Real & Cristianitos

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	20	.01*	40	.03*
SBT	0	0	0		0	
SBR	1	1600	120	.08	130	.08
EBL	1	1600	90	.06	190	.12*
EBT	1	1600	250	.16*	70	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	70	.04	280	.18*
WBR	1	1600	10	.01	80	.05

TOTAL CAPACITY UTILIZATION .17 .33

119. I-5 SB Ramps & Estrella

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	780	.24*	1080	.34*
SBT	0	0	0		0	
SBR	1	1600	370	.23	560	.35
EBL	0	0	0		0	
EBT	2	3200	620	.19*	690	.22*
EBR	1	1600	150	.09	210	.13
WBL	1	1600	330	.21*	430	.27*
WBT	2	3200	340	.11	490	.15
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .64 .83

120. I-5 NB Ramps & Estrella

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0.5		170		180	
NBT	0	3200	0	.15*	0	.17*
NBR	1.5		300		350	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	900	.19*	1370	.29*
EBR	1	1600	500	.31	400	.25
WBL	0	0	0		0	
WBT	3	4800	500	.10	740	.15
WBR	f		1200		890	
Right Turn Adjustment						EBR .01*

TOTAL CAPACITY UTILIZATION .35 .46

123. I-5 SB Ramps & Pico

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1400	.44*	1020	.32*
SBT	0	4800	0		0	
SBR	1.5		320	.20	680	{.12}
EBL	0	0	0		0	
EBT	3	4800	650	.14*	870	.18*
EBR	1	1600	90	.06	270	.17
WBL	1	1600	370	.23*	680	.43*
WBT	2	3200	480	.15	640	.20
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION			.81		.93	

124. I-5 NB Ramps & Pico

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1600	130	.08*	210	.13*
NBT	0	0	0		0	
NBR	2	3200	500	.16	610	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	320	.20	370	.23
EBT	2	3200	1730	.54*	1520	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	720	.15	1110	.23
WBR	f		1260		1470	
Right Turn Adjustment			NBR	.08*	NBR	.06*
TOTAL CAPACITY UTILIZATION				.70		.67

125. I-5 SB Ramp & E1 Cm Real

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1600	110	.07	130	.08
NBT	0	0	0		0	
NBR	1	1600	260	.16	160	.10
SBL	1	1600	240	.15*	340	.21*
SBT	1	1600	70	.04	170	.11
SBR	1	1600	120	.08	340	.21
EBL	0	0	0		0	
EBT	2	3200	450	.15*	560	.21*
EBR	0	0	40		100	
WBL	1	1600	20	.01*	30	.02*
WBT	2	3200	320	.10	410	.13
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.15*	NBR	.08*
TOTAL CAPACITY UTILIZATION				.46		.52

126. I-5 NB Ramps & E1 Cm Real

Existing Counts						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1600	60	.04*	100	.06*
NBT	0	0	0		0	
NBR	1	1600	30	.02	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	200	.13*	150	.09*
EBT	2	3200	490	.15	710	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	340	.21*	330	.18*
WBR	0	0	330		230	
TOTAL CAPACITY UTILIZATION				.38		.33

127. I-5 SB Ramps & Cristianitos

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	90	.06*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	90	.06	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .28

128. I-5 NB Ramps & Cristianitos

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	30	.02*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	260	.16	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	140	.09*	80	.05*	
EBT	1	1600	80	.05	120	.08	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	130	.12*	270	.26*	
WBR	0	0	60		140		

Right Turn Adjustment NBR .02*

TOTAL CAPACITY UTILIZATION .25 .34

129. I-5 SB Ramps & Basilone

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		

Right Turn Adjustment SBR .08*

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	

Right Turn Adjustment NBR .02*

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	190	.06*	220	.06*	
NBT	3	5100	550	.11	660	.13	
NBR	1	1700	290	.17	260	.15	
SBL	2	3400	120	.04	40	.01	
SBT	3	5100	970	.19*	660	.13*	
SBR	f		1270		600		
EBL	2	3400	820	.24*	950	.28*	
EBT	3	5100	600	.12	900	.18	
EBR	1	1700	220	.13	110	.06	
WBL	2	3400	500	.15	310	.09	
WBT	3	5100	790	.15*	370	.07*	
WBR	1	1700	200	.12	30	.02	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .69 .59

31. Antonio & Crown Valley

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	100	.03*	60	.02*	
NBT	3	5100	580	.11	420	.08	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	520	.10*	490	.10*	
SBR	f		850		470		
EBL	2	3400	520	.15*	740	.22*	
EBT	0	0	0		0		
EBR	2	3400	90	.03	40	.01	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .33 .39

46. Antonio/La Pata & Ortega

Existing Counts							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	40	.02*	60	.04	
NBT	1	1700	10	.01	20	.02*	
NBR	0	0	10		20		
SBL	1	1700	40	.02	170	.10*	
SBT	2	3400	20	.01*	10	.01	
SBR	0	0	480	.28	300	.18	
EBL	1	1700	530	.31*	260	.15	
EBT	1	1700	190	.11	830	.49*	
EBR	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01*	
WBT	1	1700	650	.38*	350	.21	
WBR	1	1700	180	.11	80	.05	
Right Turn Adjustment		SBR	.27*	SBR	.10*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION 1.04 .77

ICU Data Set 2

**2025 No Action Alternative
(Committed Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	260	.15	150	.09*	
NBT	2	3400	1180	.35*	720	.21	
NBR	1	1700	460	.27	370	.22	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	650	.19	990	.29*	
SBR	1	1700	460	.27	670	.39	
EBL	2	3400	40	.01*	500	.15	
EBT	3	5100	1690	.33	2540	.50*	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	190	.06	200	.06*	
WBT	3	5100	2400	.47*	2050	.40	
WBR	1	1700	10	.01	130	.08	
Right Turn Adjustment		SBR		.02*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.94		.99		

2. Jeronimo & Alicia

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	510	.15	250	.07*	
NBT	2	3400	930	.29*	500	.17	
NBR	0	0	70			90	
SBL	1	1700	60	.04*	60	.04	
SBT	2	3400	420	.12	1060	.31*	
SBR	1	1700	330	.19	710	.42	
EBL	1	1700	450	.26*	450	.26*	
EBT	3	5100	920	.18	1690	.33	
EBR	d	1700	150	.09	440	.26	
WBL	1	1700	110	.06	160	.09	
WBT	3	5100	1210	.24*	1070	.21*	
WBR	d	1700	70	.04	140	.08	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.88		.90

3. Trabuco & Alicia

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	200	.12	310	.18	
NBT	2	3400	920	.27*	680	.20*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	240	.14*	650	.38*	
SBT	2	3400	440	.13	780	.23	
SBR	d	1700	90	.05	170	.10	
EBL	1	1700	220	.13*	170	.10	
EBT	3	5100	660	.13	1430	.28*	
EBR	d	1700	40	.02	160	.09	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1500	.29*	1020	.20	
WBR	d	1700	410	.24	330	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.88		.96		

4. Marguerite & Alicia

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	130	.08*	70	.04	
NBT	2	3400	350	.10	500	.15*	
NBR	d	1700	70	.04	140	.08	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	620	.18*	440	.13	
SBR	d	1700	340	.20	180	.11	
EBL	2	3400	250	.07	460	.14	
EBT	2	3400	790	.23*	1220	.36*	
EBR	d	1700	40	.02	100	.06	
WBL	1	1700	210	.12*	120	.07*	
WBT	3	5100	1120	.22	740	.15	
WBR	d	1700	50	.03	60	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.66		.67

5. Olympiad & Alicia

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	180	.11*	70	.04*	
NBT	2	3400	320	.09	480	.14	
NBR	d	1700	330	.19	290	.17	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	420	.14*	400	.14*	
SBR	0	0	60		60		
EBL	1	1700	30	.02	120	.07	
EBT	3	5100	820	.16*	1100	.22*	
EBR	d	1700	110	.06	120	.07	
WBL	1	1700	320	.19*	300	.18*	
WBT	3	5100	950	.19	780	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.65		.63		

6. Santa Margarita & Alicia

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	1100	.32*	1240	.36*	
NBT	3	5100	1240	.24	1610	.32	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1440	.28*	1590	.31*	
SBR	1	1700	30	.02	100	.06	
EBL	2	3400	10	.00	120	.04*	
EBT	0	0	0		0		
EBR	2	3400	1100	.32	1660	.49	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.09*	
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.65		.65		.85

7. Marguerite & Trabuco

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	770	.45*	640	.38*	
NBT	2	3400	580	.17	710	.21	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	900	.26*	550	.16*	
SBR	d	1700	50	.03	70	.04	
EBL	1	1700	50	.03*	120	.07	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	550	.32	820	.48	
WBL	1	1700	10	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment				EBR	.15*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.80		.86		

8. Marguerite & Jeronimo

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	440	.26*	280	.16	
NBT	2	3400	790	.23	1140	.34*	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	230	.14*	
SBT	2	3400	1190	.35*	950	.28	
SBR	d	1700	80	.05	100	.06	
EBL	1	1700	220	.13*	110	.06	
EBT	2	3400	140	.04	410	.12*	
EBR	1	1700	350	.21	500	.29	
WBL	1	1700	270	.16	80	.05*	
WBT	2	3400	410	.12*	200	.06	
WBR	d	1700	200	.12	90	.05	
Right Turn Adjustment				EBR	.02*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.91		.72		

9. Olympiad & Jeronimo

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	280	.16*	130	.08*	
NBT	2	3400	430	.13	660	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	530	.23*	470	.18*	
SBR	0	0	240		140		
EBL	1	1700	130	.08*	200	.12*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	240	.14	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.52		.43		

10. Marguerite & La Paz

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	270	.08*	330	.10*	
NBT	2	3400	810	.24	1160	.34	
NBR	d	1700	150	.09	160	.09	
SBL	2	3400	120	.04	200	.06	
SBT	2	3400	1060	.31*	1240	.36*	
SBR	1	1700	200	.12	120	.07	
EBL	2	3400	210	.06	350	.10	
EBT	2	3400	330	.10*	1250	.37*	
EBR	1	1700	110	.06	190	.11	
WBL	2	3400	330	.10*	190	.06*	
WBT	2	3400	450	.13	420	.12	
WBR	d	1700	440	.26	140	.08	
Right Turn Adjustment					WBR	.01*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.65	.94

11. Olympiad & La Paz

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	460	.27*	280	.16*	
NBT	2	3400	720	.21	560	.16	
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	110	.06*	260	.15*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	680	.40	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.13*	
Clearance Interval						.05*	
TOTAL CAPACITY UTILIZATION			.59		.70		

12. Empresa & Santa Margarita

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		1030		1340		
NBT	0.5	3400	40	.31*	10	.40*	
NBR	1	1700	700	.41	520	.31	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1150	.23*	1930	.38*	
EBR	1	1700	1370	.81	760	.45	
WBL	2	3400	750	.22*	560	.16*	
WBT	3	5100	1480	.29	930	.18	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment					EBR	.35*	
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						1.17	1.00

13. Empresa & Banderas

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1080	.37*	620	.20	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	570	.34	680	.40*	
SBR	0	0	690	.41	850	.50	
EBL	1	1700	780	.46*	490	.29*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		70	.04	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.94		.81	

14. Empresa & Antonio

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	0	0	60		60		.20
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5		230		470		
SBT	0.5	3400	50	.08*	20	.14*	
SBR	f		160		440		
EBL	2	3400	820	.24*	220	.06*	
EBT	3	5100	1120	.22	1280	.25	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	950	.19*	1220	.24*	
WBR	f		310		290		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.62		.51

15. Banderas & Antonio

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
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	540	.32	630	.37	
EBL	2	3400	640	.19	430	.13*	
EBT	3	5100	2490	.49*	1510	.30	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1190	.24	1840	.38*	
WBR	0	0	40		80		
Right Turn Adjustment				SBR	.22*		
Clearance Interval					.05*		
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.73		.81	

16. Cabot & Paseo De Valencia

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	650	.38*	410	.24*	
NBT	2	3400	530	.16	510	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	630	.20*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	340	.20	680	.40	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBC	.21*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.52		.71

17. Cabot & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	230	.07	
NBT	2	3400	780	.23*	380	.11*	
NBR	1	1700	180	.11	760	.45	
SBL	2	3400	290	.09*	730	.21*	
SBT	2	3400	300	.09	720	.21	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	1040	.20	1390	.27*	
EBR	1	1700	160	.09	140	.08	
WBL	2	3400	340	.10	430	.13*	
WBT	3	5100	1460	.29*	1380	.27	
WBR	1	1700	480	.28	430	.25	
Right Turn Adjustment					NBR	.24*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.70		1.01		

18. Marguerite & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	420	.12	250	.07	
NBT	2	3400	980	.29*	920	.27*	
NBR	1	1700	60	.04	70	.04	
SBL	2	3400	250	.07*	540	.16*	
SBT	2	3400	690	.20	1050	.31	
SBR	1	1700	360	.21	170	.10	
EBL	2	3400	120	.04*	210	.06	
EBT	4	6800	1570	.23	1990	.29*	
EBR	d	1700	110	.06	350	.21	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2580	.38*	1650	.24	
WBR	d	1700	100	.06	220	.13	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.83		.81

19. Felipe & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	110	.06	110	.06	
NBT	2	3400	360	.11*	400	.12*	
NBR	1	1700	80	.05	260	.15	
SBL	1	1700	310	.18*	630	.37*	
SBT	2	3400	410	.12	360	.11	
SBR	d	1700	130	.08	200	.12	
EBL	1	1700	160	.09	220	.13	
EBT	3	5100	1750	.34*	2380	.47*	
EBR	d	1700	90	.05	190	.11	
WBL	1	1700	350	.21*	250	.15*	
WBT	3	5100	2140	.42	1850	.36	
WBR	d	1700	690	.41	410	.24	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.89		1.16		

21. Marguerite & Felipe

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	1000	.29*	1000	.29*	
NBR	d	1700	240	.14	860	.51	
SBL	1	1700	130	.08*	390	.23*	
SBT	2	3400	840	.25	990	.29	
SBR	d	1700	40	.02	30	.02	
EBL	1	1700	70	.04	40	.02	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		820		440		
WBT	0.5	3400	30	.25*	20	.14*	
WBR	1	1700	240	.14	140	.08	
Right Turn Adjustment					NBR	.11*	
Clearance Interval					.05*		.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.72		.87

22. Moulton & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	200	.06	
NBT	3	5100	1460	.29*	1470	.29*	
NBR	1	1700	530	.31	180	.11	
SBL	2	3400	190	.06*	270	.08*	
SBT	3	5100	820	.16	1440	.28	
SBR	1	1700	180	.11	100	.06	
EBL	2	3400	380	.11	240	.07	
EBT	3	5100	1080	.25*	920	.22*	
EBR	0	0	210		220		
WBL	2	3400	220	.06*	600	.18*	
WBT	3	5100	650	.13	1210	.24	
WBR	1	1700	160	.09	140	.08	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.71		.82		

23. Greenfield & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				40		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		20
SBL	2	3400	880	.26*	1140	.34*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	70	.04	600	.35	
EBL	2	3400	660	.19*	290	.09*	
EBT	3	5100	1100	.22	1400	.28	
EBR	0	0	20			50	
WBL	1	1700	10	.01	60	.04	
WBT	3	5100	1200	.24*	1550	.30*	
WBR	1	1700	600	.35	1010	.59	
Right Turn Adjustment							WBR .03*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.80	.84

24. Cabot & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	170	.10*	
NBT	2	3400	250	.07*	240	.07	
NBR	1	1700	300	.18	240	.14	
SBL	2	3400	300	.09*	420	.12	
SBT	2	3400	140	.08	390	.21*	
SBR	0	0	140		330		
EBL	2	3400	260	.08	300	.09	
EBT	3	5100	1870	.40*	2310	.45*	
EBR	0	0	180		10		
WBL	2	3400	400	.12*	610	.18*	
WBT	3	5100	1670	.33	2230	.44	
WBR	1	1700	370	.22	340	.20	
Right Turn Adjustment	NBR		.02*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.75		.99		

25. Forbes & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	210	.12	
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	100	.06	180	.11	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	30	.02	30	.02	
SBR	1	1700	230	.14	460	.27	
EBL	1	1700	330	.19*	250	.15*	
EBT	4	6800	1800	.29	2660	.41	
EBR	0	0	160		120		
WBL	1	1700	290	.17	140	.08	
WBT	3	5100	2260	.53*	2580	.56*	
WBR	0	0	420		290		
Right Turn Adjustment							SBR .10*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION						.89	1.04

26. Puerta Real & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2.5		30	.01	480		
NBT	0.5	5100	60	.04*	30	.10*	
NBR	1	1700	120	.07	290	.17	
SBL	1	1700	160	.09*	190	.11*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	570	.34	
EBL	2	3400	550	.16*	500	.15	
EBT	4	6800	2270	.36	3250	.53*	
EBR	0	0	180		360		
WBL	2	3400	80	.02	300	.09*	
WBT	4	6800	3080	.47*	2780	.44	
WBR	0	0	100		230		
Right Turn Adjustment		SBR	.01*		SBR	.09*	
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.82		.97		

27. El Regateo & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				340	.10*	
NBT	1.5	5100			30	.05	
NBR	0				60		
SBL	0.5				30		
SBT	1.5	3400			10	.02*	
SBR	0				70	.04	
EBL	1	1700			180	.11*	
EBT	4	6800			2150	.32	
EBR	1	1700			220	.13	
WBL	1	1700			280	.16	
WBT	4	6800			2860	.44*	
WBR	0	0			130		
Clearance Interval						.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.72	.88

28. Los Altos & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		220		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1920	.31	3470	.51*	
EBR	0	0	160		20		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3210	.51*	2520	.37	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.94		

29. Bellojente & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	1900	.28	3800	.56*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3760	.57*	2520	.38	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.69		

30. Marguerite & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	170	.05*	170	.05	
NBT	2	3400	520	.15	770	.23*	
NBR	1	1700	490	.29	640	.38	
SBL	2	3400	180	.05	660	.19*	
SBT	2	3400	810	.24*	610	.18	
SBR	1	1700	1030	.61	300	.18	
EBL	2	3400	560	.16*	980	.29	
EBT	4	6800	1320	.19	2660	.39*	
EBR	1	1700	70	.04	200	.12	
WBL	2	3400	730	.21	750	.22*	
WBT	4	6800	2650	.39*	2100	.31	
WBR	1	1700	640	.38	230	.14	
Right Turn Adjustment		SBR		.25*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.14 1.08

32. Golden Lantern & P. Colinas

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	10	.01	10	.01*	
NBT	2	3400	2380	.70*	980	.29	
NBR	1	1700	1080	.64	650	.38	
SBL	1	1700	380	.22*	240	.14	
SBT	2	3400	840	.25	1640	.49*	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		380		1020		
WBT	0.5	3400	10	.11*	10	.30*	
WBR	1	1700	210	.12	270	.16	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
					1.09		.86

TOTAL CAPACITY UTILIZATION 1.14 1.08

33. Cabot & P. Colinas

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	130	.04*	160	.05*	
SBT	0	0	0		0		
SBR	2	3400	330	.10	680	.20	
EBL	1	1700	450	.26*	270	.16*	
EBT	2	3400	870	.26	540	.16	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	340	.15*	680	.24*	
WBR	0	0	170		120		
Right Turn Adjustment			SBR		.03*		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
					.50		.53

34. Cm Capistrano & P. Colinas

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	0	0	0		0		
NBT	0.5	3400	300	{ .18}* { .31}*	290	{ .31}*	
NBR	1.5		480	{ .12}	1080		
SBL	1	1700	30	.02*	80	.05*	
SBT	1	1700	140	.08	420	.25	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		680		800		
WBT	0	3400	0	.22*	0	.25*	
WBR	0.5		80		60		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
					.47		.66

35. Camino Capistrano & Avery

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	30	.02*	90	.05*	
NBR	1	1700	140	.08	160	.09	
SBL	2	3400	780	.23*	1220	.36*	
SBT	1	1700	40	.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	210	.12*	110	.06*	
WBT	0	0	0		0		
WBR	2	3400	750	.22	1260	.37	
Right Turn Adjustment					WBR	.04*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.42		.56		

36. Marguerite & Avery

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	640	.38*	400	.24*	
NBT	2	3400	610	.18	560	.16	
NBR	d	1700	170	.10	40	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	440	.13*	880	.26*	
SBR	d	1700	480	.28	550	.32	
EBL	2	3400	590	.17*	950	.28*	
EBT	2	3400	190	.11	330	.19	
EBR	0	0	320	.19	310		
WBL	1	1700	20	.01	180	.11	
WBT	2	3400	140	.06*	210	.09*	
WBR	0	0	60		80		
Right Turn Adjustment					SBR	.02*	
Clearance Interval			.05*			.05*	.05*
TOTAL CAPACITY UTILIZATION			.81		.92		

37. Gldn Lantern & Marina Hills

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	200	.12	180	.11*	
NBT	2	3400	2080	.61*	1270	.37	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	1090	.32	2040	.60*	
SBR	1	1700	230	.14	450	.26	
EBL	1.5		710	.21*	380	.11*	
EBT	1.5	5100	10	.01	10	.01	
EBR	1	1700	330	.19	200	.12	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.89		.88		

39. Cm Capistrano & J. Serra

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	110	.06*	90	.05	
NBR	1	1700	1200	.71	1020	.60	
SBL	1	1700	100	.06*	130	.08	
SBT	1	1700	80	.05	280	.16*	
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	100	.06	180	.11	
Right Turn Adjustment					NBR	.27*	
Clearance Interval			.05*			.05*	.05*
TOTAL CAPACITY UTILIZATION			.95		.92		

40. Rancho Viejo & J. Serra

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	530	.16*	390	.11*	
NBT	2	3400	410	.12	260	.08	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	240	{.09}* [*]	360	{.18}* [*]	
SBR	1.5		620		860		
EBL	1.5		830		520		
EBT	0.5	3400	30	.31*	10	.24*	
EBR	0		210		290		
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			.62		.59		

41. Cm Capistrano & Oso Road

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	50		70	{.04}* [*]	
NBT	2	3400	1250	.38*	680	.22	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	500	.16	720	.26*	
SBR	0	0	50		150		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.52		.39

42. Cm Capistrano & Ortega

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	1	1700	910	.54*	810	.48*	
NBR	1	1700	180	.11	80	.05	
SBL	1	1700	140	.08*	150	.09*	
SBT	1	1700	600	.35	740	.44	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	290	.17*	380	.22*	
WBT	0	0	0		0		
WBR	1	1700	140	.08	210	.12	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.84		.84		

43. Del Obispo & Ortega

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	50	.03*	100	.06*	
NBT	0	0	0		0		
NBR	2	3400	1180	.35	1340	.39	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	580	.19*	520	.19*	
EBR	0	0	80		130		
WBL	2	3400	1220	.36*	1270	.37*	
WBT	1	1700	790	.46	890	.52	
WBR	0	0	0		0		
Right Turn Adjustment				NBR	.05*	NBR	.05*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.68		.72

44. Rancho Viejo & Ortega

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1.5		370		550	.16*
NBT	1.5	5100	180	.12*	140	.11
NBR	0		60		50	
SBL	1.5		140		310	
SBT	0.5	3400	130	.08*	180	.14*
SBR	1	1700	130	.08	230	.14
EBL	1	1700	280	.16*	220	.13
EBT	2	3400	1390	.41	1880	.55*
EBR	1	1700	720	.42	470	.28
WBL	1	1700	80	.05	70	.04*
WBT	3	5100	1890	.37*	1330	.26
WBR	1	1700	620	.36	170	.10
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.78		.94

TOTAL CAPACITY UTILIZATION .78 .94

45. La Novia & Ortega

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	2	3400	350	.10*	250	.07*
NBT	0	0	0		0	
NBR	1	1700	470	.28	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	1980	.58*
EBR	1	1700	340	.20	220	.13
WBL	1	1700	420	.25	460	.27*
WBT	2	3400	2170	.64*	1270	.37
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .79 97

47. Alipaz & Del Obispo

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	20		30	
NBT	1	1700	20	.02*	20	.03*
NBR	2	3400	800	.24	760	.22
SBL	1	1700	80	.05*	40	.02
SBT	1	1700	40	.04	20	.03*
SBR	0	0	30		30	
EBL	1	1700	20	.01	30	.02
EBT	2	3400	820	.25*	740	.23*
EBR	0	0	40		40	
WBL	1	1700	550	.32*	580	.34*
WBT	2	3400	750	.23	1300	.39
WBR	0	0	40		30	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .69 .68

48. Cm Capistrano & Del Obispo

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	530	.16	440	.13*	
NBT	1	1700	920	.54*	580	.34	
NBR	1	1700	250	.15	340	.20	
SBL	1	1700	40	.02*	70	.04	
SBT	1	1700	530	.31	850	.50*	
SBR	1	1700	750	.44	540	.32	
EBL	1	1700	490	.29*	410	.24*	
EBT	2	3400	950	.28	770	.23	
EBR	1	1700	430	.25	390	.23	
WBL	1	1700	320	.19	390	.23	
WBT	2	3400	620	.20*	760	.24*	
WBR	0	0	70		50		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION 1.10 1.16

49. Cm Capistrano & San Juan C.

50. Valle & San Juan Creek

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	540	.32*	480	.28*
NBT	0	0	0		0	
NBR	1	1700	510	.30	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	540	.32
EBR	1	1700	360	.21	640	.38
WBL	1	1700	270	.16	300	.18
WBT	1	1700	960	.56*	880	.52*
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

51. La Novia & San Juan Creek

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	170	.10*	150	.09*
NBT	1	1700	290	.22	160	.12
NBR	0	0	90		50	
SBL	1	1700	230	.14	250	.15
SBT	1	1700	140	.45*	240	.49*
SBR	0	0	630		600	
EBL	1	1700	550	.32*	490	.29*
EBT	1	1700	230	.14	280	.16
EBR	1	1700	60	.04	130	.08
WBL	1	1700	60	.04	60	.04
WBT	1	1700	400	.24*	280	.16*
WBR	1	1700	320	.19	220	.13
Clearance Interval				.05*		.05*

53. Del Obispo & Del Avion

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	210	.12*	180	.11*
NBT	2	3400	240	.14	380	.18
NBR	0	0	360	.21	240	
SBL	1	1700	70	.04	60	.04
SBT	2	3400	260	.15*	380	.22*
SBR	0	0	470	.28	540	.32
EBL	1.5		310		260	
EBT	1.5	5100	420	.15*	270	.14*
EBR	0		10		190	
WBL	1	1700	360	.21*	190	.11*
WBT	2	3400	250	.11	130	.08
WBR	0	0	110		130	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

Note: Assumes E/W Split Phasing

54. Alipaz & Del Avion

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	10		40	{.02}*	
NBT	1	1700	70	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	100	.06*	
SBR	0	0	350	.21	210	.12	
EBL	1	1700	540	.32*	400	.24*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.42		.37		

55. Del Obispo & Stonehill

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	150	.09	150	.09	
NBT	2	3400	220	.10*	400	.16*	
NBR	0	0	120		140		
SBL	1	1700	340	.20*	260	.15*	
SBT	2	3400	440	.16	550	.20	
SBR	0	0	120		130		
EBL	1	1700	170	.10	230	.14	
EBT	1	1700	790	.53*	640	.46*	
EBR	0	0	110		140		
WBL	1	1700	90	.05*	240	.14*	
WBT	2	3400	450	.13	930	.27	
WBR	1	1700	210	.12	530	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		.96		

100. I-5 SB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		830		1110		
SBT	0	5100	0	{.29}*	0	{.44}*	
SBR	1.5		830		1300		
EBL	0	0	0		0		
EBT	3	5100	1980	.39*	1900	.37*	
EBR	f		180		200		
WBL	0	0	0		0		
WBT	3	5100	1330	.26	1180	.23	
WBR	f		720		930		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73		.86		

101. I-5 NB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		100	.03*	320	.19*	
NBT	0	5100	0		0		
NBR	1.5		150	{.00}	650	.19	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1150	.23	2510	.49*	
EBR	f		1670		500		
WBL	0	0	0		0		
WBT	3	5100	1950	.38*	1800	.35	
WBR	f		1460		710		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.46		.73		

102. I-5 SB Ramps/Cabot & La Paz

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	130	.08*	220	.13*	
NBT	0	0	0		0		
NBR	2	3400	470	.14	540	.16	
SBL	1.5		200	.12	520		
SBT	1.5	5100	210	.12*	330	.23*	
SBR	0		280	.16	340		
EBL	0	0	0		0		
EBT	2	3400	1080	.32*	980	.29*	
EBR	1	1700	110	.06	190	.11	
WBL	1	1700	200	.12*	240	.14*	
WBT	2	3400	570	.30	790	.36	
WBR	0	0	440		440		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .69 .84

103. I-5 NB Muirlands & La Paz

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		80	.05	90		
NBT	1	6800	850	.25*	290	{.09}* <td></td>	
NBR	1.5		140		340		
SBL	2	3400	580	.17*	1160	.34*	
SBT	0	0	0		0		
SBR	2	3400	500	.15	310	.09	
EBL	2	3400	220	.06*	340	.10*	
EBT	2	3400	840	.25	1160	.34	
EBR	f		550		330		
WBL	0	0	0		0		
WBT	3	5100	1280	.36*	1080	.32*	
WBR	0	0	540		580	.34	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .89 .90

104. I-5 SB Ramps & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	830	.24*	1200	.35*	
SBT	0	0	0		0		
SBR	1	1700	310	.18	520	.31	
EBL	0	0	0		0		
EBT	3	5100	1070	.21	2020	.40*	
EBR	f		430		840		
WBL	0	0	0		0		
WBT	3	5100	1970	.39*	1730	.34	
WBR	f		780		390		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .68 .80

105. I-5 NB Ramps & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	490	.29*	520	.31*	
NBT	0	0	0		0		
NBR	1	1700	320	.19	590	.35	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1750	.34	2530	.50*	
EBR	f		270		680		
WBL	0	0	0		0		
WBT	3	5100	2260	.44*	1600	.31	
WBR	f		1300		750		
Right Turn Adjustment					NBR	.04*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .78 .90

106. I-5 SB Ramps & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1190	.23*	1780	.35*	
SBT	0	8500	0		0		
SBR	2.5		790	.23	1220	{.28}	
EBL	0	0	0		0		
EBT	4	6800	1750	.26*	2650	.39*	
EBR	1	1700	320	.19	470	.28	
WBL	2	3400	600	.18*	620	.18*	
WBT	3	5100	2190	.43	1800	.35	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.97		

107. I-5 NB Ramps & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		650	{.26}* [*]	210	.12*	
NBT	0	5100	0	.26	0		
NBR	1.5		700		680	.20	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2.5	6800	2260	.44*	3440	.67*	
EBR	1.5		720	.42	970	.57	
WBL	0	0	0		0		
WBT	3	5100	2140	.42	2210	.43	
WBR	f		1390		1630		
Right Turn Adjustment					NBR	.08*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.75		.92		

108. I-5 SB Ramps & Avery

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		450		620		
SBT	0	3400	0	.20*	0	.27*	
SBR	0.5		220		300		
EBL	0	0	0		0		
EBT	2	3400	630	.27*	1040	.41	
EBR	0	0	280		340		
WBL	1	1700	380	.22*	150	.09	
WBT	1	1700	750	.44	1050	.62*	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.74		.94		

109. I-5 NB Ramps & Avery

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	310	.18*	390	.23*	
NBT	0	0	0		0		
NBR	1	1700	380	.22	420	.25	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	360	.21*	510	.30*	
EBT	2	3400	740	.22	1150	.34	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	830	.49*	810	.48*	
WBR	1	1700	450	.26	340	.20	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		1.06		

110. I-5 SB Ramps & J. Serra

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	1.5	240	.07*	380			
SBT	0	5100	0	0	{.13}*}		
SBR	1.5	590	.17	770			
EBL	0	0	0	0			
EBT	2	3400	1170	.34*	1020	.30*	
EBR	d	1700	130	.08	130	.08	
WBL	1	1700	250	.15*	420	.25*	
WBT	2	3400	380	.11	620	.18	
WBR	0	0	0	0	0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.61		.73		

111. I-5 NB Ramps & J. Serra

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	2	3400	40	.01*	110	.03*	
NBT	0	0	0	0	0		
NBR	1	1700	290	.17	210	.12	
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	2	3400	630	.19*	780	.23*	
EBT	2	3400	780	.23	620	.18	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	1.5	5100	600	.23*	930	.27*	
WBR	1.5	570	340	.20			
Right Turn Adjustment			NBR	.02*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION				.50			.58

112. I-5 SB Ramps & Ortega

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	1.5	1100		1190			
SBT	0	5100	0	{.33}*}	0	{.38}*}	
SBR	1.5	1000		1080			
EBL	0	0	0	0	0		
EBT	3	5100	1600	.35*	1610	.37*	
EBR	0	0	170		270		
WBL	1	1700	440	.26*	360	.21*	
WBT	2	3400	1030	.30	1100	.32	
WBR	0	0	0	0	0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.99		1.01		

113. I-5 NB Ramps & Ortega

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0.5			260		260	
NBT	0	3400	0	{.25}*}	0	.24*	
NBR	1.5			660		560	
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	2	3400	840	.25*	740	.22	
EBT	2	3400	1850	.54	2040	.60*	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	2	3400	1200	.35*	1190	.35	
WBR	1	1700	1160	.68	1010	.59	
Right Turn Adjustment			WBR	.22*	WBR	.10*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.12			.99

114. Cm Capistrano & I-5 SB

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	1240	.37*	1140	.34*	
NBR	0	0	10		10		
SBL	2	3400	680	.20*	600	.18*	
SBT	2	3400	990	.29	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		840	.25*	1120	.33*	
WBT	0	5100	0		0		
WBR	1.5		170		350	.21	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .87 .90

115. Valle & La Novia/I-5 NB

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	290	.17*	160	.09*	
NBT	1	1700	260	.15	210	.12	
NBR	1	1700	30	.02	50	.03	
SBL	0	0	80		190		
SBT	1	1700	240	.19*	510	.41*	
SBR	1	1700	300	.18	250	.15	
EBL	1	1700	570	.34*	590	.35*	
EBT	1	1700	50	.06	140	.11	
EBR	0	0	50		50		
WBL	0	0	60		60		
WBT	1	1700	270	.19*	70	.08*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .94 .98

116. Cm Capistrano & Stonehill

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	280	.08	420	.12	
NBT	1	1700	960	.75*	630	.67*	
NBR	0	0	320		510		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	670	.20	1170	.34	
SBR	1	1700	810	.48	1170	.69	
EBL	1	1700	610	.36*	490	.29	
EBT	1	1700	590	.35	790	.46*	
EBR	1	1700	300	.18	500	.29	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.20 1.34

117. I-5 SB Ramps & Las Ramblas

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	290	.09*	230	.07*	
SBT	0	0	0		0		
SBR	f		510		590		
EBL	0	0	0		0		
EBT	2	3400	540	.16	660	.19*	
EBR	f		760		1330		
WBL	0	0	0		0		
WBT	1	1700	320	.19*	250	.15	
WBR	f		200		230		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .33 .31

118. I-5 NB Ramps & Las Ramblas

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	30	20		
NBT	1	1700	10	.02*	30	.03*
NBR	1	1700	190	.11	190	.11
SBL	1	1700	20	.01*	10	.01*
SBT	0	0	0		0	
SBR	1	1700	80	.05	40	.02
EBL	1	1700	20	.01*	90	.05*
EBT	2	3400	430	.13	530	.16
EBR	f		360		250	
WBL	0	0	0		0	
WBT	3	5100	670	.13*	570	.11*
WBR	0	0	10		10	
Right Turn Adjustment	Multi		.11*	NBR	.08*	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.33		.33	

150. Greenfield & SR-73 SB Ramps

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0		0	
NBT	2	3400	1190	.44*	680	.26*
NBR	0	0	320		220	
SBL	1	1700	40	.02*	10	.01*
SBT	2	3400	310	.09	380	.11
SBR	0	0	0		0	
EBL	0.5		10		20	
EBT	0	3400	0	{.03}* {.21}*	0	{.21}*
EBR	1.5		560		900	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.54	.53

151. Greenfield & SR-73 NB Ramps

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3400	1150	.34*	600	.18*
NBT	1	1700	50	.03	100	.06
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	80	.05*	80	.05*
SBR	1	1700	20	.01	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	270	.16*	310	.18*
WBT	0	0	0		0	
WBR	1	1700	30	.02	20	.01
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.60		.46	

152. SR-241 SB & S. Margarita

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	390		390	
NBT	1	1700	10	.24*	10	.24*
NBR	2	3400	520	.15	1760	.52
SBL	0	0	10		40	
SBT	1	1700	10	.01*	10	.03*
SBR	1	1700	10	.01	30	.02
EBL	1	1700	80	.05*	30	.02
EBT	3	5100	1910	.37	2600	.51*
EBR	1	1700	30	.02	40	.02
WBL	2	3400	10	.00	10	.00
WBT	3	5100	2270	.45*	1220	.24
WBR	0	0	20		10	
Right Turn Adjustment					NBR	.28*
Clearance Interval					.05*	.05*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION					.80	.11

153. SR-241 NB & S. Margarita

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		30	.01*	10		
NBT	0	5100	0		0		
NBR	1.5		10		10		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	570	.34*	450	.26	
EBT	3	5100	1860	.36	3930	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2240	.44*	1230	.24	
WBR	1	1700	2620	1.54	770	.45	
Right Turn Adjustment			WBR	1.09*			
Clearance Interval				.05*			
TOTAL CAPACITY UTILIZATION			1.93		.82		

154. SR-241 SB Ramps & Antonio

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				190		820
SBT	0	5100			0	{.06}* {.24}*	
SBR	1.5				220		630
EBL	0	0	0		0		
EBT	3	5100			1560	.31* 1810	.35*
EBR	1	1700			10	.01 20	.01
WBL	1	1700			30	.02* 40	.02*
WBT	3	5100			1280	.25 1080	.21
WBR	0	0			0		
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.44	.66

155. SR-241 NB Ramps & Antonio

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		40	.01*	10	.01*	
NBT	0	5100	0		0		
NBR	1.5		40	{.00}	20	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	770	.45*	230	.14	
EBT	3	5100	980	.19	2350	.46*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1270	.25*	1120	.22	
WBR	1	1700	1590	.94	220	.13	
Right Turn Adjustment			WBR	.68*			
Clearance Interval				.05*			
TOTAL CAPACITY UTILIZATION			1.44		.52		

156. SR-241 SB Ramps & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	80	.02*	320	.09	
SBT	1.5	5100	10	.01	510	.21*	
SBR	1.5				60	.02	570
EBL	0	0	0		0		
EBT	2	3400	1690	.50	770	.23	
EBR	1	1700	1110	.65	1740	1.02	
WBL	2	3400	170	.05	150	.04	
WBT	2	3400	2720	.80*	1910	.56*	
WBR	0	0	0		0		
Right Turn Adjustment							EBR .50*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.87	1.32

157. SR-241 NB Ramps & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3400	1820 .54*	1330 .39*		
NBT	1.5	5100	520 .15	90 .05		
NBR	1.5		90	190 .06		
SBL	0	0	0	0		
SBT	0	0	0	0		
SBR	0	0	0	0		
EBL	1	1700	1150 .68*	70 .04		
EBT	2	3400	630 .19	1000 .29*		
EBR	0	0	0	0		
WBL	0	0	0	0		
WBT	2	3400	1070 .31*	620 .18		
WBR	1	1700	550 .32	130 .08		
Clearance Interval			.05*	.05*		
TOTAL CAPACITY UTILIZATION			1.58	.73		

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	100	.06*	60	.04*	
NBT	1	1600	20	.01	50	.03	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	50	.04*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	0	.00	
EBT	2	3200	20	.01*	100	.06*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	80	.03	50	.02	
WBR	0	0	10		10		
TOTAL CAPACITY UTILIZATION			.15		.14		

60. La Pata & Vista Hermosa

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3200	650	.20*	780	.24*	
NBT	3	4800	250	.05	250	.05	
NBR	1	1600	330	.21	310	.19	
SBL	1	1600	10	.01	10	.01	
SBT	3	4800	70	.01*	10	.00*	
SBR	1	1600	40	.03	10	.01	
EBL	1	1600	50	.03	60	.04	
EBT	2	3200	450	.14*	1010	.32*	
EBR	1	1600	840	.52	560	.35	
WBL	1	1600	560	.35*	330	.21*	
WBT	2	3200	1160	.38	800	.27	
WBR	0	0	70		60		
Right Turn Adjustment			EBR	.23*			
TOTAL CAPACITY UTILIZATION					.93		.77

61. Talega & Vista Hermosa

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.08*	
NBR	0	0	60		90		
SBL	1	1600	240	.15	80	.05*	
SBT	0.5	3200	20	{.30}* [*]	20	{.11}	
SBR	1.5		1130		610		
EBL	2	3200	480	.15*	760	.24*	
EBT	2	3200	130	.05	210	.07	
EBR	0	0	20		10		
WBL	1	1600	60	.04	80	.05	
WBT	2	3200	250	.14*	230	.14*	
WBR	0	0	200		510	.32	
Right Turn Adjustment			WBR	.14*			
TOTAL CAPACITY UTILIZATION			.60		.65		

62. Vera Cruz & Los Mares

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	600	.38*	330	.21*	
NBT	1	1600	10	.05	10	.06	
NBR	0	0	70		90		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	60	.02*	170	.05	
EBR	1	1600	730	.46	640	.40	
WBL	1	1600	80	.05*	20	.01	
WBT	2	3200	140	.05	190	.06*	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.15*	EBR	.18*	
TOTAL CAPACITY UTILIZATION					.63		.48

63. Vera Cruz & Vista Hermosa

2025 No Action Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	10	.01		110	.07		
NBT	2	3200	120	.04*		660	.21*		
NBR	0	0	20			10			
SBL	1	1600	730	.46*		600	.38*		
SBT	2	3200	840	.29		220	.10		
SBR	0	0	80			100			
EBL	1	1600	70	.04*		50	.03*		
EBT	2	3200	1490	.49		1330	.42		
EBR	0	0	80			10			
WBL	1	1600	10	.01		20	.01		
WBT	2	3200	1260	.50*		1260	.59*		
WBR	0	0	340			630			

TOTAL CAPACITY UTILIZATION 1.04 1.21

64. La Pata & Pico

2025 No Action Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	70	.04*		470	.29*		
NBT	2	3200	250	.08		610	.19		
NBR	1	1600	140	.09		450	.28		
SBL	2	3200	450	.14		450	.14		
SBT	2	3200	690	.22*		180	.06*		
SBR	f		380			400			
EBL	1	1600	590	.37*		330	.21*		
EBT	3	4800	980	.20		1200	.25		
EBR	1	1600	430	.27		140	.09		
WBL	2	3200	440	.14		160	.05		
WBT	2.5	6400	920	{.19}*		1090	{.23}*		
WBR	1.5		520	{.19}		470	{.17}		

TOTAL CAPACITY UTILIZATION .82 .79

65. Vista Hermosa & Pico

2025 No Action Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	30	.02		290	.18*		
NBT	2	3200	20	.01*		70	.03		
NBR	0	0	10			10			
SBL	2	3200	190	.06*		140	.04		
SBT	1	1600	70	.04		10	.01*		
SBR	1	1600	360	.23		120	.08		
EBL	2	3200	230	.07*		700	.22*		
EBT	3	4800	1010	.21		1430	.30		
EBR	1	1600	340	.21		30	.02		
WBL	1	1600	10	.01		10	.01		
WBT	3	4800	1500	.36*		1350	.33*		
WBR	0	0	230			220			
Right Turn Adjustment			SBR	.13*					

TOTAL CAPACITY UTILIZATION .63 .74

66. PCH & Camino Capistrano

2025 No Action Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0			0			
NBT	1	1600	760	.48*		810	.51		
NBR	1	1600	290	.18		400	.25		
SBL	1	1600	120	.08*		330	.21		
SBT	1	1600	660	.41		1280	.80*		
SBR	0	0	0			0			
EBL	0	0	0			0			
EBT	0	0	0			0			
EBR	0	0	0			0			
WBL	1	1600	290	.18*		300	.19*		
WBT	0	0	0			0			
WBR	1	1600	80	.05		190	.12		

TOTAL CAPACITY UTILIZATION .74 .99

67. El Camino Real & Pico

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	650	.23*	690	.28*	
NBR	0	0	90		210		
SBL	1	1600	530	.33*	610	.38*	
SBT	2	3200	520	.17	950	.33	
SBR	0	0	30		100		
EBL	1	1600	90	.06	80	.05	
EBT	1	1600	190	.13*	130	.10*	
EBR	0	0	20		30		
WBL	1	1600	110	.07*	290	.18*	
WBT	1	1600	70	.04	160	.10	
WBR	1	1600	540	.34	540	.34	

TOTAL CAPACITY UTILIZATION .76 .94

68. El Cm. Real & Cristianitos

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		0
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	150	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .30

119. I-5 SB Ramps & Estrella

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	1060	.33*	1190	.37*	
SBT	0	0	0		0		
SBR	1	1600	300	.19	360	.23	
EBL	0	0	0		0		
EBT	2	3200	600	.19*	790	.25*	
EBR	1	1600	330	.21	340	.21	
WBL	1	1600	440	.28*	520	.33*	
WBT	2	3200	440	.14	580	.18	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .80 .95

120. I-5 NB Ramps & Estrella

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0.5		120		240		
NBT	0	3200	0	.14*	0	.26*	
NBR	1.5		340		580		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	1340	.28*	1660	.35*	
EBR	1	1600	330	.21	360	.23	
WBL	0	0	0		0		
WBT	3	4800	490	.10	500	.10	
WBR	f		1240		1110		

TOTAL CAPACITY UTILIZATION .42 .61

121. I-5 SB Ramps & Vista Hermosa

2025 No Action Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C	HOUR
NBL	0	0	0		0			
NBT	0	0	0		0			
NBR	0	0	0		0			
SBL	1.5		1270	.40*	1500	.47*		
SBT	0	4800	0		0			
SBR	1.5		180	.11	510	.32		
EBL	1	1600	10	.01	50	.03*		
EBT	3	4800	430	.09*	470	.10		
EBR	0	0	0		0			
WBL	0	0	0		0			
WBT	2	3200	160	.05	430	.13*		
WBR	f		190		270			

TOTAL CAPACITY UTILIZATION .49 .63

122. I-5 NB Ramps & Vista Hermosa

2025 No Action Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C	HOUR
NBL	1.5				30	.02*	30	.02*
NBT	0	4800	0		0		0	
NBR	1.5				320	.10	130	.04
SBL	0	0	0		0		0	
SBT	0	0	0		0		0	
SBR	0	0	0		0		0	
EBL	0	0	0		0		0	
EBT	2	3200			1530	.48*	1730	.54*
EBR	f				160		240	
WBL	0	0	0		0		0	
WBT	1.5	4800			320	.20	680	.43
WBR	1.5				1550	.48	1420	.44
Right Turn Adjustment					NBR	.08*	NBR	.02*

TOTAL CAPACITY UTILIZATION .58 .58

123. I-5 SB Ramps & Pico

2025 No Action Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C	HOUR
NBL	0	0	0		0			
NBT	0	0	0		0			
NBR	0	0	0		0			
SBL	1.5		1430	.45*	880	.28*		
SBT	0	4800	0		0			
SBR	1.5		130		300			
EBL	0	0	0		0			
EBT	3	4800	950	.20*	1200	.25*		
EBR	1	1600	150	.09	420	.26		
WBL	1	1600	470	.29*	1110	.69*		
WBT	2	3200	590	.18	1000	.31		
WBR	0	0	0		0			

TOTAL CAPACITY UTILIZATION .94 1.22

124. I-5 NB Ramps & Pico

2025 No Action Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C	HOUR
NBL	1	1600			80	.05*	280	.18*
NBT	0	0	0		0		0	
NBR	2	3200			840	.26	930	.29
SBL	0	0	0		0		0	
SBT	0	0	0		0		0	
SBR	0	0	0		0		0	
EBL	1	1600			230	.14	260	.16
EBT	2	3200			2170	.68*	1800	.56*
EBR	0	0	0		0		0	
WBL	0	0	0		0		0	
WBT	3	4800			970	.20	1800	.38
WBR	f				1210		1170	
Right Turn Adjustment					NBR	.21*	NBR	.11*

TOTAL CAPACITY UTILIZATION .94 .85

125. I-5 SB Ramp & E1 Cm Real

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	140	.09	140	.09	
NBT	0	0	0		0		
NBR	1	1600	220	.14	130	.08	
SBL	1	1600	220	.14*	430	.27*	
SBT	1	1600	60	.04	190	.12	
SBR	1	1600	140	.09	260	.16	
EBL	0	0	0		0		
EBT	2	3200	310	.13*	760	.28*	
EBR	0	0	90		130		
WBL	1	1600	20	.01*	40	.03*	
WBT	2	3200	400	.13	500	.16	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.16*		NBR	.06*	
TOTAL CAPACITY UTILIZATION			.44			.64	

126. I-5 NB Ramps & E1 Cm Real

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	70	.04*	160	.10*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	180	.11*	130	.08	
EBT	2	3200	470	.15	970	.30*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	370	.23*	410	.21	
WBR	0	0	390	.24	270		
TOTAL CAPACITY UTILIZATION					.38		.40

127. I-5 SB Ramps & Cristianitos

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	50	.03*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.21		.25		

128. I-5 NB Ramps & Cristianitos

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	80	.05	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment					NBR	.04*	
TOTAL CAPACITY UTILIZATION					.23		.34

129. I-5 SB Ramps & Baseline

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment	SBR	.08*					

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Baseline

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment	NBR	.02*					

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	700	.21*	620	.18*	
NBT	3	5100	1030	.20	960	.19	
NBR	1	1700	900	.53	610	.36	
SBL	2	3400	460	.14	370	.11	
SBT	3	5100	1210	.24*	1290	.25*	
SBR	f		1010		560		
EBL	2	3400	710	.21*	870	.26	
EBT	3	5100	1250	.25	1870	.37*	
EBR	1	1700	400	.24	560	.33	
WBL	2	3400	820	.24	870	.26*	
WBT	3	5100	1590	.31*	990	.19	
WBR	1	1700	730	.43	440	.26	
Right Turn Adjustment		Multi		.34*	NBR	.04*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.36		1.15		

31. Antonio & Crown Valley

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1110	.33*	1160	.34*	
NBT	3	5100	1630	.32	1040	.20	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1020	.20*	1400	.27*	
SBR	f		1110		1130		
EBL	2	3400	840	.25*	1230	.36*	
EBT	0	0	0		0		
EBR	2	3400	570	.17	1260	.37	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.01*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.83		1.03		

46. Antonio/La Pata & Ortega

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	40	.02*	60	.04	
NBT	1	1700	10	.01	50	.04*	
NBR	0	0	10		20		
SBL	1	1700	60	.04	100	.06*	
SBT	2	3400	50	.03*	10	.01	
SBR	0	0	1750	1.03	1050	.62	
EBL	2	3400	950	.28*	1470	.43*	
EBT	1	1700	310	.18	770	.45	
EBR	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01	
WBT	1	1700	560	.33*	500	.29*	
WBR	1	1700	90	.05	70	.04	
Right Turn Adjustment		SBR	1.00*		SBR	.56*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			1.71		1.43		

74. Antonio & North River

2025 No Action Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03	130	.08	
NBT	3	5100	470	.09*	680	.13*	
NBR	f		460		960		
SBL	2	3400	870	.26*	1420	.42*	
SBT	3	5100	760	.15	560	.11	
SBR	d	1700	40	.02	150	.09	
EBL	1	1700	170	.10	80	.05	
EBT	1	1700	110	.06*	70	.04*	
EBR	1	1700	160	.09	70	.04	
WBL	2	3400	900	.26*	600	.18*	
WBT	1	1700	40	.02	110	.06	
WBR	f		1400		1280		
Right Turn Adjustment					EBR	.03*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.75		.82		

ICU Data Set 3

**2025 No Action Alternative
(Committed Circulation System with OCP-2000 for RMV)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	250	.15	180	.11*	
NBT	2	3400	1050	.31*	690	.20	
NBR	1	1700	430	.25	450	.26	
SBL	1	1700	70	.04*	170	.10	
SBT	2	3400	650	.19	1090	.32*	
SBR	1	1700	480	.28	720	.42	
EBL	2	3400	90	.03*	620	.18*	
EBT	3	5100	1720	.34	2500	.49	
EBR	1	1700	120	.07	220	.13	
WBL	2	3400	240	.07	220	.06	
WBT	3	5100	2520	.49*	1950	.38*	
WBR	1	1700	20	.01	130	.08	
Right Turn Adjustment		SBR		.06*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.98		1.04		

2. Jeronimo & Alicia

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	500	.15	280	.08*	
NBT	2	3400	970	.30*	530	.19	
NBR	0	0	60		100		
SBL	1	1700	60	.04*	40	.02	
SBT	2	3400	400	.12	1070	.31*	
SBR	1	1700	330	.19	580	.34	
EBL	1	1700	450	.26*	400	.24*	
EBT	3	5100	930	.18	1800	.35	
EBR	d	1700	160	.09	470	.28	
WBL	1	1700	120	.07	150	.09	
WBT	3	5100	1350	.26*	1210	.24*	
WBR	d	1700	60	.04	120	.07	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.91	.92	

3. Trabuco & Alicia

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	210	.12	310	.18	
NBT	2	3400	1000	.29*	690	.20*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	240	.14*	600	.35*	
SBT	2	3400	430	.13	870	.26	
SBR	d	1700	100	.06	180	.11	
EBL	1	1700	210	.12*	170	.10	
EBT	3	5100	670	.13	1460	.29*	
EBR	d	1700	50	.03	130	.08	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1660	.33*	1120	.22	
WBR	d	1700	400	.24	360	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		94		

4. Marguerite & Alicia

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	100	.06*	70	.04	
NBT	2	3400	370	.11	530	.16*	
NBR	d	1700	60	.04	160	.09	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	620	.18*	430	.13	
SBR	d	1700	350	.21	200	.12	
EBL	2	3400	240	.07	470	.14	
EBT	2	3400	790	.23*	1310	.39*	
EBR	d	1700	40	.02	70	.04	
WBL	1	1700	230	.14*	120	.07*	
WBT	3	5100	1290	.25	800	.16	
WBR	d	1700	60	.04	70	.04	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.66	.71	

5. Olympiad & Alicia

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	170	.10*	70	.04	
NBT	2	3400	330	.10	470	.14*	
NBR	d	1700	330	.19	290	.17	
SBL	1	1700	20	.01	50	.03*	
SBT	2	3400	410	.14*	380	.13	
SBR	0	0	60		70		
EBL	1	1700	40	.02	120	.07	
EBT	3	5100	810	.16*	1220	.24*	
EBR	d	1700	100	.06	140	.08	
WBL	1	1700	340	.20*	300	.18*	
WBT	3	5100	1160	.23	860	.17	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.65		.64	

6. Santa Margarita & Alicia

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	1310	.39*	1290	.38*	
NBT	3	5100	1220	.24	1500	.29	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1360	.27*	1590	.31*	
SBR	1	1700	20	.01	110	.06	
EBL	2	3400	10	.00	120	.04*	
EBT	0	0	0		0		
EBR	2	3400	1070	.31	1770	.52	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.10*	
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION				.71		.88	

7. Marguerite & Trabuco

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	850	.50*	630	.37*	
NBT	2	3400	570	.17	730	.21	
NBR	d	1700	20	.01	50	.03	
SBL	1	1700	20	.01	120	.07	
SBT	2	3400	930	.27*	540	.16*	
SBR	d	1700	70	.04	70	.04	
EBL	1	1700	50	.03*	150	.09*	
EBT	1	1700	20	.01	70	.04	
EBR	1	1700	540	.32	850	.50	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	20	.01*	110	.03*	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment				EBR	.18*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION				.86		.88	

8. Marguerite & Jeronimo

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	470	.28*	310	.18	
NBT	2	3400	790	.23	1140	.34*	
NBR	d	1700	50	.03	170	.10	
SBL	1	1700	90	.05	230	.14*	
SBT	2	3400	1190	.35*	950	.28	
SBR	d	1700	100	.06	110	.06	
EBL	1	1700	260	.15*	120	.07	
EBT	2	3400	140	.04	420	.12*	
EBR	1	1700	350	.21	540	.32	
WBL	1	1700	290	.17	80	.05*	
WBT	2	3400	400	.12*	230	.07	
WBR	d	1700	240	.14	90	.05	
Right Turn Adjustment				EBR	.05*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION				.95		.75	

9. Olympiad & Jeronimo

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1	1700	310	.18*	140	.08*			
NBT	2	3400	430	.13	650	.19			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	2	3400	500	.22*	470	.18*			
SBR	0	0	260		140				
EBL	1	1700	130	.08*	220	.13*			
EBT	0	0	0		0				
EBR	1	1700	70	.04	250	.15			
WBL	0	0	0		0				
WBT	0	0	0		0				
WBR	0	0	0		0				
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			.53		.44				

10. Marguerite & La Paz

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	2	3400	290	.09*	330	.10*			
NBT	2	3400	810	.24	1190	.35			
NBR	d	1700	150	.09	160	.09			
SBL	2	3400	120	.04	220	.06			
SBT	2	3400	1060	.31*	1260	.37*			
SBR	1	1700	220	.13	110	.06			
EBL	2	3400	210	.06	370	.11			
EBT	2	3400	340	.10*	1310	.39*			
EBR	1	1700	120	.07	190	.11			
WBL	2	3400	360	.11*	210	.06*			
WBT	2	3400	450	.13	460	.14			
WBR	d	1700	470	.28	150	.09			
Right Turn Adjustment					WBR	.01*			
Clearance Interval						.05*			.05*
TOTAL CAPACITY UTILIZATION							.67		.97

11. Olympiad & La Paz

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1	1700	500	.29*	320	.19*			
NBT	2	3400	740	.22	550	.16			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	2	3400	510	.20*	510	.20*			
SBR	0	0	170		180				
EBL	1	1700	110	.06*	290	.17*			
EBT	0	0	0		0				
EBR	1	1700	110	.06	700	.41			
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			.60		.71				

12. Empresa & Santa Margarita

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1.5		1110		1330				
NBT	0.5	3400	40	.34*	10	.39*			
NBR	1	1700	620	.36	380	.22			
SBL	1	1700	20	.01	20	.01			
SBT	1	1700	10	.01*	10	.01*			
SBR	1	1700	10	.01	10	.01			
EBL	1	1700	80	.05	40	.02			
EBT	3	5100	1110	.22*	2090	.41*			
EBR	1	1700	1350	.79	800	.47			
WBL	2	3400	660	.19*	430	.13*			
WBT	3	5100	1660	.33	970	.19			
WBR	d	1700	50	.03	10	.01			
Right Turn Adjustment				EBR	.31*				
Clearance Interval					.05*				.05*
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.60		.71				

TOTAL CAPACITY UTILIZATION 1.12 .99

13. Empresa & Banderas

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	50	.03	70	.04*	
NBT	2	3400	1050	.37*	540	.17	
NBR	0	0	210		50		
SBL	1	1700	70	.04*	30	.02	
SBT	2	3400	550	.32	600	.35*	
SBR	0	0	600	.35	850	.50	
EBL	1	1700	800	.47*	460	.27*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		80	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	80	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.94		.74	

14. Empresa & Antonio

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	60		60		.20
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5				250	500	
SBT	0.5	3400	50	.09*	20	.15*	
SBR	f				130	340	
EBL	2	3400	800	.24*	160	.05*	
EBT	3	5100	1200	.24	1210	.24	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	820	.16*	1400	.27*	
WBR	f				340	290	
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.60		.54

15. Banderas & Antonio

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			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	90	.05*	40	.02*	
SBT	2	3400	130	.04	30	.01	
SBR	1	1700	410	.24	610	.36	
EBL	2	3400	670	.20	370	.11*	
EBT	3	5100	2510	.50*	1350	.27	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1000	.20	1900	.39*	
WBR	0	0	40		80		
Right Turn Adjustment				SBR	.23*		
Clearance Interval					.05*		
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.74		.81	

16. Cabot & Paseo De Valencia

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	640	.38*	400	.24*	
NBT	2	3400	550	.16	520	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	750	.23*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	350	.21	610	.36	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment						EBR	.17*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.52		.70

17. Cabot & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	210	.06	240	.07	
NBT	2	3400	850	.25*	410	.12*	
NBR	1	1700	300	.18	770	.45	
SBL	2	3400	300	.09*	860	.25*	
SBT	2	3400	280	.08	690	.20	
SBR	1	1700	40	.02	100	.06	
EBL	2	3400	130	.04	140	.04	
EBT	3	5100	1020	.20*	1390	.27*	
EBR	1	1700	160	.09	160	.09	
WBL	2	3400	440	.13*	560	.16*	
WBT	3	5100	1430	.28	1370	.27	
WBR	1	1700	440	.26	390	.23	
Right Turn Adjustment					NBR	.21*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.72		1.06		

18. Marguerite & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	430	.13	1010	.30*	920
NBT	2	3400					.27*
NBR	1	1700			50	.03	80
SBL	2	3400	230	.07*	540	.16*	
SBT	2	3400	710	.21	1120	.33	
SBR	1	1700	380	.22	150	.09	
EBL	2	3400	100	.03*	230	.07	
EBT	4	6800	1650	.24	2150	.32*	
EBR	d	1700	110	.06	380	.22	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2740	.40*	1750	.26	
WBR	d	1700	90	.05	230	.14	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.85	.84

19. Felipe & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	120	.07	110	.06	
NBT	2	3400	430	.13*	410	.12*	
NBR	1	1700	140	.08	500	.29	
SBL	1	1700	290	.17*	650	.38*	
SBT	2	3400	380	.11	410	.12	
SBR	d	1700	140	.08	190	.11	
EBL	1	1700	130	.08	210	.12	
EBT	3	5100	1820	.36*	2600	.51*	
EBR	d	1700	90	.05	190	.11	
WBL	1	1700	600	.35*	450	.26*	
WBT	3	5100	2270	.45	1990	.39	
WBR	d	1700	680	.40	420	.25	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.06		1.32		

21. Marguerite & Felipe

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	1060	.31*	990	.29*	
NBR	d	1700	330	.19	1090	.64	
SBL	1	1700	140	.08*	400	.24*	
SBT	2	3400	840	.25	1050	.31	
SBR	d	1700	30	.02	30	.02	
EBL	1	1700	60	.04	40	.02	
EBT	1	1700	60	.05*	60	.05*	
EBR	0	0	30		30		
WBL	1.5		990		660		
WBT	0.5	3400	30	.30*	30	.20*	
WBR	1	1700	220	.13	150	.09	
Right Turn Adjustment					NBR	.20*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.79		1.03

22. Moulton & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	200	.06	210	.06	
NBT	3	5100	1470	.29*	1560	.31*	
NBR	1	1700	610	.36	180	.11	
SBL	2	3400	200	.06*	270	.08*	
SBT	3	5100	880	.17	1410	.28	
SBR	1	1700	160	.09	150	.09	
EBL	2	3400	410	.12	230	.07	
EBT	3	5100	1090	.25*	940	.23*	
EBR	0	0	200		210		
WBL	2	3400	200	.06*	620	.18*	
WBT	3	5100	670	.13	1190	.23	
WBR	1	1700	150	.09	150	.09	
Right Turn Adjustment		NBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.73		.85	

23. Greenfield & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL		0.5			50		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0		60		20		
SBL	2	3400	920	.27*	1180	.35*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	60	.04	610	.36	
EBL	2	3400	690	.20*	290	.09*	
EBT	3	5100	1160	.23	1420	.29	
EBR	0	0	20		50		
WBL	1	1700	10	.01	70	.04	
WBT	3	5100	1190	.23*	1560	.31*	
WBR	1	1700	610	.36	1100	.65	
Right Turn Adjustment							WBR .08*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.81	.91

24. Cabot & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03	170	.10*	
NBT	2	3400	260	.08*	290	.09	
NBR	1	1700	320	.19	210	.12	
SBL	2	3400	320	.09*	430	.13	
SBT	2	3400	200	.11	410	.24*	
SBR	0	0	170		410		
EBL	2	3400	410	.12	320	.09	
EBT	3	5100	1790	.39*	2350	.46*	
EBR	0	0	190		10		
WBL	2	3400	380	.11*	630	.19*	
WBT	3	5100	1650	.32	2250	.44	
WBR	1	1700	370	.22	350	.21	
Right Turn Adjustment		NBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.75		1.04	

25. Forbes & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	70	.04	200	.12	
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	100	.06	180	.11	
SBL	1	1700	170	.10*	290	.17*	
SBT	1	1700	30	.02	40	.02	
SBR	1	1700	230	.14	440	.26	
EBL	1	1700	320	.19*	250	.15*	
EBT	4	6800	1770	.28	2700	.41	
EBR	0	0	160		90		
WBL	1	1700	290	.17	130	.08	
WBT	3	5100	2220	.53*	2650	.58*	
WBR	0	0	470		300		
Right Turn Adjustment							SBR .08*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.88	1.05

26. Puerta Real & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2.5		30	.01	500				
NBT	0.5	5100	60	.04*	40	.11*			
NBR	1	1700	130	.08	300	.18			
SBL	1	1700	170	.10*	200	.12*			
SBT	1	1700	70	.04	60	.04			
SBR	1	1700	360	.21	570	.34			
EBL	2	3400	550	.16*	490	.14			
EBT	4	6800	2260	.36	3520	.57*			
EBR	0	0	180		370				
WBL	2	3400	90	.03	330	.10*			
WBT	4	6800	3310	.50*	3050	.48			
WBR	0	0	100		240				
Right Turn Adjustment					SBR	.08*			
Clearance Interval			.05*			.05*			
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.85		1.03				

27. El Regateo & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5		340	.10*	490	.14*			
NBT	1.5	5100	30	.05	30	.12			
NBR	0		60		170				
SBL	0.5		30		70				
SBT	1.5	3400	10	.02*	50	.07*			
SBR	0		70	.04	160	.09			
EBL	1	1700	190	.11*	110	.06			
EBT	4	6800	2130	.31	3620	.53*			
EBR	1	1700	230	.14	290	.17			
WBL	1	1700	320	.19	280	.16*			
WBT	4	6800	3110	.48*	2970	.45			
WBR	0	0	130		70				
Clearance Interval					.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION					.76				

28. Los Altos & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	20	.01	330	.19*			
NBT	1	1700	10	.04*	10	.10			
NBR	0	0	50		160				
SBL	0	0	40		230				
SBT	1	1700	10	.03*	10	.14*			
SBR	1	1700	50	.03	120	.07			
EBL	1	1700	150	.09*	80	.05			
EBT	4	6800	1920	.30	3780	.56*			
EBR	0	0	130		20				
WBL	1	1700	310	.18	90	.05*			
WBT	4	6800	3500	.56*	2880	.43			
WBR	0	0	310		30				
Clearance Interval			.05*		.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.77		.99				

29. Bellojente & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
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	100	.06*	40	.02			
EBT	4	6800	1910	.28	4120	.61*			
EBR	0	0	10		20				
WBL	1	1700	10	.01	10	.01*			
WBT	4	6800	4080	.61*	2860	.42			
WBR	0	0	90		20				
Clearance Interval			.05*		.05*				
TOTAL CAPACITY UTILIZATION			.76		.75				

30. Marguerite & Crown Valley

TOTAL CAPACITY UTILIZATION 1.14 1.21

32. Golden Lantern & P. Colinas

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	2490	.73*	1080	.32
NBR	1	1700	1060	.62	660	.39
SBL	1	1700	370	.22*	260	.15
SBT	2	3400	940	.28	1620	.48*
SBR	0	0	10		10	
EBL	1	1700	20	.01*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1.5		440		1030	
WBT	0.5	3400	10	.13*	10	.31*
WBR	1	1700	260	.15	260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.14 .86

33. Cabot & P. Colinas

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	140	.04*	170	.05*
SBT	0	0	0		0	
SBR	2	3400	380	.11	690	.20
EBL	1	1700	490	.29*	280	.16*
EBT	2	3400	790	.23	540	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	420	.17*	660	.24*
WBR	0	0	170		140	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .53

34. Cm Capistrano & P. Colinas

TOTAL CAPACITY UTILIZATION .48 .66

35. Camino Capistrano & Avery

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0		0				
NBT	1	1700	60	.04*	100	.06*			
NBR	1	1700	140	.08	150	.09			
SBL	2	3400	740	.22*	1240	.36*			
SBT	1	1700	40	.02	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	190	.11*	140	.08*			
WBT	0	0	0		0				
WBR	2	3400	850	.25	1240	.36			
Right Turn Adjustment					WBR	.01*			
Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.42			.56			

36. Marguerite & Avery

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	640	.38*	430	.25*			
NBT	2	3400	680	.20	690	.20			
NBR	d	1700	190	.11	40	.02			
SBL	1	1700	100	.06	100	.06			
SBT	2	3400	500	.15*	950	.28*			
SBR	d	1700	610	.36	550	.32			
EBL	2	3400	530	.16*	990	.29*			
EBT	2	3400	260	.15	360	.21			
EBR	0	0	340	.20	420	.25			
WBL	1	1700	20	.01	190	.11			
WBT	2	3400	210	.08*	220	.09*			
WBR	0	0	50		90				
Right Turn Adjustment					SBR	.09*			
Clearance Interval			.05*			.05*			.05*
TOTAL CAPACITY UTILIZATION			.91				.91		

37. Glnd Lantern & Marina Hills

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	190	.11	160	.09*			
NBT	2	3400	2280	.67*	1410	.41			
NBR	1	1700	10	.01	10	.01			
SBL	1	1700	10	.01*	10	.01			
SBT	2	3400	1270	.37	2290	.67*			
SBR	1	1700	230	.14	430	.25			
EBL	1.5		690	.20*	390	.11*			
EBT	1.5	5100	10	.01	10	.01			
EBR	1	1700	350	.21	190	.11			
WBL	1	1700	10	.01	10	.01			
WBT	2	3400	10	.01*	10	.01*			
WBR	0	0	10		10				
Clearance Interval			.05*			.05*			
Note: Assumes E/W Split Phasing									
TOTAL CAPACITY UTILIZATION			.94			.93			

39. Cm Capistrano & J. Serra

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0		0				
NBT	1	1700	130	.08*	100	.06			
NBR	1	1700	1290	.76	1150	.68			
SBL	1	1700	100	.06*	150	.09			
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	1700	960	.56*	1320	.78*			
WBT	0	0	0		0				
WBR	1	1700	110	.06	180	.11			
Right Turn Adjustment					NBR	.26*	NBR	.01*	
Clearance Interval						.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.01				1.01		

40. Rancho Viejo & J. Serra

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	780	.23*	370	.11*	
NBT	2	3400	470	.14	290	.09	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	250	{.10}*	450	{.19}*	
SBR	1.5		690		970		
EBL	1.5		870		640		
EBT	0.5	3400	30	.33*	10	.36*	
EBR	0		220		590		
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			.72		.72		

41. Cm Capistrano & Oso Road

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	50		80	{.05}*	
NBT	2	3400	1360	.41*	810	.26	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	600	.19	850	.29*	
SBR	0	0	50		150		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.55		.43		

42. Cm Capistrano & Ortega

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	1000	.59*	930	.55*	
NBR	1	1700	80	.05	200	.12	
SBL	1	1700	140	.08*	140	.08*	
SBT	1	1700	700	.41	860	.51	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	330	.19*	290	.17*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	210	.12	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.91		.85		

43. Del Obispo & Ortega

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	40	.02*	130	.08*	
NBT	0	0	0		0		
NBR	2	3400	1120	.33	1370	.40	
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*	640	.23*	
EBR	0	0	80		130		
WBL	2	3400	1340	.39*	1270	.37*	
WBT	1	1700	850	.50	750	.44	
WBR	0	0	0		0		
Right Turn Adjustment					NBR	.02*	NBR .04*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.64		.77		

44. Rancho Viejo & Ortega

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C
NBL	1.5		320		400	.12*
NBT	1.5	5100	180	.11*	120	.09
NBR	0		60		30	
SBL	1.5		150		690	
SBT	0.5	3400	110	.08*	170	.25*
SBR	1	1700	120	.07	230	.14
EBL	1	1700	240	.14*	230	.14
EBT	2	3400	1490	.44	2350	.69*
EBR	1	1700	590	.35	390	.23
WBL	1	1700	50	.03	30	.02*
WBT	3	5100	2840	.56*	1690	.33
WBR	1	1700	960	.56	160	.09
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

45. La Novia & Ortega

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	330	.10*	250	.07*
NBT	0	0	0		0	
NBR	1	1700	550	.32	900	.53
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	2800	.82*
EBR	1	1700	380	.22	230	.14
WBL	1	1700	530	.31	430	.25*
WBT	2	3400	3440	1.01*	1600	.47
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.27*
Clearance Interval				.05*		.05*

47. Alipaz & Del Obispo

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	20		30	
NBT	1	1700	20	.02*	20	.03*
NBR	2	3400	770	.23	800	.24
SBL	1	1700	80	.05*	40	.02
SBT	1	1700	40	.04	20	.04*
SBR	0	0	30		40	
EBL	1	1700	10	.01	20	.01
EBT	2	3400	760	.24*	800	.25*
EBR	0	0	50		40	
WBL	1	1700	600	.35*	580	.34*
WBT	2	3400	750	.23	1330	.40
WBR	0	0	40		30	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

48. Cm Capistrano & Del Obispo

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	550	.16	460	.14*	
NBT	1	1700	870	.51*	730	.43	
NBR	1	1700	250	.15	380	.22	
SBL	1	1700	40	.02*	80	.05	
SBT	1	1700	590	.35	770	.45*	
SBR	1	1700	820	.48	620	.36	
EBL	1	1700	520	.31	530	.31*	
EBT	2	3400	870	.26*	770	.23	
EBR	1	1700	410	.24	360	.21	
WBL	1	1700	460	.27*	440	.26	
WBT	2	3400	580	.19	680	.21*	
WBR	0	0	60		50		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .71

49. Cm Capistrano & San Juan C.

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	990	.29*	1210	.36*	
NBR	1	1700	470	.28	540	.32	
SBL	2	3400	290	.09*	610	.18*	
SBT	2	3400	900	.26	1160	.34	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		1130	.33*	1050	.31*	
WBT	0	5100	0		0		
WBR	1.5		500	.29	510	.30	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.76		.90	

50. Valle & San Juan Creek

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	510	.30*	490	.29*	
NBT	0	0	0		0		
NBR	1	1700	580	.34	550	.32	
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	610	.36	
EBR	1	1700	380	.22	540	.32	
WBL	1	1700	210	.12	110	.06	
WBT	1	1700	1120	.66*	1080	.64*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.01		.98	

51. La Novia & San Juan Creek

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	150	.09*	180	.11*	
NBT	1	1700	260	.21	410	.28	
NBR	0	0	90		70		
SBL	1	1700	250	.15	200	.12	
SBT	1	1700	150	.52*	240	.48*	
SBR	0	0	740		580		
EBL	1	1700	660	.39*	670	.39*	
EBT	1	1700	230	.14	270	.16	
EBR	1	1700	60	.04	120	.07	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	400	.24*	290	.17*	
WBR	1	1700	290	.17	210	.12	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.29		1.20	

53. Del Obispo & Del Avion

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	250	.15*	190	.11*	
NBT	2	3400	230	.14	470	.21	
NBR	0	0	350	.21	260		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	310	.18*	430	.25*	
SBR	0	0	430	.25	510	.30	
EBL	1.5		310		250		
EBT	1.5	5100	410	.15*	300	.15*	
EBR	0		20		210		
WBL	1	1700	420	.25*	220	.13*	
WBT	2	3400	290	.12	120	.07	
WBR	0	0	110		130	.08	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION				1.29		1.20	

54. Alipaz & Del Avion

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10			40	{.02}*
NBT	1	1700	60	.04*		50	.05
NBR	0	0	0			0	
SBL	0	0	0			0	
SBT	2	3400	30	.02		100	.06*
SBR	0	0	440	.26		230	.14
EBL	1	1700	520	.31*		430	.25*
EBT	0	0	0			0	
EBR	1	1700	10	.01		30	.02
WBL	0	0	0			0	
WBT	0	0	0			0	
WBR	0	0	0			0	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.40			.38	

55. Del Obispo & Stonehill

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	170	.10		160	.09
NBT	2	3400	230	.11*		490	.18*
NBR	0	0	130			120	
SBL	1	1700	360	.21*		330	.19*
SBT	2	3400	480	.18		590	.21
SBR	0	0	140			130	
EBL	1	1700	190	.11		250	.15
EBT	1	1700	790	.53*		620	.45*
EBR	0	0	110			150	
WBL	1	1700	90	.05*		240	.14*
WBT	2	3400	430	.13		900	.26
WBR	1	1700	200	.12		510	.30
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.95			1.01	

100. I-5 SB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		840		1120		
SBT	0	5100	0	{.29}*	0	{.43}*	
SBR	1.5		830		1260		
EBL	0	0	0		0		
EBT	3	5100	2020	.40*	1960	.38*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1370	.27	1250	.25	
WBR	f		780		820		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.74			.86	

101. I-5 NB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		100	.03*	310	.18*	
NBT	0	5100	0		0		
NBR	1.5		170	{.00}	670	.20	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1190	.23	2570	.50*	
EBR	f		1670		500		
WBL	0	0	0		0		
WBT	3	5100	2050	.40*	1760	.35	
WBR	f		1460		730		
Right Turn Adjustment						NBR	.02*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.48			.75	

102. I-5 SB Ramps/Cabot & La Paz

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	130	.08*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	460	.14	540	.16	
SBL	1.5		190	.11	570		
SBT	1.5	5100	230	.14*	260	.23*	
SBR	0		260	.15	350		
EBL	0	0	0		0		
EBT	2	3400	980	.29*	1000	.29*	
EBR	1	1700	110	.06	190	.11	
WBL	1	1700	200	.12*	370	.22*	
WBT	2	3400	580	.31	810	.36	
WBR	0	0	490		400		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.68		.93		

103. I-5 NB/Muirlands & La Paz

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1.5		90	.05	90		
NBT	1	6800	730	.21*	280	{.10}*	
NBR	1.5		150		360		
SBL	2	3400	590	.17*	1170	.34*	
SBT	0	0	0		0		
SBR	2	3400	520	.15	420	.12	
EBL	2	3400	220	.06*	360	.11*	
EBT	2	3400	830	.24	1230	.36	
EBR	f		460		310		
WBL	0	0	0		0		
WBT	3	5100	1310	.37*	1070	.31*	
WBR	0	0	590		630	.37	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.86		.91		

104. I-5 SB Ramps & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	850	.25*	1310	.39*	
SBT	0	0	0		0		
SBR	1	1700	330	.19	580	.34	
EBL	0	0	0		0		
EBT	3	5100	1220	.24	1930	.38*	
EBR	f		410		1080		
WBL	0	0	0		0		
WBT	3	5100	1990	.39*	1750	.34	
WBR	f		940		430		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.82		

105. I-5 NB Ramps & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	490	.29*	540	.32*	
NBT	0	0	0		0		
NBR	1	1700	330	.19	800	.47	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1820	.36	2540	.50*	
EBR	f		370		680		
WBL	0	0	0		0		
WBT	3	5100	2440	.48*	1640	.32	
WBR	f		1310		790		
Right Turn Adjustment					NBR	.15*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		1.02		

106. I-5 SB Ramps & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1200	.24*	1760	.35*	
SBT	0	8500	0		0		
SBR	2.5		840	{.20}	1220	{.26}	
EBL	0	0	0		0		
EBT	4	6800	1710	.25*	2710	.40*	
EBR	1	1700	330	.19	460	.27	
WBL	2	3400	1020	.30*	810	.24*	
WBT	3	5100	2130	.42	1870	.37	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.84		1.04		

107. I-5 NB Ramps & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5				650	{.26}*	210
NBT	0	5100			0	{.26}	0
NBR	1.5				730		890
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	2.5	6800	2200	.43	3480	.68*	
EBR	1.5		750	{.24}	960	.56	
WBL	0	0	0		0		0
WBT	3	5100	2510	.49*	2470	.48	
WBR	f		1250		1650		
Right Turn Adjustment							NBR .14*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.80		1.04		.99

108. I-5 SB Ramps & Avery

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		440		740		
SBT	0	3400	0	.19*	0	.30*	
SBR	0.5		220		290		
EBL	0	0	0		0		
EBT	2	3400	620	.26*	1080	.41	
EBR	0	0	250		310		
WBL	1	1700	480	.28*	180	.11	
WBT	1	1700	850	.50	1070	.63*	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.78		.98		

109. I-5 NB Ramps & Avery

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	290	.17*	380	.22*	
NBT	0	0	0		0		
NBR	1	1700	420	.25	430	.25	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	340	.20*	490	.29*	
EBT	2	3400	740	.22	1320	.39	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	1060	.62*	870	.51*	
WBR	1	1700	430	.25	330	.19	
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			1.04		1.07		

110. I-5 SB Ramps & J. Serra

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		260	.08*	660	.19*	
SBT	0	5100	0		0		
SBR	1.5		630	.19	900	{.18}	
EBL	0	0	0		0		
EBT	2	3400	1260	.37*	1170	.34*	
EBR	d	1700	120	.07	130	.08	
WBL	1	1700	270	.16*	530	.31*	
WBT	2	3400	440	.13	600	.18	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.66		.89		

111. I-5 NB Ramps & J. Serra

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	40	.01*	90	.03*	
NBT	0	0	0		0		
NBR	1	1700	410	.24	250	.15	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	800	.24*	840	.25*	
EBT	2	3400	720	.21	990	.29	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	680	.29*	1030	.30*	
WBR	1.5		810		310	.18	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.63		

112. I-5 SB Ramps & Ortega

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1080	.32*	1310	.39*	
SBT	0	5100	0		0		
SBR	1.5		1050	{.24}	980	{.27}	
EBL	0	0	0		0		
EBT	3	5100	1390	.31*	1750	.40*	
EBR	0	0	190		280		
WBL	1	1700	900	.53*	550	.32*	
WBT	2	3400	1160	.34	1040	.31	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.21		1.16		

113. I-5 NB Ramps & Ortega

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		250		260		
NBT	0	3400	0	{.19}*	0	.30*	
NBR	1.5		650		770		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	670	.20*	800	.24	
EBT	2	3400	1770	.52	2240	.66*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1780	.52*	1330	.39	
WBR	1	1700	1460	.86	1060	.62	
Right Turn Adjustment							
Clearance Interval							
TOTAL CAPACITY UTILIZATION			1.19		1.10		

114. Cm Capistrano & I-5 SB

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1310	.39*	1410	.42*	
NBR	0	0	10		10		
SBL	2	3400	910	.27*	800	.24*	
SBT	2	3400	1110	.33	1400	.41	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		870	.26*	1150	.34*	
WBT	0	5100	0		0		
WBR	1.5		150		350	.21	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.97		1.05		

115. Valle & La Novia/I-5 NB

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	180	.11*	140	.08*	
NBT	1	1700	100	.06	160	.09	
NBR	1	1700	10	.01	30	.02	
SBL	0	0	70		210		
SBT	1	1700	170	.14*	180	.23*	
SBR	1	1700	310	.18	250	.15	
EBL	1	1700	740	.44*	730	.43*	
EBT	1	1700	90	.07	460	.29	
EBR	0	0	30		30		
WBL	0	0	10		20		
WBT	1	1700	220	.14*	70	.05*	
WBR	1	1700	210	.12	70	.04	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.88		.84		

116. Cm Capistrano & Stonehill

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	240	.07	400	.12	
NBT	1	1700	1080	.82*	890	.81*	
NBR	0	0	320		480		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	850	.25	1310	.39	
SBR	1	1700	790	.46	1120	.66	
EBL	1	1700	530	.31	460	.27	
EBT	1	1700	570	.34*	770	.45*	
EBR	1	1700	360	.21	540	.32	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.25		1.47		

117. I-5 SB Ramps & Las Ramblas

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	320	.09*	370	.11*	
SBT	0	0	0		0		
SBR	f		540		600		
EBL	0	0	0		0		
EBT	2	3400	580	.17	710	.21	
EBR	f		750		1490		
WBL	0	0	0		0		
WBT	1	1700	390	.23*	370	.22*	
WBR	f		170		110		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.37		.38		

118. I-5 NB Ramps & Las Ramblas

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)					
LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C
NBL	0	0	40	90	
NBT	1	1700	10	.03*	30 .07*
NBR	1	1700	100	.06	140 .08
SBL	1	1700	20	.01*	10 .01*
SBT	0	0	0	0	
SBR	1	1700	80	.05	40 .02
EBL	1	1700	20	.01*	90 .05
EBT	2	3400	470	.14	680 .20*
EBR	f		350		240
WBL	0	0	0	0	
WBT	3	5100	820	.16*	540 .11
WBR	0	0	10		10
Right Turn Adjustment	Multi		.03*	NBR	.01*
Clearance Interval			.05*		.05*
TOTAL CAPACITY UTILIZATION		.29		.34	

150. Greenfield & SR-73 SB Ramps

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)					
LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C
NBL	0	0	0	0	0
NBT	2	3400	1250	.45*	740 .29*
NBR	0	0	290		230
SBL	1	1700	40	.02*	10 .01*
SBT	2	3400	320	.09	320 .09
SBR	0	0	0		0
EBL	0.5		10		20
EBT	0	3400	0	{.03}*{.22}*	0 {.22}*
EBR	1.5		580		1010
WBL	0	0	0		0
WBT	0	0	0		0
WBR	0	0	0		0
Clearance Interval				.05*	.05*
TOTAL CAPACITY UTILIZATION				.55	.57

151. Greenfield & SR-73 NB Ramps

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)					
LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C
NBL	2	3400	1210	.36*	660 .19*
NBT	1	1700	50	.03	100 .06
NBR	0	0	0		0
SBL	0	0	0	0	
SBT	1	1700	80	.05*	90 .05*
SBR	1	1700	20	.01	10 .01
EBL	0	0	0	0	
EBT	0	0	0	0	
EBR	0	0	0	0	
WBL	1	1700	280	.16*	250 .15*
WBT	0	0	0	0	
WBR	1	1700	30	.02	20 .01
Clearance Interval			.05*		.05*
TOTAL CAPACITY UTILIZATION		.62		.44	

152. SR-241 SB & S. Margarita

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)					
LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C
NBL	0	0	390		390
NBT	1	1700	10	.24*	10 .24*
NBR	2	3400	520	.15	1980 .58
SBL	0	0	10		40
SBT	1	1700	10	.01*	10 .03*
SBR	1	1700	10	.01	30 .02
EBL	1	1700	80	.05*	30 .02
EBT	3	5100	1780	.35	2480 .49*
EBR	1	1700	30	.02	70 .04
WBL	2	3400	10	.00	10 .00
WBT	3	5100	2230	.44*	1090 .22
WBR	0	0	20		10
Right Turn Adjustment				NBR	.34*
Clearance Interval			.05*		.05*
Note: Assumes N/S Split Phasing					
TOTAL CAPACITY UTILIZATION				.79	1.15

153. SR-241 NB & S. Margarita

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		50	.01*	10		
NBT	0	5100	0		0		
NBR	1.5		10		10		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	580	.34*	470	.28	
EBT	3	5100	1730	.34	4030	.79*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2180	.43*	1110	.22	
WBR	1	1700	2840	1.67	810	.48	
Right Turn Adjustment			WBR	1.23*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				2.06		.84	

154. SR-241 SB Ramps & Antonio

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				210	.06*	840
SBT	0	5100			0		0
SBR	1.5				150	{.01}	820
EBL	0	0	0		0		0
EBT	3	5100	1660	.33*	1740	.34*	
EBR	1	1700	10	.01	60	.04	
WBL	1	1700	40	.02*	60	.04*	
WBT	3	5100	1240	.24	1060	.21	
WBR	0	0	0		0		0
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.46		.71

155. SR-241 NB Ramps & Antonio

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		70	.02*	10	.01*	
NBT	0	5100	0		0		
NBR	1.5		70	{.00}	30	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	870	.51*	210	.12	
EBT	3	5100	1000	.20	2330	.46*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1210	.24*	1120	.22	
WBR	1	1700	1640	.96	250	.15	
Right Turn Adjustment			WBR	.70*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.52		.52	

156. SR-241 SB Ramps & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				80	.02*	340
SBT	0	5100			0		0
SBR	1.5				180		1530
EBL	0	0	0		0		0
EBT	2	3400	3160	.93*	1110	.33*	
EBR	1	1700	0	.00	0	.00	
WBL	2	3400	0	.00	0	.00	
WBT	2	3400	980	.29	610	.18	
WBR	0	0	0		0		0
Right Turn Adjustment					SBR	.14*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					1.00		.72

157. SR-241 NB Ramps & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	2570	1.51*	310	.18*
EBT	2	3400	710	.21	1160	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	980	.29*	580	.17*
WBR	1	1700	620	.36	160	.09
Right Turn Adjustment			WBR	.07*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			1.92		.40	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1600	100	.06*	60	.04*			
NBT	1	1600	20	.01	50	.03			
NBR	1	1600	20	.01	50	.03			
SBL	0	0	10		10				
SBT	1	1600	50	.04*	30	.03*			
SBR	0	0	10		10				
EBL	1	1600	10	.01	10	.01			
EBT	2	3200	30	.02*	80	.05*			
EBR	0	0	60	.04	130	.08			
WBL	1	1600	60	.04*	20	.01*			
WBT	2	3200	80	.03	50	.02			
WBR	0	0	10		10				
TOTAL CAPACITY UTILIZATION			.16		.13				

60. La Pata & Vista Hermosa

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3200	620	.19*	930	.29*			
NBT	3	4800	250	.05	250	.05			
NBR	1	1600	370	.23	390	.24			
SBL	1	1600	20	.01	10	.01			
SBT	3	4800	20	.00*	10	.00*			
SBR	1	1600	10	.01	10	.01			
EBL	1	1600	40	.03	50	.03			
EBT	2	3200	510	.16*	890	.28*			
EBR	1	1600	910	.57	540	.34			
WBL	1	1600	570	.36*	410	.26*			
WBT	2	3200	970	.32	680	.23			
WBR	0	0	60		60				
Right Turn Adjustment			EBR		.27*				
TOTAL CAPACITY UTILIZATION					.98				.83

61. Talega & Vista Hermosa

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1600	10	.01*	10	.01			
NBT	1	1600	10	.04	30	.09*			
NBR	0	0	60		110				
SBL	1	1600	230	.14	70	.04*			
SBT	0.5	3200	20	{.26}* [*]	20	{.11}			
SBR	1.5		1040		600				
EBL	2	3200	570	.18*	730	.23*			
EBT	2	3200	140	.05	240	.08			
EBR	0	0	20		10				
WBL	1	1600	70	.04	100	.06			
WBT	2	3200	190	.09*	210	.13*			
WBR	0	0	110		340	.21			
Right Turn Adjustment			WBR		.05*				
TOTAL CAPACITY UTILIZATION					.54				.54

62. Vera Cruz & Los Mares

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1600	410	.26*	190	.12*			
NBT	1	1600	10	.04	10	.06			
NBR	0	0	60		90				
SBL	0	0	10		10				
SBT	1	1600	20	.03*	10	.02*			
SBR	0	0	10		10				
EBL	1	1600	10	.01	20	.01*			
EBT	2	3200	90	.03*	180	.06			
EBR	1	1600	590	.37	560	.35			
WBL	1	1600	80	.05*	20	.01			
WBT	2	3200	150	.05	200	.07*			
WBR	0	0	10		10				
Right Turn Adjustment			EBR		.14*	EBR		.19*	
TOTAL CAPACITY UTILIZATION					.51				.41

63. Vera Cruz & Vista Hermosa

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	10	.01	180	.11	
NBT	2	3200	80	.03*	710	.23*	
NBR	0	0	20		10		
SBL	1	1600	650	.41*	530	.33*	
SBT	2	3200	870	.30	220	.10	
SBR	0	0	90		90		
EBL	1	1600	60	.04	70	.04*	
EBT	2	3200	1730	.62*	1260	.40	
EBR	0	0	260		20		
WBL	1	1600	10	.01*	10	.01	
WBT	2	3200	1140	.42	1440	.60*	
WBR	0	0	210		490		

TOTAL CAPACITY UTILIZATION 1.07 1.20

64. La Pata & Pico

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	70	.04	430	.27*	
NBT	2	3200	240	.08*	570	.18	
NBR	1	1600	200	.13	480	.30	
SBL	2	3200	580	.18*	440	.14	
SBT	2	3200	620	.19	160	.05*	
SBR	f		390		500		
EBL	1	1600	620	.39*	410	.26*	
EBT	3	4800	1270	.26	1210	.25	
EBR	1	1600	460	.29	140	.09	
WBL	2	3200	400	.13	200	.06	
WBT	2.5	6400	870	{.18}*	1340	{.28}*	
WBR	1.5		500	{.18}	650		

TOTAL CAPACITY UTILIZATION .83 .86

65. Vista Hermosa & Pico

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	30	.02	310	.19*	
NBT	2	3200	10	.01*	50	.02	
NBR	0	0	10		10		
SBL	2	3200	270	.08*	180	.06	
SBT	1	1600	50	.03	10	.01*	
SBR	1	1600	280	.18	110	.07	
EBL	2	3200	150	.05*	500	.16*	
EBT	3	4800	1560	.33	1620	.34	
EBR	1	1600	340	.21	40	.03	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1480	.34*	1820	.43*	
WBR	0	0	170		260		
Right Turn Adjustment	SBR		.07*				

TOTAL CAPACITY UTILIZATION .55 .79

66. PCH & Camino Capistrano

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	1	1600	660	.41*	850	.53	
NBR	1	1600	320	.20	390	.24	
SBL	1	1600	150	.09*	250	.16	
SBT	1	1600	650	.41	1200	.75*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	280	.18*	240	.15*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	150	.09	

TOTAL CAPACITY UTILIZATION .68 .90

67. El Camino Real & Pico

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	610	.23*	680	.29*	
NBR	0	0	130		250		
SBL	1	1600	520	.33*	630	.39*	
SBT	2	3200	520	.17	810	.28	
SBR	0	0	30		90		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	180	.13*	140	.11*	
EBR	0	0	20		30		
WBL	1	1600	140	.09*	380	.24*	
WBT	1	1600	70	.04	160	.10	
WBR	1	1600	530	.33	580	.36	

TOTAL CAPACITY UTILIZATION .78 1.03

68. El Cm. Real & Cristianitos

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	1600	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	130	.08*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .29

119. I-5 SB Ramps & Estrella

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	920	.29*	1240	.39*	
SBT	0	0	0		0		
SBR	1	1600	330	.21	350	.22	
EBL	0	0	0		0		
EBT	2	3200	570	.18*	890	.28*	
EBR	1	1600	280	.18	290	.18	
WBL	1	1600	430	.27*	490	.31*	
WBT	2	3200	430	.13	540	.17	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .74 .98

120. I-5 NB Ramps & Estrella

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				170		200
NBT	0	3200	0	.17*	0		.23*
NBR	1.5				360		530
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	3	4800	1170	.24*	1780	.37*	
EBR	1	1600	370	.23	390	.24	
WBL	0	0	0		0		
WBT	3	4800	420	.09	1380	.29	
WBR	f		1320		1360		

TOTAL CAPACITY UTILIZATION .41 .60

121. I-5 SB Ramps & Vista Hermosa

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1580	.49*	1280	.40*	
SBT	0	4800	0		0		
SBR	1.5		220	.14	490	.31	
EBL	1	1600	10	.01	40	.03*	
EBT	3	4800	420	.09*	470	.10	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	160	.05	480	.15*	
WBR	f		160		340		
TOTAL CAPACITY UTILIZATION			.58		.58		

122. I-5 NB Ramps & Vista Hermosa

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5				30	.02*	20
NBT	0	4800	0		0		0
NBR	1.5				380	.12	200
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	2	3200	1860	.58*	1520	.48	
EBR	f		150		230		
WBL	0	0	0		0		0
WBT	1.5	4800	290	.18	800	.48*	
WBR	1.5		1500	.47	1500		
Right Turn Adjustment			NBR		.10*	NBR	.05*
TOTAL CAPACITY UTILIZATION			.70		.54		

123. I-5 SB Ramps & Pico

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1720	.54*	1110	.35*	
SBT	0	4800	0		0		
SBR	1.5		190		430		
EBL	0	0	0		0		
EBT	3	4800	1000	.21*	1280	.27*	
EBR	1	1600	120	.08	360	.23	
WBL	1	1600	410	.26*	930	.58*	
WBT	2	3200	560	.18	920	.29	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			1.01		1.20		

124. I-5 NB Ramps & Pico

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	110	.07*	260	.16*	
NBT	0	0	0		0		
NBR	2	3200	740	.23	770	.24	
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	2450	.77*	2060	.64*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	860	.18	1570	.33	
WBR	f		1340		1630		
Right Turn Adjustment			NBR		.16*	NBR	.08*
TOTAL CAPACITY UTILIZATION			1.00		.88		

125. I-5 SB Ramp & E1 Cm Real

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	140	.09	150	.09	
NBT	0	0	0		0		
NBR	1	1600	220	.14	130	.08	
SBL	1	1600	230	.14*	440	.28*	
SBT	1	1600	60	.04	180	.11	
SBR	1	1600	180	.11	260	.16	
EBL	0	0	0		0		
EBT	2	3200	340	.13*	670	.25*	
EBR	0	0	90		130		
WBL	1	1600	20	.01*	40	.03*	
WBT	2	3200	410	.13	460	.14	
WBR	0	0	0		0		
Right Turn Adjustment		Multi	.18*		NBR	.06*	
TOTAL CAPACITY UTILIZATION			.46			.62	

126. I-5 NB Ramps & E1 Cm Real

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	80	.05*	150	.09*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	210	.13*	110	.07	
EBT	2	3200	470	.15	960	.30*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	360	.23*	400	.22	
WBR	0	0	430	.27	300		
TOTAL CAPACITY UTILIZATION					.41		.39

127. I-5 SB Ramps & Cristianitos

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	30	.02*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.21		.24		

128. I-5 NB Ramps & Cristianitos

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	60	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment		NBR		.04*			
TOTAL CAPACITY UTILIZATION					.23		.34

129. I-5 SB Ramps & Baseline

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.08*			

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Baseline

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment						NBR	.02*

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	640	.19*	690	.20*			
NBT	3	5100	1380	.27	900	.18			
NBR	1	1700	1100	.65	1000	.59			
SBL	2	3400	210	.06	120	.04			
SBT	3	5100	1080	.21*	1460	.29*			
SBR	f		1060		700				
EBL	2	3400	810	.24*	990	.29			
EBT	3	5100	1270	.25	2140	.42*			
EBR	1	1700	410	.24	720	.42			
WBL	2	3400	1220	.36	1230	.36*			
WBT	3	5100	1960	.38*	1090	.21			
WBR	1	1700	300	.18	130	.08			
Right Turn Adjustment		NBR		.31*	NBR	.14*			
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			1.38		1.46				

31. Antonio & Crown Valley

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	1320	.39*	1150	.34*			
NBT	3	5100	1900	.37	1280	.25			
NBR	0	0	0			0			
SBL	0	0	0		0	0			
SBT	3	5100	1040	.20*	1870	.37*			
SBR	f		1320		1340				
EBL	2	3400	1070	.31*	1430	.42*			
EBT	0	0	0		0	0			
EBR	2	3400	440	.13	1290	.38			
WBL	0	0	0		0	0			
WBT	0	0	0		0	0			
WBR	0	0	0		0	0			
Clearance Interval						.05*			.05*
TOTAL CAPACITY UTILIZATION			.95		1.18				

46. Antonio/La Pata & Ortega

2025 No Action Alt. (Committed with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	130	.08	90	.05			
NBT	1	1700	80	.05*	40	.04*			
NBR	0	0	10		20				
SBL	1	1700	300	.18*	1860	1.09*			
SBT	2	3400	10	.01	80	.05			
SBR	0	0	910	.54	340	.20			
EBL	2	3400	520	.15*	680	.20			
EBT	1	1700	800	.47	2760	1.62*			
EBR	1	1700	60	.04	120	.07			
WBL	1	1700	10	.01	20	.01*			
WBT	1	1700	2540	1.49*	1420	.84			
WBR	1	1700	1810	1.06	950	.56			
Right Turn Adjustment		SBR		.39*					
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			2.31		2.81				

ICU Data Set 4

**2025 No Action Alternative
Committed Circulation System with Existing General Plan for RMV**

1. Muirlands & Alicia

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	260	.15	130	.08*	
NBT	2	3400	1210	.36*	700	.21	
NBR	1	1700	460	.27	340	.20	
SBL	1	1700	60	.04*	120	.07	
SBT	2	3400	600	.18	1030	.30*	
SBR	1	1700	470	.28	670	.39	
EBL	2	3400	40	.01*	520	.15	
EBT	3	5100	1640	.32	2450	.48*	
EBR	1	1700	140	.08	220	.13	
WBL	2	3400	160	.05	230	.07*	
WBT	3	5100	2370	.46*	2010	.39	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.02*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.94		.98		

2. Jeronimo & Alicia

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	490	.14	240	.07*	
NBT	2	3400	930	.29*	460	.16	
NBR	0	0	60		100		
SBL	1	1700	50	.03*	70	.04	
SBT	2	3400	410	.12	1060	.31*	
SBR	1	1700	320	.19	650	.38	
EBL	1	1700	460	.27*	400	.24*	
EBT	3	5100	900	.18	1630	.32	
EBR	d	1700	150	.09	440	.26	
WBL	1	1700	120	.07	160	.09	
WBT	3	5100	1170	.23*	1010	.20*	
WBR	d	1700	60	.04	140	.08	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		.87

3. Trabuco & Alicia

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	190	.11	300	.18	
NBT	2	3400	890	.26*	630	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	240	.14*	620	.36*	
SBT	2	3400	390	.11	770	.23	
SBR	d	1700	100	.06	140	.08	
EBL	1	1700	220	.13*	180	.11	
EBT	3	5100	620	.12	1360	.27*	
EBR	d	1700	40	.02	160	.09	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1450	.28*	970	.19	
WBR	d	1700	410	.24	330	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.86		.92		

4. Marguerite & Alicia

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	100	.06*	60	.04	
NBT	2	3400	350	.10	520	.15*	
NBR	d	1700	60	.04	120	.07	
SBL	1	1700	30	.02	60	.04*	
SBT	2	3400	620	.18*	460	.14	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	240	.07	460	.14	
EBT	2	3400	750	.22*	1200	.35*	
EBR	d	1700	40	.02	100	.06	
WBL	1	1700	190	.11*	120	.07*	
WBT	3	5100	1070	.21	720	.14	
WBR	d	1700	60	.04	60	.04	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION					.62		.66

5. Olympiad & Alicia

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	170	.10*	80	.05*	
NBT	2	3400	340	.10	470	.14	
NBR	d	1700	330	.19	260	.15	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	420	.14*	380	.13*	
SBR	0	0	70		60		
EBL	1	1700	20	.01	130	.08	
EBT	3	5100	800	.16*	1050	.21*	
EBR	d	1700	100	.06	120	.07	
WBL	1	1700	300	.18*	300	.18*	
WBT	3	5100	890	.17	770	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.63		.62	

6. Santa Margarita & Alicia

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	1010	.30*	1220	.36*	
NBT	3	5100	1190	.23	1470	.29	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1380	.27*	1530	.30*	
SBR	1	1700	30	.02	100	.06	
EBL	2	3400	10	.00	120	.04*	
EBT	0	0	0		0		
EBR	2	3400	1080	.32	1600	.47	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.02*	EBR	.07*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION				.64		.64	

7. Marguerite & Trabuco

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	750	.44*	580	.34*	
NBT	2	3400	570	.17	730	.21	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	910	.27*	600	.18*	
SBR	d	1700	50	.03	80	.05	
EBL	1	1700	50	.03*	130	.08	
EBT	1	1700	20	.01	70	.04*	
EBR	1	1700	500	.29	740	.44	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment				EBR	.15*		
Clearance Interval				.05*	.05*		
TOTAL CAPACITY UTILIZATION				.80		.84	

8. Marguerite & Jeronimo

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	490	.29*	270	.16*	
NBT	2	3400	750	.22	1100	.32	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	190	.11	
SBT	2	3400	1150	.34*	960	.28*	
SBR	d	1700	90	.05	90	.05	
EBL	1	1700	210	.12*	100	.06	
EBT	2	3400	130	.04	430	.13*	
EBR	1	1700	340	.20	470	.28	
WBL	1	1700	280	.16	80	.05*	
WBT	2	3400	330	.10*	180	.05	
WBR	d	1700	210	.12	90	.05	
Right Turn Adjustment					EBR	.03*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION				.90		.70	

9. Olympiad & Jeronimo

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	220	.13*	130	.08*	
NBT	2	3400	440	.13	630	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	500	.22*	450	.17*	
SBR	0	0	250		140		
EBL	1	1700	130	.08*	200	.12*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	230	.14	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.48		.42		

10. Marguerite & La Paz

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	230	.07*	340	.10*	
NBT	2	3400	820	.24	1150	.34	
NBR	d	1700	140	.08	160	.09	
SBL	2	3400	130	.04	230	.07	
SBT	2	3400	1000	.29*	1190	.35*	
SBR	1	1700	220	.13	140	.08	
EBL	2	3400	180	.05	360	.11	
EBT	2	3400	310	.09*	1080	.32*	
EBR	1	1700	80	.05	210	.12	
WBL	2	3400	320	.09*	190	.06*	
WBT	2	3400	440	.13	320	.09	
WBR	d	1700	470	.28	110	.06	
Right Turn Adjustment					WBR	.06*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.65		.88

11. Olympiad & La Paz

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	420	.25*	160	.09*	
NBT	2	3400	660	.19	560	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	510	.20*	550	.21*	
SBR	0	0	180		150		
EBL	1	1700	120	.07*	250	.15*	
EBT	0	0	0		0		
EBR	1	1700	100	.06	560	.33	
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			.57		.61		

12. Empresa & Santa Margarita

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5	900				1170	
NBT	0.5	3400	40	.28*	10	.35*	
NBR	1	1700	690	.41	490	.29	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1130	.22*	1900	.37*	
EBR	1	1700	1270	.75	680	.40	
WBL	2	3400	720	.21*	550	.16*	
WBT	3	5100	1480	.29	930	.18	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.32*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					1.09		.94

13. Empresa & Banderas

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	50	.03	60	.04*	
NBT	2	3400	1040	.36*	510	.16	
NBR	0	0	200		50		
SBL	1	1700	70	.04*	30	.02	
SBT	2	3400	530	.31	620	.36*	
SBR	0	0	590	.35	840	.49	
EBL	1	1700	670	.39*	470	.28*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		70	.04	
WBL	1	1700	20	.01	120	.07	
WBT	2	3400	10	.01*	80	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.85		.76		

14. Empresa & Antonio

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	0	0	60		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				130		360
EBL	2	3400	810	.24*	150	.04*	
EBT	3	5100	1160	.23	1100	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	820	.16*	1160	.23*	
WBR	f				300		270
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.59		.49		

15. Banderas & Antonio

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
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	410	.24	600	.35	
EBL	2	3400	540	.16	370	.11*	
EBT	3	5100	2500	.50*	1230	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1020	.21	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			.74		.75		

16. Cabot & Paseo De Valencia

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	640	.38*	390	.23*	
NBT	2	3400	540	.16	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	240	.08*	580	.19*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	320	.19	670	.39	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.21*	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.52		.69		

17. Cabot & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	230	.07	
NBT	2	3400	770	.23*	360	.11*	
NBR	1	1700	240	.14	750	.44	
SBL	2	3400	270	.08*	750	.22*	
SBT	2	3400	280	.08	670	.20	
SBR	1	1700	50	.03	110	.06	
EBL	2	3400	130	.04*	140	.04	
EBT	3	5100	950	.19	1380	.27*	
EBR	1	1700	140	.08	130	.08	
WBL	2	3400	400	.12	470	.14*	
WBT	3	5100	1540	.30*	1300	.25	
WBR	1	1700	460	.27	420	.25	
Right Turn Adjustment					NBR	.22*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .70 1.01

18. Marguerite & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	450	.13*	230	.07	
NBT	2	3400	900	.26	900	.26*	
NBR	1	1700	50	.03	100	.06	
SBL	2	3400	150	.04	390	.11*	
SBT	2	3400	680	.20*	990	.29	
SBR	1	1700	370	.22	240	.14	
EBL	2	3400	140	.04*	240	.07	
EBT	4	6800	1290	.19	1920	.28*	
EBR	d	1700	130	.08	430	.25	
WBL	2	3400	120	.04	150	.04*	
WBT	4	6800	2470	.36*	1530	.23	
WBR	d	1700	120	.07	190	.11	
Clearance Interval						.05*	.05*

TOTAL CAPACITY UTILIZATION .78 .74

19. Felipe & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	120	.07	110	.06	
NBT	2	3400	350	.10*	400	.12*	
NBR	1	1700	60	.04	200	.12	
SBL	1	1700	270	.16*	580	.34*	
SBT	2	3400	400	.12	370	.11	
SBR	d	1700	160	.09	230	.14	
EBL	1	1700	140	.08	240	.14	
EBT	3	5100	1320	.26*	2130	.42*	
EBR	d	1700	70	.04	190	.11	
WBL	1	1700	420	.25*	220	.13*	
WBT	3	5100	1960	.38	1610	.32	
WBR	d	1700	620	.36	280	.16	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .82 1.06

21. Marguerite & Felipe

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	960	.28*	1040	.31*	
NBR	d	1700	260	.15	760	.45	
SBL	1	1700	130	.08*	420	.25*	
SBT	2	3400	860	.25	930	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	80	.05	40	.02	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		850		450		
WBT	0.5	3400	30	.26*	10	.14*	
WBR	1	1700	230	.14	110	.06	
Right Turn Adjustment					NBR	.03*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .72 .83

22. Moulton & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	230	.07	
NBT	3	5100	1330	.26*	1440	.28*	
NBR	1	1700	630	.37	180	.11	
SBL	2	3400	200	.06*	260	.08*	
SBT	3	5100	810	.16	1470	.29	
SBR	1	1700	160	.09	160	.09	
EBL	2	3400	420	.12	230	.07	
EBT	3	5100	1000	.24*	980	.23*	
EBR	0	0	210		210		
WBL	2	3400	230	.07*	640	.19*	
WBT	3	5100	680	.13	1160	.23	
WBR	1	1700	140	.08	150	.09	
Right Turn Adjustment		NBR		.06*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.74		.83		

23. Greenfield & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				40		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		20
SBL	2	3400	880	.26*	1090	.32*	
SBT	1	1700	50	.03	180	.11	
SBR	1	1700	70	.04	630	.37	
EBL	2	3400	630	.19*	280	.08*	
EBT	3	5100	1160	.23	1480	.30	
EBR	0	0	30			50	
WBL	1	1700	10	.01	60	.04	
WBT	3	5100	1230	.24*	1520	.30*	
WBR	1	1700	530	.31	1010	.59	
Right Turn Adjustment							WBR .05*
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.83		

24. Cabot & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04*	160	.09*	
NBT	2	3400	210	.06	230	.07	
NBR	1	1700	300	.18	260	.15	
SBL	2	3400	280	.08	400	.12	
SBT	2	3400	170	.10*	360	.21*	
SBR	0	0	170		340		
EBL	2	3400	340	.10	350	.10	
EBT	3	5100	1850	.40*	2300	.45*	
EBR	0	0	170		10		
WBL	2	3400	410	.12*	580	.17*	
WBT	3	5100	1610	.32	2200	.43	
WBR	1	1700	350	.21	340	.20	
Right Turn Adjustment		NBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.74		.97		

25. Forbes & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	70	.04	200	.12	
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	100	.06	180	.11	
SBL	1	1700	180	.11*	290	.17*	
SBT	1	1700	30	.02	40	.02	
SBR	1	1700	230	.14	450	.26	
EBL	1	1700	310	.18*	240	.14*	
EBT	4	6800	1790	.29	2650	.41	
EBR	0	0	160		110		
WBL	1	1700	290	.17	130	.08	
WBT	3	5100	2180	.52*	2520	.55*	
WBR	0	0	470		290		
Right Turn Adjustment							SBR .08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.87		1.01		

26. Puerta Real & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2.5		40	.01	510		
NBT	0.5	5100	60	.04*	40	.11*	
NBR	1	1700	120	.07	280	.16	
SBL	1	1700	150	.09*	190	.11*	
SBT	1	1700	70	.04	70	.04	
SBR	1	1700	370	.22	570	.34	
EBL	2	3400	560	.16*	470	.14	
EBT	4	6800	2130	.34	3230	.54*	
EBR	0	0	200		410		
WBL	2	3400	60	.02	310	.09*	
WBT	4	6800	3160	.48*	2590	.41	
WBR	0	0	90		230		
Right Turn Adjustment		SBR	.01*		SBR	.06*	
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .83 .96

27. El Regateo & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5				330	.10*	510
NBT	1.5	5100			30	.05	20
NBR	0				50		170
SBL	0.5				20		70
SBT	1.5	3400			10	.02*	40
SBR	0				70	.04	180
EBL	1	1700			180	.11*	100
EBT	4	6800			1950	.29	3310
EBR	1	1700			260	.15	280
WBL	1	1700			260	.15	210
WBT	4	6800			2910	.45*	2440
WBR	0	0			130		60
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .73 .87

28. Los Altos & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	20	.01	340	.20*	
NBT	1	1700	10	.04*	10	.09	
NBR	0	0	50		150		
SBL	0	0	40		210		
SBT	1	1700	10	.03*	20	.14*	
SBR	1	1700	50	.03	130	.08	
EBL	1	1700	150	.09*	80	.05	
EBT	4	6800	1730	.28	3450	.51*	
EBR	0	0	140		30		
WBL	1	1700	290	.17	80	.05*	
WBT	4	6800	3230	.51*	2250	.33	
WBR	0	0	270		20		
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .72 .95

29. Bellojente & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
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
SBT	1	1700			10	.03*	10
SBR	0	0	40				110
EBL	1	1700			110	.06*	50
EBT	4	6800			1700	.25	3730
EBR	0	0	10				20
WBL	1	1700			10	.01	10
WBT	4	6800			3750	.56*	2230
WBR	0	0	90				20
Clearance Interval			.05*			.05*	.05*
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .71 .69

30. Marguerite & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	200	.06*	180	.05	
NBT	2	3400	550	.16	780	.23*	
NBR	1	1700	420	.25	620	.36	
SBL	2	3400	170	.05	490	.14*	
SBT	2	3400	900	.26*	700	.21	
SBR	1	1700	970	.57	330	.19	
EBL	2	3400	600	.18*	960	.28	
EBT	4	6800	1070	.16	2600	.38*	
EBR	1	1700	70	.04	220	.13	
WBL	2	3400	690	.20	590	.17*	
WBT	4	6800	2670	.39*	1750	.26	
WBR	1	1700	510	.30	210	.12	
Right Turn Adjustment		SBR		.17*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.11 .97

32. Golden Lantern & P. Colinas

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700			10	.01	10
NBT	2	3400	2370	.70*	970	.29	
NBR	1	1700	1040	.61	670	.39	
SBL	1	1700	360	.21*	240	.14	
SBT	2	3400	850	.25	1680	.50*	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		380		990		
WBT	0.5	3400	10	.11*	10	.29*	
WBR	1	1700	230	.14	280	.16	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					1.08		.86

33. Cabot & P. Colinas

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	130	.04*	150	.04*	
SBT	0	0	0		0		
SBR	2	3400	370	.11	640	.19	
EBL	1	1700	420	.25*	290	.17*	
EBT	2	3400	850	.25	520	.15	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	340	.15*	690	.24*	
WBR	0	0	160		110		
Right Turn Adjustment			SBR		.02*		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.49		.52		

34. Cm Capistrano & P. Colinas

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0.5	3400	310	{.18}* [*]	280	{.30}* [*]	
NBR	1.5		470	{.11}	1050		
SBL	1	1700	30	.02*	80	.05*	
SBT	1	1700	140	.08	410	.24	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		670		770		
WBT	0	3400	0	.22*	0	.24*	
WBR	0.5		80		60		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.47		.64

35. Camino Capistrano & Avery

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0		0				
NBT	1	1700	30	.02*	80	.05*			
NBR	1	1700	140	.08	160	.09			
SBL	2	3400	770	.23*	1180	.35*			
SBT	1	1700	40	.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	210	.12*	110	.06*			
WBT	0	0	0		0				
WBR	2	3400	740	.22	1230	.36			
Right Turn Adjustment					WBR	.04*			
Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.42			.55			

36. Marguerite & Avery

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	590	.35*	380	.22*			
NBT	2	3400	580	.17	600	.18			
NBR	d	1700	170	.10	30	.02			
SBL	1	1700	90	.05	110	.06			
SBT	2	3400	450	.13*	870	.26*			
SBR	d	1700	520	.31	550	.32			
EBL	2	3400	610	.18*	990	.29*			
EBT	2	3400	180	.11	310	.18			
EBR	0	0	320	.19	390	.23			
WBL	1	1700	20	.01	190	.11			
WBT	2	3400	150	.06*	220	.09*			
WBR	0	0	50		90				
Right Turn Adjustment					SBR	.05*			
Clearance Interval			.05*			.05*			.05*
TOTAL CAPACITY UTILIZATION			.82			.91			

37. Glnd Lantern & Marina Hills

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	190	.11	170	.10*			
NBT	2	3400	2070	.61*	1290	.38			
NBR	1	1700	10	.01	10	.01			
SBL	1	1700	10	.01*	10	.01			
SBT	2	3400	1130	.33	2060	.61*			
SBR	1	1700	230	.14	440	.26			
EBL	1.5		700	.21*	390	.11*			
EBT	1.5	5100	10	.01	10	.01			
EBR	1	1700	340	.20	190	.11			
WBL	1	1700	10	.01	10	.01			
WBT	2	3400	10	.01*	10	.01*			
WBR	0	0	10		10				
Clearance Interval			.05*			.05*			
Note: Assumes E/W Split Phasing									
TOTAL CAPACITY UTILIZATION			.89			.88			

39. Cm Capistrano & J. Serra

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0		0				
NBT	1	1700	100	.06*	90	.05			
NBR	1	1700	1180	.69	1040	.61			
SBL	1	1700	100	.06*	130	.08			
SBT	1	1700	80	.05	280	.16*			
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	100	.06	190	.11			
Right Turn Adjustment					NBR	.25*			
Clearance Interval			.05*			.05*			.05*
TOTAL CAPACITY UTILIZATION			.93			.92			

40. Rancho Viejo & J. Serra

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	460	.14*	400	.12*	
NBT	2	3400	370	.11	260	.08	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}* [*]	410	{.20}* [*]	
SBR	1.5		620		880		
EBL	1.5		770		510		
EBT	0.5	3400	30	.30*	10	.23*	
EBR	0		210		270		
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		.61		

41. Cm Capistrano & Oso Road

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1240	.38*	690	.23	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	500	.16	790	.27*	
SBR	0	0	40		130		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION							
					.52		.41

42. Cm Capistrano & Ortega

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	900	.53*	830	.49*	
NBR	1	1700	200	.12	80	.05	
SBL	1	1700	130	.08*	140	.08*	
SBT	1	1700	590	.35	800	.47	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	360	.21*	290	.17*	
WBT	0	0	0		0		
WBR	1	1700	140	.08	210	.12	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.87		.79		

43. Del Obispo & Ortega

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	40	.02*	100	.06*	
NBT	0	0	0		0		
NBR	2	3400	1080	.32	1360	.40	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	600	.20*	510	.19*	
EBR	0	0	80		120		
WBL	2	3400	1180	.35*	1300	.38*	
WBT	1	1700	880	.52	790	.46	
WBR	0	0	0		0		
Right Turn Adjustment			NBR		.04*		
Clearance Interval			NBR		.05*		
TOTAL CAPACITY UTILIZATION			.66		.73		

44. Rancho Viejo & Ortega

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		370		570	.17*	
NBT	1.5	5100	180	.12*	140	.11	
NBR	0		60		40		
SBL	1.5		130		310		
SBT	0.5	3400	120	.07*	190	.15*	
SBR	1	1700	140	.08	240	.14	
EBL	1	1700	270	.16*	240	.14	
EBT	2	3400	1230	.36	1750	.51*	
EBR	1	1700	720	.42	490	.29	
WBL	1	1700	80	.05	60	.04*	
WBT	3	5100	1990	.39*	1370	.27	
WBR	1	1700	510	.30	140	.08	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.79		.92		

45. La Novia & Ortega

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2		3400		380	.11*	
NBT	0		0		0		
NBR	1	1700	620	.36	700	.41	
SBL	0		0		0		
SBT	0		0		0		
SBR	0		0		0		
EBL	0		0		0		
EBT	2	3400	1010	.30	1830	.54*	
EBR	1	1700	340	.20	220	.13	
WBL	1	1700	540	.32	570	.34*	
WBT	2	3400	2130	.63*	1260	.37	
WBR	0	0	0		0		
Right Turn Adjustment							NBR .07*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.79		.92		

47. Alipaz & Del Obispo

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	20		30		
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	750	.22	750	.22	
SBL	1	1700	80	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0	0	30		30		
EBL	1	1700	20	.01	30	.02	
EBT	2	3400	800	.25*	750	.23*	
EBR	0	0	40		40		
WBL	1	1700	530	.31*	550	.32*	
WBT	2	3400	730	.23	1320	.40	
WBR	0	0	40		30		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.68		.66		

48. Cm Capistrano & Del Obispo

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2		3400		540	.16	
NBT	1	1700	920	.54*	610	.36	
NBR	1	1700	220	.13	360	.21	
SBL	1	1700	40	.02*	70	.04	
SBT	1	1700	570	.34	800	.47*	
SBR	1	1700	790	.46	530	.31	
EBL	1	1700	510	.30	410	.24	
EBT	2	3400	870	.26*	790	.23*	
EBR	1	1700	430	.25	380	.22	
WBL	1	1700	370	.22*	420	.25*	
WBT	2	3400	530	.17	740	.23	
WBR	0	0	60		50		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.66		

TOTAL CAPACITY UTILIZATION 1.09 1.13

49. Cm Capistrano & San Juan C.

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3400	1000	.29*	1060	.31*	
NBR	1	1700	430	.25	470	.28	
SBL	2	3400	280	.08*	650	.19*	
SBT	2	3400	830	.24	1130	.33	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		950	.28*	860	.25*	
WBT	0	5100	0		0		
WBR	1.5		510	{.24}	500	{.15}	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.70		.80	

50. Valle & San Juan Creek

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	470		.28*	470	.28*
NBT	0	0	0		0		0
NBR	1	1700	700	.41	620	.36	
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	1	1700	360	.21	490	.29*	
EBR	1	1700	350	.21	640	.38	
WBL	1	1700	340	.20	400	.24*	
WBT	1	1700	980	.58*	890	.52	
WBR	0	0	0		0		0
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.91		.86	

51. La Novia & San Juan Creek

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	140	.08*	140	.08*	
NBT	1	1700	300	.23	290	.21	
NBR	0	0	90		60		
SBL	1	1700	210	.12	220	.13	
SBT	1	1700	150	.54*	270	.58*	
SBR	0	0	760		720		
EBL	1	1700	760	.45*	630	.37*	
EBT	1	1700	210	.12	260	.15	
EBR	1	1700	60	.04	120	.07	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	390	.23*	270	.16*	
WBR	1	1700	300	.18	210	.12	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.35		1.24	

53. Del Obispo & Del Avion

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	200		.12*	180	.11*
NBT	2	3400	250		.15	410	.19
NBR	0	0	370		.22	250	
SBL	1	1700	70		.04	60	.04
SBT	2	3400	290		.17*	400	.24*
SBR	0	0	410		.24	510	.30
EBL	1.5		310			240	
EBT	1.5	5100	380		.14*	250	.14*
EBR	0		10			210	
WBL	1	1700	380		.22*	160	.09*
WBT	2	3400	240		.10	120	.07
WBR	0	0	110			120	
Clearance Interval					.05*		.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.70		.63

54. Alipaz & Del Avion

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10			40	{.02}*
NBT	1	1700	70	.05*		50	.05
NBR	0	0	0			0	
SBL	0	0	0			0	
SBT	2	3400	30	.02		110	.06*
SBR	0	0	360	.21		180	.11
EBL	1	1700	520	.31*		390	.23*
EBT	0	0	0			0	
EBR	1	1700	10	.01		30	.02
WBL	0	0	0			0	
WBT	0	0	0			0	
WBR	0	0	0			0	
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .41 .36

55. Del Obispo & Stonehill

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	120			160	.09
NBT	2	3400	210			430	.16*
NBR	0	0	120			120	
SBL	1	1700	340			270	.16*
SBT	2	3400	460			540	.19
SBR	0	0	140			120	
EBL	1	1700	180			240	.14
EBT	1	1700	780			650	.45*
EBR	0	0	110			110	
WBL	1	1700	90			240	.14*
WBT	2	3400	440			920	.27
WBR	1	1700	200			520	.31
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .92 .96

100. I-5 SB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0			0	
NBT	0	0	0			0	
NBR	0	0	0			0	
SBL	1.5		830		1120		
SBT	0	5100	0	{.30}* ¹		0	{.44}* ¹
SBR	1.5		870		1260		
EBL	0	0	0			0	
EBT	3	5100	1960	.38*		1810	.35*
EBR	f		190			200	
WBL	0	0	0			0	
WBT	3	5100	1310	.26		1190	.23
WBR	f		750			910	
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .73 .84

101. I-5 NB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		100			320	{.19}* ¹
NBT	0	5100	0			0	.19
NBR	1.5		140	{.00}		630	
SBL	0	0	0			0	
SBT	0	0	0			0	
SBR	0	0	0			0	
EBL	0	0	0			0	
EBT	3	5100	1130			2450	.48*
EBR	f		1670			480	
WBL	0	0	0			0	
WBT	3	5100	1970			1790	.35
WBR	f		1450			760	
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .47 .72

102. I-5 SB Ramps/Cabot & La Paz

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	130	.08*	210	.12*	
NBT	0	0	0		0		
NBR	2	3400	480	.14	520	.15	
SBL	1.5		200	.12	530		
SBT	1.5	5100	230	.14*	310	.24*	
SBR	0		260	.15	390		
EBL	0	0	0		0		
EBT	2	3400	1080	.32*	960	.28*	
EBR	1	1700	120	.07	200	.12	
WBL	1	1700	190	.11*	230	.14*	
WBT	2	3400	560	.28	780	.36	
WBR	0	0	400		430		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.83		

103. I-5 NB Muirlands & La Paz

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		90	.05	100		
NBT	1	6800	850	.25*	310	{.10}* 330	
NBR	1.5		140				
SBL	2	3400	530	.16*	1120	.33*	
SBT	0	0	0		0		
SBR	2	3400	460	.14	310	.09	
EBL	2	3400	220	.06*	320	.09*	
EBT	2	3400	810	.24	1150	.34	
EBR	f		570		330		
WBL	0	0	0		0		
WBT	3	5100	1290	.34*	1060	.31*	
WBR	0	0	460		540	.32	
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.86		.88		

104. I-5 SB Ramps & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	720	.21*	1110	.33*	
SBT	0	0	0		0		
SBR	1	1700	340	.20	520	.31	
EBL	0	0	0		0		
EBT	3	5100	1030	.20	2100	.41*	
EBR	f		420		800		
WBL	0	0	0		0		
WBT	3	5100	2060	.40*	1670	.33	
WBR	f		830		450		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.66		.79		

105. I-5 NB Ramps & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	420	.25*	540	.32*	
NBT	0	0	0		0		
NBR	1	1700	290	.17	670	.39	
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	2480	.49*	
EBR	f		330		730		
WBL	0	0	0		0		
WBT	3	5100	2470	.48*	1590	.31	
WBR	f		1040		680		
Right Turn Adjustment					NBR .07*		
Clearance Interval					.05*		
TOTAL CAPACITY UTILIZATION			.78		.93		

106. I-5 SB Ramps & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1140	.22*	1760	.35*	
SBT	0	8500	0		0		
SBR	2.5		810	{ .21}	1210	{ .27}	
EBL	0	0	0		0		
EBT	4	6800	1740	.26*	2650	.39*	
EBR	1	1700	320	.19	470	.28	
WBL	2	3400	770	.23*	650	.19*	
WBT	3	5100	2120	.42	1740	.34	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.76		.98		

107. I-5 NB Ramps & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				660	{ .25}*	220
NBT	0	5100	0	{ .25}	0		
NBR	1.5				650		.20
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2.5	6800	2180	.43	3410	.67*	
EBR	1.5		720	.42	980	.58	
WBL	0	0	0		0		
WBT	3	5100	2240	.44*	2170	.43	
WBR	f		1380		1490		
Right Turn Adjustment							NBR .07*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.74		.92		

108. I-5 SB Ramps & Avery

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		450		660		
SBT	0	3400	0	.20*	0	.28*	
SBR	0.5		240		290		
EBL	0	0	0		0		
EBT	2	3400	640	.26*	1010	.39	
EBR	0	0	260		330		
WBL	1	1700	450	.26*	160	.09	
WBT	1	1700	720	.42	1040	.61*	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.77		.94		

109. I-5 NB Ramps & Avery

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	300	.18*	380	.22*	
NBT	0	0	0		0		
NBR	1	1700	380	.22	440	.26	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	370	.22*	420	.25*	
EBT	2	3400	750	.22	1240	.36	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	880	.52*	820	.48*	
WBR	1	1700	400	.24	330	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.97		1.00		

110. I-5 SB Ramps & J. Serra

111. I-5 NB Ramps & J. Serra

2025 No Action Alt. (Committed w/Existing GP for RMV)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	40	.01*	110	.03*
NBT	0	0	0		0	
NBR	1	1700	330	.19	200	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	710	.21*	720	.21*
EBT	2	3400	690	.20	590	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	590	.21*	950	.28*
WBR	1.5		490		340	.20
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.05*		.05*

112. I-5 SB Ramps & Ortega

2025 No Action Alt. (Committed w/Existing GP for RMV)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		960		990	
SBT	0	5100	0	{.29}*	0	{.31}*
SBR	1.5		1040		990	
EBL	0	0	0		0	
EBT	3	5100	1510	.33*	1610	.37*
EBR	0	0	180		280	
WBL	1	1700	640	.38*	470	.28*
WBT	2	3400	1030	.30	1100	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

113. I-5 NB Ramps & Ortega

114. Cm Capistrano & I-5 SB

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	1270	.38*	1190	.35*	
NBR	0	0	10		10		
SBL	2	3400	790	.23*	640	.19*	
SBT	2	3400	990	.29	1340	.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*	1120	.33*	
WBT	0	5100	0		0		
WBR	1.5		160		350	.21	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.91		.92	

115. Valle & La Novia/I-5 NB

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	280	.16*	160	.09*	
NBT	1	1700	320	.19	280	.16	
NBR	1	1700	20	.01	180	.11	
SBL	0	0	70		210		
SBT	1	1700	310	.22*	590	.47*	
SBR	1	1700	270	.16	240	.14	
EBL	1	1700	630	.37*	660	.39*	
EBT	1	1700	50	.06	140	.11	
EBR	0	0	50		50		
WBL	0	0	80		60		
WBT	1	1700	280	.21*	60	.07*	
WBR	1	1700	220	.13	120	.07	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					1.01		1.07

116. Cm Capistrano & Stonehill

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	270	.08	400	.12	
NBT	1	1700	980	.76*	700	.71*	
NBR	0	0	320		500		
SBL	1	1700	60	.04*	260	.15*	
SBT	2	3400	700	.21	1170	.34	
SBR	1	1700	790	.46	1190	.70	
EBL	1	1700	600	.35*	460	.27	
EBT	1	1700	570	.34	780	.46*	
EBR	1	1700	310	.18	510	.30	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.20		1.37	

117. I-5 SB Ramps & Las Ramblas

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	270	.08*	250	.07*	
SBT	0	0	0		0		
SBR	f				550		620
EBL	0	0	0		0		
EBT	2	3400	570	.17*	680	.20*	
EBR	f				740		1300
WBL	0	0	0		0		
WBT	1	1700	270	.16	200	.12	
WBR	f				280		360
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.30		.32

118. I-5 NB Ramps & Las Ramblas

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	10		10		
NBT	1	1700	10	.01*	30	.02*	
NBR	1	1700	220	.13	290	.17	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	460	.14	600	.18*	
EBR	f		380		250		
WBL	0	0	0		0		
WBT	3	5100	720	.14*	630	.13	
WBR	0	0	10		10		
Right Turn Adjustment	Multi		.14*		NBR	.15*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.36		.41		

150. Greenfield & SR-73 SB Ramps

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	1080	.41*	650	.26*	
NBR	0	0	310		220		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	290	.09	350	.10	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}*{.21}*	0	{.21}*	
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					.52		.53

151. Greenfield & SR-73 NB Ramps

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	1050	.31*	570	.17*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	80	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	250	.15*	280	.16*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.56		.43		

152. SR-241 SB & S. Margarita

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	390		390		
NBT	1	1700	10	.24*	10	.24*	
NBR	2	3400	520	.15	1750	.51	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1890	.37	2570	.50*	
EBR	1	1700	30	.02	30	.02	
WBL	2	3400	10	.00	10	.00	
WBT	3	5100	2240	.44*	1210	.24	
WBR	0	0	20		10		
Right Turn Adjustment					NBR	.27*	
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.79		1.09

153. SR-241 NB & S. Margarita

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		20	.01*	10	.01*	
NBT	0	5100	0		0		
NBR	1.5		10		20	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	570	.34*	440	.26	
EBT	3	5100	1830	.36	3930	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2220	.44*	1220	.24	
WBR	1	1700	2610	1.54	770	.45	
Right Turn Adjustment		WBR	1.09*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.93		.83		

154. SR-241 SB Ramps & Antonio

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		190	.06*	900	.26*	
SBT	0	5100	0		0		
SBR	1.5		120	{ .00}	540	{ .21}	
EBL	0	0	0		0		0
EBT	3	5100	1610	.32*	1660	.33*	
EBR	1	1700	10	.01	10	.01	
WBL	1	1700	30	.02*	40	.02*	
WBT	3	5100	1230	.24	1070	.21	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.45		.66

155. SR-241 NB Ramps & Antonio

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		30	.01*	10	.01*	
NBT	0	5100	0		0		
NBR	1.5		40	{ .00}	20	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	790	.46*	180	.11	
EBT	3	5100	1010	.20	2360	.46*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1230	.24*	1120	.22	
WBR	1	1700	1650	.97	220	.13	
Right Turn Adjustment		WBR	.72*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.48		.52		

156. SR-241 SB Ramps & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		80	.02*	220	.13*	
SBT	0	5100	0		0		
SBR	1.5		100	{ .00}	770	.23	
EBL	0	0	0		0		0
EBT	2	3400	1680	.49*	1090	.32*	
EBR	1	1700	0	.00	0	.00	
WBL	2	3400	0	.00	0	.00	
WBT	2	3400	1110	.33	610	.18	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.56		.50

157. SR-241 NB Ramps & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	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	1100	.65*	160	.09
EBT	2	3400	670	.20	1170	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1110	.33*	600	.18
WBR	1	1700	470	.28	120	.07
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.03		.39	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	100	.06*	60	.04*	
NBT	1	1600	20	.01	50	.03	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	60	.05*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	20	.01*	100	.06*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	80	.03	50	.02	
WBR	0	0	10		10		
TOTAL CAPACITY UTILIZATION			.16		.14		

60. La Pata & Vista Hermosa

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3200	610	.19*	800	.25*	
NBT	3	4800	240	.05	270	.06	
NBR	1	1600	310	.19	280	.18	
SBL	1	1600	10	.01	10	.01	
SBT	3	4800	60	.01*	10	.00*	
SBR	1	1600	40	.03	10	.01	
EBL	1	1600	50	.03	50	.03	
EBT	2	3200	330	.10*	920	.29*	
EBR	1	1600	880	.55	460	.29	
WBL	1	1600	520	.33*	300	.19*	
WBT	2	3200	930	.30	630	.21	
WBR	0	0	40		40		
Right Turn Adjustment			EBR	.31*			
TOTAL CAPACITY UTILIZATION				.94		.73	

61. Talega & Vista Hermosa

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.08*	
NBR	0	0	60		90		
SBL	1	1600	50	.03	10	.01*	
SBT	0.5	3200	20	{.23}*	20	{.05}	
SBR	1.5		850		370		
EBL	2	3200	310	.10*	590	.18*	
EBT	2	3200	120	.04	200	.07	
EBR	0	0	20		10		
WBL	1	1600	60	.04	80	.05	
WBT	2	3200	150	.08*	180	.11*	
WBR	0	0	100		200	.13	
Right Turn Adjustment			WBR	.01*			
TOTAL CAPACITY UTILIZATION			.42		.39		

62. Vera Cruz & Los Mares

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	540	.34*	370	.23*	
NBT	1	1600	10	.04	10	.06	
NBR	0	0	60		80		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01*	20	.01*	
EBT	2	3200	60	.02	190	.06	
EBR	1	1600	910	.57	590	.37	
WBL	1	1600	70	.04	20	.01	
WBT	2	3200	150	.05*	190	.06*	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.29*	EBR	.14*	
TOTAL CAPACITY UTILIZATION				.72		.46	

63. Vera Cruz & Vista Hermosa

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1600	10	.01	150	.09			
NBT	2	3200	110	.04*	700	.22*			
NBR	0	0	20		10				
SBL	1	1600	750	.47*	510	.32*			
SBT	2	3200	920	.32	230	.10			
SBR	0	0	100		100				
EBL	1	1600	70	.04	60	.04*			
EBT	2	3200	1390	.49*	1210	.38			
EBR	0	0	170		10				
WBL	1	1600	10	.01*	20	.01			
WBT	2	3200	1050	.41	1170	.54*			
WBR	0	0	270		570				

TOTAL CAPACITY UTILIZATION 1.01 1.12

64. La Pata & Pico

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1600	80	.05*	480	.30*			
NBT	2	3200	250	.08	610	.19			
NBR	1	1600	60	.04	140	.09			
SBL	2	3200	440	.14	320	.10			
SBT	2	3200	710	.22*	210	.07*			
SBR	f		400		410				
EBL	1	1600	590	.37*	370	.23*			
EBT	3	4800	820	.17	740	.15			
EBR	1	1600	440	.28	140	.09			
WBL	2	3200	90	.03	10	.00			
WBT	2.5	6400	550	{.12}*	830	{.17}*			
WBR	1.5		430		420	{.13}			

TOTAL CAPACITY UTILIZATION .76 .77

65. Vista Hermosa & Pico

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1600	70	.04*	460	.29*			
NBT	2	3200	10	.01	60	.02			
NBR	0	0	10		10				
SBL	2	3200	170	.05	110	.03			
SBT	1	1600	70	.04*	10	.01*			
SBR	1	1600	210	.13	10	.01			
EBL	2	3200	160	.05*	460	.14*			
EBT	3	4800	650	.14	640	.13			
EBR	1	1600	490	.31	100	.06			
WBL	1	1600	10	.01	10	.01			
WBT	3	4800	810	.19*	840	.20*			
WBR	0	0	120		140				
Right Turn Adjustment	Multi		.10*						

TOTAL CAPACITY UTILIZATION .42 .64

66. PCH & Camino Capistrano

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	0		0				
NBT	1	1600	750	.47*	860	.54			
NBR	1	1600	290	.18	410	.26			
SBL	1	1600	130	.08*	320	.20			
SBT	1	1600	730	.46	1250	.78*			
SBR	0	0	0		0				
EBL	0	0	0		0				
EBT	0	0	0		0				
EBR	0	0	0		0				
WBL	1	1600	290	.18*	290	.18*			
WBT	0	0	0		0				
WBR	1	1600	80	.05	200	.13			

TOTAL CAPACITY UTILIZATION .73 .96

67. El Camino Real & Pico

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	20	.01		30	.02		
NBT	2	3200	650	.23*		720	.28*		
NBR	0	0	90			170			
SBL	1	1600	550	.34*		630	.39*		
SBT	2	3200	570	.19		930	.32		
SBR	0	0	30			100			
EBL	1	1600	90	.06		80	.05		
EBT	1	1600	190	.13*		130	.10*		
EBR	0	0	20			30			
WBL	1	1600	60	.04*		290	.18*		
WBT	1	1600	70	.04		160	.10		
WBR	1	1600	540	.34		560	.35		

TOTAL CAPACITY UTILIZATION .74 .95

68. El Cm. Real & Cristianitos

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0			0			
NBT	0	0	0			0			
NBR	0	0	0			0			
SBL	1	1600	1600	.01*		40	.03*		
SBT	0	0	0			0			
SBR	1	1600	30	.02		130	.08		
EBL	1	1600	90	.06		130	.08*		
EBT	1	1600	250	.16*		70	.04		
EBR	0	0	0			0			
WBL	0	0	0			0			
WBT	1	1600	70	.04		280	.18*		
WBR	1	1600	10	.01		80	.05		

TOTAL CAPACITY UTILIZATION .17 .29

119. I-5 SB Ramps & Estrella

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0			0			
NBT	0	0	0			0			
NBR	0	0	0			0			
SBL	2	3200	1140	.36*		1160	.36*		
SBT	0	0	0			0			
SBR	1	1600	300	.19		320	.20		
EBL	0	0	0			0			
EBT	2	3200	590	.18*		790	.25*		
EBR	1	1600	330	.21		290	.18		
WBL	1	1600	450	.28*		510	.32*		
WBT	2	3200	440	.14		560	.18		
WBR	0	0	0			0			

TOTAL CAPACITY UTILIZATION .82 .93

120. I-5 NB Ramps & Estrella

2025 No Action Alt. (Committed w/Existing GP for RMV)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0.5		140			250			
NBT	0	3200	0	.15*		0	.26*		
NBR	1.5		340			570			
SBL	0	0	0			0			
SBT	0	0	0			0			
SBR	0	0	0			0			
EBL	0	0	0			0			
EBT	3	4800	1430	.30*		1640	.34*		
EBR	1	1600	330	.21		350	.22		
WBL	0	0	0			0			
WBT	3	4800	480	.10		450	.09		
WBR	f		1270			1200			

TOTAL CAPACITY UTILIZATION .45 .60

121. I-5 SB Rmps & Vista Hermosa

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1370	.43*	1440	.45*	
SBT	0	4800	0		0		
SBR	1.5		230	.14	490	.31	
EBL	1	1600	10	.01	50	.03*	
EBT	3	4800	420	.09*	490	.10	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	140	.04	420	.13*	
WBR	f		100		130		
TOTAL CAPACITY UTILIZATION			.52		.61		

122. I-5 NB Rmps & Vista Hermosa

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5				40	.03*	30
NBT	0	4800	0		0		0
NBR	1.5				190	.06	70
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	2	3200	1630	.51*	1660	.52*	
EBR	f		160		280		
WBL	0	0	0		0		0
WBT	1.5	4800	210	.13	520	.33	
WBR	1.5		1520	.48	1550	.48	
Right Turn Adjustment			NBR		.03*		
TOTAL CAPACITY UTILIZATION				.57		.54	

123. I-5 SB Ramps & Pico

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1500	.47*	930	.29*	
SBT	0	4800	0		0		
SBR	1.5		140		350		
EBL	0	0	0		0		
EBT	3	4800	940	.20*	1100	.23*	
EBR	1	1600	170	.11	480	.30	
WBL	1	1600	410	.26*	1030	.64*	
WBT	2	3200	520	.16	1000	.31	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.93		1.16		

124. I-5 NB Ramps & Pico

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	90	.06*	280	.18*	
NBT	0	0	0		0		
NBR	2	3200	780	.24	720	.23	
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	1	1600	240	.15	260	.16	
EBT	2	3200	2220	.69*	1760	.55*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	840	.18	1720	.36	
WBR	f		1090		1220		
Right Turn Adjustment			NBR		.18*	NBR	.05*
TOTAL CAPACITY UTILIZATION				.93		.78	

125. I-5 SB Ramp & E1 Cm Real

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	140	.09*	140	.09	
NBT	0	0	0		0		
NBR	1	1600	220	.14	130	.08	
SBL	1	1600	190	.12	420	.26*	
SBT	1	1600	60	.04*	190	.12	
SBR	1	1600	140	.09	220	.14	
EBL	0	0	0		0		
EBT	2	3200	280	.12*	690	.26*	
EBR	0	0	90		130		
WBL	1	1600	20	.01*	40	.03*	
WBT	2	3200	400	.13	490	.15	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.17*		NBR	.06*	
TOTAL CAPACITY UTILIZATION			.43			.61	

126. I-5 NB Ramps & E1 Cm Real

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	70	.04*	150	.09*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	160	.10*	90	.06	
EBT	2	3200	440	.14	970	.30*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	370	.23*	410	.21	
WBR	0	0	410	.26	270		
TOTAL CAPACITY UTILIZATION					.37		.39

127. I-5 SB Ramps & Cristianitos

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	30	.02*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.21		.24		

128. I-5 NB Ramps & Cristianitos

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	60	.04*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	110	.07*	80	.05*	
EBT	1	1600	110	.07	60	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	100	.07*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment					NBR	.06*	
TOTAL CAPACITY UTILIZATION					.24		.34

129. I-5 SB Ramps & Baseline

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.08*				

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Baseline

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment					NBR	.02*	

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	710	.21*	590	.17*	
NBT	3	5100	1300	.25	880	.17	
NBR	1	1700	720	.42	830	.49	
SBL	2	3400	130	.04	130	.04	
SBT	3	5100	1110	.22*	1320	.26*	
SBR	f		1180		610		
EBL	2	3400	780	.23*	950	.28	
EBT	3	5100	730	.14	1300	.25*	
EBR	1	1700	380	.22	650	.38	
WBL	2	3400	1010	.30	950	.28*	
WBT	3	5100	1200	.24*	590	.12	
WBR	1	1700	300	.18	70	.04	
Right Turn Adjustment		Multi		.08*	Multi	.23*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.03 1.24

31. Antonio & Crown Valley

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	750	.22*	620	.18*	
NBT	3	5100	1850	.36	1000	.20	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	820	.16*	1680	.33*	
SBR	f		1330		1040		
EBL	2	3400	750	.22*	1380	.41*	
EBT	0	0	0		0		
EBR	2	3400	250	.07	810	.24	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .65 .97

46. Antonio/La Pata & Ortega

2025 No Action Alt. (Committed w/Existing GP for RMV)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	70	.04*	60	.04	
NBT	1	1700	10	.01	20	.02*	
NBR	0	0	10		20		
SBL	1	1700	70	.04	570	.34*	
SBT	2	3400	20	.01*	20	.01	
SBR	0	0	730	.43	740	.44	
EBL	2	3400	790	.23*	660	.19	
EBT	1	1700	470	.28	1620	.95*	
EBR	1	1700	50	.03	70	.04	
WBL	1	1700	10	.01	10	.01*	
WBT	1	1700	1470	.86*	890	.52	
WBR	1	1700	650	.38	200	.12	
Right Turn Adjustment		SBR	.42*	SBR	.12*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION 1.61 1.49

ICU Data Set 5

**2025 No Action Alternative
(Committed Circulation System with No Future Development in RMV)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	270	.16	140	.08*	
NBT	2	3400	1190	.35*	670	.20	
NBR	1	1700	480	.28	330	.19	
SBL	1	1700	50	.03*	120	.07	
SBT	2	3400	610	.18	930	.27*	
SBR	1	1700	470	.28	710	.42	
EBL	2	3400	30	.01*	510	.15*	
EBT	3	5100	1600	.31	2430	.48	
EBR	1	1700	150	.09	240	.14	
WBL	2	3400	150	.04	240	.07	
WBT	3	5100	2290	.45*	2050	.40*	
WBR	1	1700	10	.01	130	.08	
Right Turn Adjustment		SBR	.05*		SBR	.04*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .94 .99

2. Jeronimo & Alicia

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	510	.15	260	.08*	
NBT	2	3400	870	.27*	440	.16	
NBR	0	0	60		90		
SBL	1	1700	50	.03*	60	.04	
SBT	2	3400	410	.12	1000	.29*	
SBR	1	1700	360	.21	560	.33	
EBL	1	1700	500	.29*	410	.24*	
EBT	3	5100	840	.16	1640	.32	
EBR	d	1700	150	.09	460	.27	
WBL	1	1700	110	.06	150	.09	
WBT	3	5100	1040	.20*	1050	.21*	
WBR	d	1700	60	.04	120	.07	
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .84 .87

3. Trabuco & Alicia

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	190	.11	300	.18	
NBT	2	3400	810	.24*	630	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	230	.14*	680	.40*	
SBT	2	3400	400	.12	760	.22	
SBR	d	1700	90	.05	160	.09	
EBL	1	1700	210	.12*	180	.11*	
EBT	3	5100	580	.11	1210	.24	
EBR	d	1700	40	.02	160	.09	
WBL	1	1700	90	.05	80	.05	
WBT	3	5100	1270	.25*	980	.19*	
WBR	d	1700	480	.28	300	.18	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .80 .94

4. Marguerite & Alicia

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	120	.07*	60	.04	
NBT	2	3400	360	.11	490	.14*	
NBR	d	1700	70	.04	120	.07	
SBL	1	1700	30	.02	60	.04*	
SBT	2	3400	630	.19*	450	.13	
SBR	d	1700	370	.22	180	.11	
EBL	2	3400	210	.06	430	.13	
EBT	2	3400	730	.21*	1100	.32*	
EBR	d	1700	30	.02	110	.06	
WBL	1	1700	180	.11*	110	.06*	
WBT	3	5100	1000	.20	700	.14	
WBR	d	1700	60	.04	60	.04	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .63 .61

5. Olympiad & Alicia

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	170	.10*	70	.04			
NBT	2	3400	320	.09	480	.14*			
NBR	d	1700	330	.19	250	.15			
SBL	1	1700	20	.01	50	.03*			
SBT	2	3400	420	.14*	370	.13			
SBR	0	0	70		70				
EBL	1	1700	30	.02	110	.06			
EBT	3	5100	760	.15*	940	.18*			
EBR	d	1700	100	.06	120	.07			
WBL	1	1700	280	.16*	300	.18*			
WBT	3	5100	810	.16	740	.15			
WBR	d	1700	10	.01	20	.01			
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			.60		.58				

6. Santa Margarita & Alicia

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	920	.27*	1190	.35*			
NBT	3	5100	1130	.22	1490	.29			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	3	5100	1360	.27*	1540	.30*			
SBR	1	1700	30	.02	90	.05			
EBL	2	3400	10	.00	110	.03*			
EBT	0	0	0		0				
EBR	2	3400	1040	.31	1460	.43			
WBL	0	0	0		0				
WBT	0	0	0		0				
WBR	0	0	0		0				
Right Turn Adjustment				EBR	.04*	EBR	.05*		
Clearance Interval					.05*		.05*		
Note: Assumes Right-Turn Overlap for EBR									
TOTAL CAPACITY UTILIZATION			.63		.78				

7. Marguerite & Trabuco

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	640	.38*	600	.35*			
NBT	2	3400	590	.17	690	.20			
NBR	d	1700	30	.02	60	.04			
SBL	1	1700	20	.01	110	.06			
SBT	2	3400	910	.27*	580	.17*			
SBR	d	1700	40	.02	70	.04			
EBL	1	1700	50	.03*	100	.06			
EBT	1	1700	20	.01	70	.04*			
EBR	1	1700	520	.31	720	.42			
WBL	1	1700	20	.01	140	.08*			
WBT	2	3400	20	.01*	110	.03			
WBR	d	1700	10	.01	120	.07			
Right Turn Adjustment				EBR	.12*				
Clearance Interval				.05*	.05*				
TOTAL CAPACITY UTILIZATION			.74		.81				

8. Marguerite & Jeronimo

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	460	.27*	270	.16*			
NBT	2	3400	790	.23	1100	.32			
NBR	d	1700	50	.03	140	.08			
SBL	1	1700	90	.05	180	.11			
SBT	2	3400	1160	.34*	950	.28*			
SBR	d	1700	90	.05	90	.05			
EBL	1	1700	180	.11*	100	.06			
EBT	2	3400	130	.04	400	.12*			
EBR	1	1700	340	.20	450	.26			
WBL	1	1700	270	.16	80	.05*			
WBT	2	3400	380	.11*	180	.05			
WBR	d	1700	130	.08	90	.05			
Right Turn Adjustment						EBR	.02*		
Clearance Interval					.05*		.05*		
TOTAL CAPACITY UTILIZATION			.88		.68				

9. Olympiad & Jeronimo

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	200	.12*	130	.08*	
NBT	2	3400	430	.13	630	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	490	.22*	440	.17*	
SBR	0	0	250		140		
EBL	1	1700	140	.08*	180	.11*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	210	.12	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .47 .41

10. Marguerite & La Paz

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	170	.05*	320	.09*	
NBT	2	3400	920	.27	1150	.34	
NBR	d	1700	130	.08	180	.11	
SBL	2	3400	140	.04	220	.06	
SBT	2	3400	1010	.30*	1160	.34*	
SBR	1	1700	220	.13	140	.08	
EBL	2	3400	210	.06*	350	.10	
EBT	2	3400	320	.09	970	.29*	
EBR	1	1700	80	.05	200	.12	
WBL	2	3400	330	.10	190	.06*	
WBT	2	3400	470	.14*	310	.09	
WBR	d	1700	240	.14	110	.06	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .60 .83

11. Olympiad & La Paz

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	270	.16*	140	.08*	
NBT	2	3400	650	.19	540	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.21*	540	.20*	
SBR	0	0	200		140		
EBL	1	1700	120	.07*	280	.16*	
EBT	0	0	0		0		
EBR	1	1700	90	.05	400	.24	
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 .49 .51

12. Empresa & Santa Margarita

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		800		1180		
NBT	0.5	3400	40	.25*	10	.35*	
NBR	1	1700	670	.39	530	.31	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1110	.22*	1840	.36*	
EBR	1	1700	1240	.73	620	.36	
WBL	2	3400	780	.23*	550	.16*	
WBT	3	5100	1410	.28	910	.18	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.32*		
Clearance Interval					.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION 1.08 .93

13. Empresa & Banderas

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	60	.04*	
NBT	2	3400	1070	.37*	520	.17	
NBR	0	0	200		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	530	.31	570	.34*	
SBR	0	0	630	.37	810	.48	
EBL	1	1700	520	.31*	490	.29*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	30		70	.04	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	40	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.79		.75	

14. Empresa & Antonio

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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		210		460		
SBT	0.5	3400	50	.08*	20	.14*	
SBR	f		140		330		
EBL	2	3400	840	.25*	170	.05*	
EBT	3	5100	1020	.20	1100	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	860	.17*	1090	.21*	
WBR	f		290		260		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.61		.47

15. Banderas & Antonio

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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	580	.34	
EBL	2	3400	390	.11	400	.12*	
EBT	3	5100	2410	.48*	1260	.25	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1070	.22	1560	.32*	
WBR	0	0	40		80		
Right Turn Adjustment				SBR	.20*		
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.73		.72	

16. Cabot & Paseo De Valencia

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	560	.33*	370	.22*	
NBT	2	3400	610	.18	500	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	590	.19*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	330	.19	620	.36	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EVR	.18*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION				.47		.65	

17. Cabot & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	180	.05	230	.07	
NBT	2	3400	680	.20*	340	.10*	
NBR	1	1700	250	.15	710	.42	
SBL	2	3400	290	.09*	720	.21*	
SBT	2	3400	300	.09	640	.19	
SBR	1	1700	50	.03	110	.06	
EBL	2	3400	120	.04*	130	.04	
EBT	3	5100	970	.19	1360	.27*	
EBR	1	1700	140	.08	120	.07	
WBL	2	3400	430	.13	430	.13*	
WBT	3	5100	1470	.29*	1290	.25	
WBR	1	1700	550	.32	430	.25	
Right Turn Adjustment					NBR	.22*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.67		.98		

18. Marguerite & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	440	.13*	240	.07	
NBT	2	3400	840	.25	900	.26*	
NBR	1	1700	50	.03	90	.05	
SBL	2	3400	140	.04	350	.10*	
SBT	2	3400	730	.21*	900	.26	
SBR	1	1700	370	.22	230	.14	
EBL	2	3400	170	.05*	260	.08	
EBT	4	6800	1210	.18	1720	.25*	
EBR	d	1700	120	.07	440	.26	
WBL	2	3400	120	.04	150	.04*	
WBT	4	6800	2340	.34*	1360	.20	
WBR	d	1700	180	.11	160	.09	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.78			.70	

19. Felipe & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	120	.07	110	.06	
NBT	2	3400	300	.09*	350	.10*	
NBR	1	1700	50	.03	60	.04	
SBL	1	1700	260	.15*	530	.31*	
SBT	2	3400	420	.12	360	.11	
SBR	d	1700	150	.09	240	.14	
EBL	1	1700	130	.08*	270	.16	
EBT	3	5100	1240	.24	1810	.35*	
EBR	d	1700	70	.04	200	.12	
WBL	1	1700	110	.06	180	.11*	
WBT	3	5100	1910	.37*	1380	.27	
WBR	d	1700	470	.28	270	.16	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.74		.92		

21. Marguerite & Felipe

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	830	.24*	1080	.32*	
NBR	d	1700	240	.14	600	.35	
SBL	1	1700	130	.08*	380	.22*	
SBT	2	3400	930	.27	920	.27	
SBR	d	1700	30	.02	40	.02	
EBL	1	1700	80	.05	40	.02	
EBT	1	1700	60	.05*	40	.05*	
EBR	0	0	30		40		
WBL	1.5		610		430		
WBT	0.5	3400	30	.19*	10	.13*	
WBR	1	1700	300	.18	100	.06	
Clearance Interval					.05*		.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.61			.77	

22. Moulton & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3400	180	.05		220	.06		
NBT	3	5100	1330	.26*		1400	.27*		
NBR	1	1700	630	.37		180	.11		
SBL	2	3400	200	.06*		250	.07*		
SBT	3	5100	800	.16		1440	.28		
SBR	1	1700	170	.10		140	.08		
EBL	2	3400	440	.13		230	.07		
EBT	3	5100	1000	.24*		1000	.23*		
EBR	0	0	220			190			
WBL	2	3400	250	.07*		590	.17*		
WBT	3	5100	690	.14		1190	.23		
WBR	1	1700	140	.08		160	.09		
Right Turn Adjustment		NBR	.06*						
Clearance Interval			.05*				.05*		
TOTAL CAPACITY UTILIZATION			.74			.79			

23. Greenfield & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0.5					40		40	
NBT	1.5	3400				110	.06*	50	.03*
NBR	0					50		20	
SBL	2	3400	870	.26*		1040	.31*		
SBT	1	1700	40	.02		170	.10		
SBR	1	1700	70	.04		600	.35		
EBL	2	3400	650	.19*		300	.09*		
EBT	3	5100	1140	.23		1460	.29		
EBR	0	0	20			40			
WBL	1	1700	10	.01		60	.04		
WBT	3	5100	1250	.25*		1530	.30*		
WBR	1	1700	480	.28		1020	.60		
Right Turn Adjustment								WBR	.07*
Clearance Interval							.05*		.05*
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.81			.85			

24. Cabot & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	50	.03		180	.11*		
NBT	2	3400	170	.05*		190	.06		
NBR	1	1700	280	.16		270	.16		
SBL	2	3400	290	.09*		370	.11		
SBT	2	3400	150	.09		330	.19*		
SBR	0	0	220	.13		330			
EBL	2	3400	320	.09		320	.09		
EBT	3	5100	1870	.39*		2260	.45*		
EBR	0	0	140			10			
WBL	2	3400	390	.11*		580	.17*		
WBT	3	5100	1530	.30		2210	.43		
WBR	1	1700	340	.20		320	.19		
Right Turn Adjustment		NBR	.03*						
Clearance Interval			.05*				.05*		
TOTAL CAPACITY UTILIZATION			.72			.97			

25. Forbes & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	60	.04		190	.11		
NBT	1	1700	20	.01*		30	.02*		
NBR	1	1700	100	.06		200	.12		
SBL	1	1700	170	.10*		280	.16*		
SBT	1	1700	20	.01		30	.02		
SBR	1	1700	240	.14		470	.28		
EBL	1	1700	320	.19*		250	.15*		
EBT	4	6800	1800	.29		2590	.40		
EBR	0	0	160			110			
WBL	1	1700	280	.16		130	.08		
WBT	3	5100	2070	.50*		2510	.55*		
WBR	0	0	480			280			
Right Turn Adjustment								SBR	.10*
Clearance Interval							.05*		.05*
TOTAL CAPACITY UTILIZATION			.85			1.03			

26. Puerta Real & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2.5		40	.01	520		
NBT	0.5	5100	60	.04*	30	.11*	
NBR	1	1700	110	.06	220	.13	
SBL	1	1700	140	.08*	180	.11*	
SBT	1	1700	70	.04	70	.04	
SBR	1	1700	370	.22	570	.34	
EBL	2	3400	570	.17*	470	.14	
EBT	4	6800	2090	.34	3010	.51*	
EBR	0	0	200		440		
WBL	2	3400	50	.01	260	.08*	
WBT	4	6800	2970	.45*	2470	.40	
WBR	0	0	80		220		
Right Turn Adjustment		SBR	.01*		SBR	.09*	
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .80 .95

27. El Regateo & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		320	.09*	520	.15*	
NBT	1.5	5100	30	.05	20	.12	
NBR	0		50		180		
SBL	0.5		20		70		
SBT	1.5	3400	10	.02*	40	.06*	
SBR	0		70	.04	180	.11	
EBL	1	1700	180	.11*	130	.08	
EBT	4	6800	1890	.28	3040	.45*	
EBR	1	1700	270	.16	250	.15	
WBL	1	1700	240	.14	220	.13*	
WBT	4	6800	2710	.42*	2250	.34	
WBR	0	0	130		60		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .69 .84

28. Los Altos & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	340	.20*	
NBT	1	1700	10	.04*	10	.09	
NBR	0	0	50		150		
SBL	0	0	40		200		
SBT	1	1700	10	.03*	10	.12*	
SBR	1	1700	50	.03	130	.08	
EBL	1	1700	160	.09*	100	.06	
EBT	4	6800	1630	.26	3130	.46*	
EBR	0	0	150		30		
WBL	1	1700	290	.17	80	.05*	
WBT	4	6800	3010	.48*	2060	.31	
WBR	0	0	280		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .69 .88

29. Bellojente & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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*	50	.03	
EBT	4	6800	1600	.24	3410	.50*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3530	.53*	2060	.31	
WBR	0	0	90		20		
Clearance Interval			.05*		.05*		.05*

TOTAL CAPACITY UTILIZATION .68 .64

30. Marguerite & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	2	3400	230	.07*	190	.06			
NBT	2	3400	540	.16	770	.23*			
NBR	1	1700	390	.23	550	.32			
SBL	2	3400	170	.05	460	.14*			
SBT	2	3400	790	.23*	700	.21			
SBR	1	1700	930	.55	330	.19			
EBL	2	3400	620	.18*	860	.25			
EBT	4	6800	960	.14	2330	.34*			
EBR	1	1700	70	.04	280	.16			
WBL	2	3400	660	.19	530	.16*			
WBT	4	6800	2470	.36*	1570	.23			
WBR	1	1700	410	.24	210	.12			
Right Turn Adjustment		SBR		.18*					
Clearance Interval				.05*		.05*			
Note: Assumes Right-Turn Overlap for NBR									

TOTAL CAPACITY UTILIZATION 1.07 .92

32. Golden Lantern & P. Colinas

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	1	1700	10	.01	10	.01*			
NBT	2	3400	2340	.69*	970	.29			
NBR	1	1700	1010	.59	650	.38			
SBL	1	1700	380	.22*	230	.14			
SBT	2	3400	820	.24	1610	.48*			
SBR	0	0	10		10				
EBL	1	1700	20	.01*	10	.01*			
EBT	1	1700	10	.01	10	.01			
EBR	0	0	10		10				
WBL	1.5		370		1020				
WBT	0.5	3400	10	.11*	10	.30*			
WBR	1	1700	190	.11	260	.15			
Clearance Interval					.05*				
TOTAL CAPACITY UTILIZATION									
							1.08		.85

33. Cabot & P. Colinas

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	0	0	0		0				
NBT	0	0	0		0				
NBR	0	0	0		0				
SBL	2	3400	100	.03*	140	.04*			
SBT	0	0	0		0				
SBR	2	3400	330	.10	620	.18			
EBL	1	1700	370	.22*	280	.16*			
EBT	2	3400	930	.27	510	.15			
EBR	0	0	0		0				
WBL	0	0	0		0				
WBT	2	3400	310	.14*	710	.24*			
WBR	0	0	150		100				
Right Turn Adjustment			SBR		.02*				
Clearance Interval					.05*				
TOTAL CAPACITY UTILIZATION									
							.44		.51

34. Cm Capistrano & P. Colinas

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	0	0	0		0				
NBT	0.5	3400	300	{.18}*	290	{.32}*			
NBR	1.5		430	{.07}	1090				
SBL	1	1700	30	.02*	70	.04*			
SBT	1	1700	140	.08	400	.24			
SBR	0	0	0		0				
EBL	0	0	0		0				
EBT	0	0	0		0				
EBR	0	0	0		0				
WBL	1.5		720		740				
WBT	0	3400	0	.24*	0	.24*			
WBR	0.5		80		60				
Clearance Interval					.05*				
TOTAL CAPACITY UTILIZATION									
							.49		.65

35. Camino Capistrano & Avery

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	1	1700	20	.01*	80	.05*	
NBR	1	1700	140	.08	150	.09	
SBL	2	3400	830	.24*	1150	.34*	
SBT	1	1700	40	.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	190	.11*	100	.06*	
WBT	0	0	0		0		
WBR	2	3400	700	.21	1280	.38	
Right Turn Adjustment					WBR	.06*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.41		.56		

36. Marguerite & Avery

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	540	.32*	380	.22*	
NBT	2	3400	560	.16	540	.16	
NBR	d	1700	170	.10	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	440	.13*	810	.24*	
SBR	d	1700	400	.24	560	.33	
EBL	2	3400	640	.19*	840	.25*	
EBT	2	3400	190	.11	320	.19	
EBR	0	0	330	.19	370	.22	
WBL	1	1700	20	.01	170	.10	
WBT	2	3400	140	.06*	230	.09*	
WBR	0	0	50		90		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.75		.85

37. Gldn Lantern & Marina Hills

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	200	.12	180	.11*	
NBT	2	3400	1980	.58*	1250	.37	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	1100	.32	1960	.58*	
SBR	1	1700	230	.14	460	.27	
EBL	1.5		730	.21*	380	.11*	
EBT	1.5	5100	10	.01	10	.01	
EBR	1	1700	330	.19	210	.12	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.86		.86		

39. Cm Capistrano & J. Serra

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	1	1700	100	.06*	90	.05	
NBR	1	1700	1160	.68	950	.56	
SBL	1	1700	100	.06*	130	.08	
SBT	1	1700	80	.05	280	.16*	
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*	1210	.71*	
WBT	0	0	0		0		
WBR	1	1700	100	.06	190	.11	
Right Turn Adjustment		NBR	.24*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.92		.92		

40. Rancho Viejo & J. Serra

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	400	.12*	370	.11*	
NBT	2	3400	350	.11	230	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{ .09}* ¹	330	.19*	
SBR	1.5		620		900		
EBL	1.5		720		480		
EBT	0.5	3400	30	.29*	10	.20*	
EBR	0		220		190		
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			.56		.56

41. Cm Capistrano & Oso Road

2025 No Action Alt. (Committed w/No Future RMV Develop.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	50		80	{.05}*
NBT	2	3400	1200	.37*	600	.20
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	490	.16	760	.27*
SBR	0	0	50		160	
EBL	1	1700	150	.09*	70	.04*
EBT	0	0	0		0	
EBR	1	1700	120	.07	80	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.51		.41

42. Cm Capistrano & Ortega

2025 No Action Alt. (Committed w/No Future RMV Develop.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	860	.51*	780	.46*
NBR	1	1700	190	.11	150	.09
SBL	1	1700	140	.08*	150	.09*
SBT	1	1700	560	.33	750	.44
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*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	150	.09	200	.12
Clearance Interval				.05*		.05*

43. Del Obispo & Ortega

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1110	.33	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	600	.20*	600	.21*
EBR	0	0	90		130	
WBL	2	3400	1250	.37*	1200	.35*
WBT	1	1700	760	.45	860	.51
WBR	0	0	0		0	
Right Turn Adjustment		NBR	.02*		NBR	.04*
Clearance Interval			.05*			.05*

44. Rancho Viejo & Ortega

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		380		580	.17*	
NBT	1.5	5100	180	.12*	120	.09	
NBR	0		60		40		
SBL	1.5		120	.07	260		
SBT	0.5	3400	120	.07*	160	.12*	
SBR	1	1700	140	.08	180	.11	
EBL	1	1700	270	.16*	250	.15	
EBT	2	3400	1250	.37	1620	.48*	
EBR	1	1700	760	.45	490	.29	
WBL	1	1700	70	.04	50	.03*	
WBT	3	5100	1760	.35*	1290	.25	
WBR	1	1700	430	.25	120	.07	
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .75 .85

45. La Novia & Ortega

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	360		.11*	250	.07*
NBT	0	0	0		0	0	
NBR	1	1700	550		.32	630	.37
SBL	0		0		0	0	
SBT	0		0		0	0	
SBR	0		0		0	0	
EBL	0		0		0	0	
EBT	2	3400	1020		.30*	1610	.47*
EBR	1	1700	340		.20	250	.15
WBL	1	1700	550		.32*	520	.31*
WBT	2	3400	1830		.54	1160	.34
WBR	0	0	0		0	0	
Right Turn Adjustment							NBR .07*
Clearance Interval							.05*

TOTAL CAPACITY UTILIZATION .78 .97

47. Alipaz & Del Obispo

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	30		30		
NBT	1	1700	20	.03*	20	.03*	
NBR	2	3400	780	.23	750	.22	
SBL	1	1700	90	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0	0	30		30		
EBL	1	1700	10	.01	30	.02	
EBT	2	3400	810	.25*	730	.23*	
EBR	0	0	40		40		
WBL	1	1700	520	.31*	550	.32*	
WBT	2	3400	730	.23	1310	.39	
WBR	0	0	40		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .69 .66

48. Cm Capistrano & Del Obispo

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	530		.16	450	.13*
NBT	1	1700	900		.53*	620	.36
NBR	1	1700	210		.12	310	.18
SBL	1	1700	40		.02*	70	.04
SBT	1	1700	490		.29	840	.49*
SBR	1	1700	720		.42	550	.32
EBL	1	1700	480		.28	430	.25*
EBT	2	3400	930		.27*	730	.21
EBR	1	1700	430		.25	380	.22
WBL	1	1700	380		.22*	370	.22
WBT	2	3400	600		.19	710	.22*
WBR	0	0	60			50	
Clearance Interval			.05*		.05*		.05*

TOTAL CAPACITY UTILIZATION 1.09 1.14

49. Cm Capistrano & San Juan C.

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	990	.29*	1010	.30*	
NBR	1	1700	450	.26	540	.32	
SBL	2	3400	280	.08*	570	.17*	
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		970	.29*	780	.23*	
WBT	0	5100	0		0		
WBR	1.5		480	.28	530	{.18}	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.75	

50. Valle & San Juan Creek

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	470		.28*	490	.29*
NBT	0	0	0		0		
NBR	1	1700	640		.38	690	.41
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	440	.26*
EBR	1	1700	380		.22	660	.39
WBL	1	1700	340		.20	440	.26*
WBT	1	1700	1000		.59*	820	.48
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.92		.86	

51. La Novia & San Juan Creek

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	150	.09*	150	.09*	
NBT	1	1700	300	.23	170	.14	
NBR	0	0	90		60		
SBL	1	1700	220	.13	240	.14	
SBT	1	1700	140	.54*	290	.57*	
SBR	0	0	780		680		
EBL	1	1700	680	.40*	670	.39*	
EBT	1	1700	220	.13	240	.14	
EBR	1	1700	50	.03	100	.06	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	370	.22*	270	.16*	
WBR	1	1700	300	.18	210	.12	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.30		1.26	

53. Del Obispo & Del Avion

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	190		.11*	180	.11*
NBT	2	3400	250		.15	410	.19
NBR	0	0	380		.22	240	
SBL	1	1700	70		.04	60	.04
SBT	2	3400	290		.17*	400	.24*
SBR	0	0	400		.24	530	.31
EBL	1.5		320			250	
EBT	1.5	5100	390		.14*	260	.13*
EBR	0		10			170	
WBL	1	1700	370		.22*	180	.11*
WBT	2	3400	230		.10	120	.07
WBR	0	0	110			130	.08
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION				.69		.64	

54. Alipaz & Del Avion

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10			40	{.02}*
NBT	1	1700	70	.05*		50	.05
NBR	0	0	0			0	
SBL	0	0	0		0		
SBT	2	3400	30	.02		100	.06*
SBR	0	0	340	.20		200	.12
EBL	1	1700	540	.32*		380	.22*
EBT	0	0	0			0	
EBR	1	1700	10	.01		30	.02
WBL	0	0	0			0	
WBT	0	0	0			0	
WBR	0	0	0			0	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.42			.35	

55. Del Obispo & Stonehill

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	90	.05		160	.09
NBT	2	3400	220	.10*		410	.16*
NBR	0	0	120			130	
SBL	1	1700	340	.20*		270	.16*
SBT	2	3400	440	.17		550	.20
SBR	0	0	150			120	
EBL	1	1700	180	.11		240	.14
EBT	1	1700	780	.52*		630	.45*
EBR	0	0	110			140	
WBL	1	1700	80	.05*		240	.14*
WBT	2	3400	430	.13		940	.28
WBR	1	1700	200	.12		530	.31
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.92			.96	

100. I-5 SB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		850		1160		
SBT	0	5100	0	{.30}* [*]		0	{.45}* [*]
SBR	1.5		840		1280		
EBL	0	0	0		0		
EBT	3	5100	1940	.38*		1790	.35*
EBR	f		190		200		
WBL	0	0	0		0		
WBT	3	5100	1290	.25		1120	.22
WBR	f		740		890		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.73			.85	

101. I-5 NB Ramps & Alicia Pkwy

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		110	.03*		320	{.18}* [*]
NBT	0	5100	0			0	.18
NBR	1.5		110	{.00}		600	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1140	.22		2470	.48*
EBR	f		1660			480	
WBL	0	0	0		0		
WBT	3	5100	1920	.38*		1690	.33
WBR	f		1430			770	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.46			.71	

102. I-5 SB Ramps/Cabot & La Paz

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	130	.08*	250	.15*	
NBT	0	0	0		0		
NBR	2	3400	390	.11	520	.15	
SBL	1.5		210	.12	510		
SBT	1.5	5100	220	.13*	330	.22*	
SBR	0		250	.15	290		
EBL	0	0	0		0		
EBT	2	3400	1130	.33*	970	.29*	
EBR	1	1700	110	.06	200	.12	
WBL	1	1700	210	.12*	240	.14*	
WBT	2	3400	550	.28	780	.36	
WBR	0	0	390		440		
Clearance Interval				.05*			.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.71			.85

103. I-5 NB Muirlands & La Paz

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5				90	.05	90
NBT	1	6800	920	.27*	300	{.10}*	
NBR	1.5				150		340
SBL	2	3400	530	.16*	880	.26*	
SBT	0	0	0		0		
SBR	2	3400	460	.14	340	.10	
EBL	2	3400	230	.07*	310	.09*	
EBT	2	3400	830	.24	1140	.34	
EBR	f		510		340		
WBL	0	0	0		0		
WBT	3	5100	1280	.33*	1050	.30*	
WBR	0	0	410		500		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.88		.80

104. I-5 SB Ramps & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	660	.19*	1040	.31*	
SBT	0	0	0		0		
SBR	1	1700	390	.23	530	.31	
EBL	0	0	0		0		
EBT	3	5100	1070	.21	2090	.41*	
EBR	f		440		700		
WBL	0	0	0		0		
WBT	3	5100	2060	.40*	1620	.32	
WBR	f		790		420		
Right Turn Adjustment	SBR		.04*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.77		

105. I-5 NB Ramps & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	390	.23*	560	.33*	
NBT	0	0	0		0		
NBR	1	1700	290	.17	590	.35	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1500	.29	2400	.47*	
EBR	f		360		740		
WBL	0	0	0		0		
WBT	3	5100	2460	.48*	1480	.29	
WBR	f		920		610		
Right Turn Adjustment						NBR	.02*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.76		.87

106. I-5 SB Ramps & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1110		1730	.34*	
SBT	0	8500	0	.22*	0		
SBR	2.5		800		1220	{.27}	
EBL	0	0	0		0		
EBT	4	6800	1730	.25*	2590	.38*	
EBR	1	1700	330	.19	470	.28	
WBL	2	3400	640	.19*	600	.18*	
WBT	3	5100	2030	.40	1700	.33	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.71		.95		

107. I-5 NB Ramps & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				660	{.26}*	210
NBT	0	5100	0	.26	0		
NBR	1.5				650		620
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2.5	6800	2150	.42*	3310	.65*	
EBR	1.5		710	.42	990	.58	
WBL	0	0	0		0		
WBT	3	5100	2010	.39	2100	.41	
WBR	f		1420		1470		
Right Turn Adjustment							NBR .06*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.73		.88		

108. I-5 SB Ramps & Avery

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		470		590		
SBT	0	3400	0	.20*	0	.27*	
SBR	0.5		200		340		
EBL	0	0	0		0		
EBT	2	3400	690	.28*	980	.39	
EBR	0	0	270		330		
WBL	1	1700	320	.19*	180	.11	
WBT	1	1700	690	.41	1030	.61*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.93		

109. I-5 NB Ramps & Avery

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	300	.18*	390	.23*	
NBT	0	0	0		0		
NBR	1	1700	390	.23	390	.23	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	390	.23*	440	.26*	
EBT	2	3400	780	.23	1130	.33	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	730	.43*	820	.48*	
WBR	1	1700	380	.22	340	.20	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.89		1.02		

110. I-5 SB Ramps & J. Serra

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		250	.07*	270		
SBT	0	5100	0		0	{.12}* [*]	
SBR	1.5		580	.17	810		
EBL	0	0	0		0		
EBT	2	3400	1130	.33*	950	.28*	
EBR	d	1700	130	.08	130	.08	
WBL	1	1700	250	.15*	470	.28*	
WBT	2	3400	380	.11	610	.18	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.60		.73		

111. I-5 NB Ramps & J. Serra

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	40	.01*	120	.04*	
NBT	0	0	0		0		
NBR	1	1700	310	.18	200	.12	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	720	.21*	730	.21*	
EBT	2	3400	660	.19	480	.14	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	600	.20*	960	.28*	
WBR	1.5		430		320	.19	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.47		.58		

112. I-5 SB Ramps & Ortega

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		930		870		
SBT	0	5100	0	{.28}* [*]	0	{.29}* [*]	
SBR	1.5		1010		980		
EBL	0	0	0		0		
EBT	3	5100	1530	.34*	1600	.37*	
EBR	0	0	200		280		
WBL	1	1700	610	.36*	440	.26*	
WBT	2	3400	1010	.30	1090	.32	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.03		.97		

113. I-5 NB Ramps & Ortega

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0.5		260		270		
NBT	0	3400	0	{.24}* [*]	0	{.25}* [*]	
NBR	1.5		820		680		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	870	.26*	750	.22*	
EBT	2	3400	1570	.46	1710	.50	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1350	.40*	1250	.37*	
WBR	1	1700	900	.53	890	.52	
Right Turn Adjustment					WBR	.02*	WBR
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.97		.92

114. Cm Capistrano & I-5 SB

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1260	.37*	1160	.34*	
NBR	0	0	10		10		
SBL	2	3400	760	.22*	620	.18*	
SBT	2	3400	1000	.29	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		810	.24*	1120	.33*	
WBT	0	5100	0		0		
WBR	1.5		190		370	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.88		.90	

115. Valle & La Novia/I-5 NB

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	270	.16*	160	.09*	
NBT	1	1700	360	.21	280	.16	
NBR	1	1700	30	.02	90	.05	
SBL	0	0	70		230		
SBT	1	1700	330	.24*	630	.51*	
SBR	1	1700	280	.16	250	.15	
EBL	1	1700	530	.31*	750	.44*	
EBT	1	1700	50	.06	130	.10	
EBR	0	0	50		40		
WBL	0	0	80		50		
WBT	1	1700	270	.21*	60	.06*	
WBR	1	1700	210	.12	120	.07	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.97		1.15	

116. Cm Capistrano & Stonehill

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	260	.08	420	.12	
NBT	1	1700	960	.75*	610	.68*	
NBR	0	0	310		550		
SBL	1	1700	60	.04*	260	.15*	
SBT	2	3400	710	.21	1160	.34	
SBR	1	1700	770	.45	1190	.70	
EBL	1	1700	630	.37*	470	.28	
EBT	1	1700	560	.33	760	.45*	
EBR	1	1700	320	.19	500	.29	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.21		1.33	

117. I-5 SB Ramps & Las Ramblas

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	230	.07*	220	.06*	
SBT	0	0	0		0		
SBR	f				550	620	
EBL	0	0	0		0		
EBT	2	3400	570	.17*	680	.20*	
EBR	f				740	1330	
WBL	0	0	0		0		
WBT	1	1700	260	.15	180	.11	
WBR	f				290	410	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.29		.31	

118. I-5 NB Ramps & Las Ramblas

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	10		10				
NBT	1	1700	10	.01*	30	.02*			
NBR	1	1700	260	.15	240	.14			
SBL	1	1700	20	.01*	10	.01*			
SBT	0	0	0		0				
SBR	1	1700	80	.05	40	.02			
EBL	1	1700	20	.01*	90	.05*			
EBT	2	3400	440	.13	550	.16			
EBR	f		380		260				
WBL	0	0	0		0				
WBT	3	5100	730	.15*	650	.13*			
WBR	0	0	10		10				
Right Turn Adjustment	Multi		.15*		NBR	.10*			
Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.38			.36			

150. Greenfield & SR-73 SB Ramps

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	0		0				
NBT	2	3400	1040	.40*	650	.25*			
NBR	0	0	310		210				
SBL	1	1700	40	.02*	10	.01*			
SBT	2	3400	300	.09	380	.11			
SBR	0	0	0		0				
EBL	0.5		10		20				
EBT	0	3400	0	{.04}* ¹	0	{.19}* ¹			
EBR	1.5		550		810				
WBL	0	0	0		0				
WBT	0	0	0		0				
WBR	0	0	0		0				
Clearance Interval					.05*				.05*
TOTAL CAPACITY UTILIZATION					.51				.50

151. Greenfield & SR-73 NB Ramps

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	1000	.29*	570	.17*			
NBT	1	1700	50	.03	100	.06			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	1	1700	80	.05*	80	.05*			
SBR	1	1700	20	.01	10	.01			
EBL	0	0	0		0				
EBT	0	0	0		0				
EBR	0	0	0		0				
WBL	1	1700	260	.15*	310	.18*			
WBT	0	0	0		0				
WBR	1	1700	30	.02	20	.01			
Clearance Interval			.05*		.05*				
TOTAL CAPACITY UTILIZATION			.54		.45				

152. SR-241 SB & S. Margarita

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	380		400				
NBT	1	1700	10	.23*	10	.24*			
NBR	2	3400	530	.16	1750	.51			
SBL	0	0	10		40				
SBT	1	1700	10	.01*	10	.03*			
SBR	1	1700	10	.01	30	.02			
EBL	1	1700	80	.05*	30	.02			
EBT	3	5100	1850	.36	2580	.51*			
EBR	1	1700	30	.02	20	.01			
WBL	2	3400	10	.00	10	.00			
WBT	3	5100	2240	.44*	1200	.24			
WBR	0	0	20		10				
Right Turn Adjustment					NBR	.27*			
Clearance Interval					.05*				.05*
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION					.78				1.10

153. SR-241 NB & S. Margarita

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1.5		20	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		10		20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	560	.33*	440	.26
EBT	3	5100	1810	.35	3870	.76*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2230	.44*	1210	.24
WBR	1	1700	2630	1.55	770	.45
Right Turn Adjustment			WBR	1.10*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				1.93		.82

TOTAL CAPACITY UTILIZATION

154. SR-241 SB Ramps & Antonio

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		190	.06*	890	.26*
SBT	0	5100	0		0	
SBR	1.5		140	{ .03 }	480	{ .17 }
EBL	0	0	0		0	
EBT	3	5100	1450	.28*	1630	.32*
EBR	1	1700	10	.01	10	.01
WBL	1	1700	60	.04*	60	.04*
WBT	3	5100	1250	.25	1050	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.43		.67

155. SR-241 NB Ramps & Antonio

156. SR-241 SB Ramps & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	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	650	.38*	180	.11
EBT	3	5100	990	.19	2320	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1280	.25*	1110	.22
WBR	1	1700	1610	.95	210	.12
Right Turn Adjustment			WBR	.69*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.38

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0			0	
NBT	0	0	0			0	
NBR	0	0	0			0	
SBL	1.5		80			160	
SBT	0	5100	0	{.03}*		0	{.09}* 160
SBR	1.5		120			500	
EBL	0	0	0			0	
EBT	2	3400	1310	.39*	1200	.35*	
EBR	1	1700	0	.00		0	.00
WBL	2	3400	0	.00		0	.00
WBT	2	3400	1230	.36		610	.18
WBR	0	0	0			0	
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .49

157. SR-241 NB Ramps & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	690	.41*	160	.09
EBT	2	3400	700	.21	1200	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1230	.36*	600	.18
WBR	1	1700	400	.24	120	.07
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		.40	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	100	.06*	60	.04*	
NBT	1	1600	20	.01	50	.03	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	60	.05*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	20	.01*	90	.06*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	80	.03	50	.02	
WBR	0	0	10		10		
TOTAL CAPACITY UTILIZATION			.16		.14		

60. La Pata & Vista Hermosa

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3200	580	.18*	790	.25*	
NBT	3	4800	240	.05	260	.05	
NBR	1	1600	310	.19	300	.19	
SBL	1	1600	10	.01	10	.01	
SBT	3	4800	60	.01*	10	.00*	
SBR	1	1600	50	.03	10	.01	
EBL	1	1600	50	.03	50	.03	
EBT	2	3200	330	.10*	870	.27*	
EBR	1	1600	870	.54	430	.27	
WBL	1	1600	530	.33*	290	.18*	
WBT	2	3200	910	.30	620	.21	
WBR	0	0	40		40		
Right Turn Adjustment			EBR	.30*			
TOTAL CAPACITY UTILIZATION			.92		.70		

61. Talega & Vista Hermosa

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.08*	
NBR	0	0	60		90		
SBL	1	1600	40	.03	10	.01*	
SBT	0.5	3200	20	{.23}* [*]	20	{.05}	
SBR	1.5		830		360		
EBL	2	3200	300	.09*	580	.18*	
EBT	2	3200	120	.04	180	.06	
EBR	0	0	20		10		
WBL	1	1600	60	.04	80	.05	
WBT	2	3200	150	.08*	180	.11*	
WBR	0	0	100		190	.12	
TOTAL CAPACITY UTILIZATION			.41		.38		

62. Vera Cruz & Los Mares

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	480	.30*	350	.22*	
NBT	1	1600	10	.05	10	.06	
NBR	0	0	70		90		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01*	20	.01*	
EBT	2	3200	70	.02	180	.06	
EBR	1	1600	910	.57	550	.34	
WBL	1	1600	70	.04	20	.01	
WBT	2	3200	150	.05*	190	.06*	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.32*	EBR	.11*	
TOTAL CAPACITY UTILIZATION			.71		.42		

63. Vera Cruz & Vista Hermosa

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	10	.01	140	.09	
NBT	2	3200	100	.04*	700	.22*	
NBR	0	0	20		10		
SBL	1	1600	740	.46*	480	.30*	
SBT	2	3200	940	.32	210	.10	
SBR	0	0	90		120		
EBL	1	1600	80	.05	90	.06*	
EBT	2	3200	1390	.49*	1160	.37	
EBR	0	0	180		10		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	1050	.40	1160	.54*	
WBR	0	0	220		560		

TOTAL CAPACITY UTILIZATION 1.00 1.12

64. La Pata & Pico

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	80	.05*	480	.30*	
NBT	2	3200	10	.01	60	.02	
NBR	1	1600	50		120	.08	
SBL	2	3200	420	.13	270	.08	
SBT	2	3200	720	.23*	210	.07*	
SBR	f		410		400		
EBL	1	1600	590	.37*	370	.23*	
EBT	3	4800	780	.16	610	.13	
EBR	1	1600	440	.28	140	.09	
WBL	2	3200	60	.02	10	.00	
WBT	2.5	6400	350	{.08}*	790	{.16}*	
WBR	1.5		400		400	{.12}	

TOTAL CAPACITY UTILIZATION .73 .76

65. Vista Hermosa & Pico

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	80	.05*	480	.30*	
NBT	2	3200	10	.01	60	.02	
NBR	0	0	10		10		
SBL	2	3200	160	.05	100	.03	
SBT	1	1600	70	.04*	10	.01*	
SBR	1	1600	200	.13	10	.01	
EBL	2	3200	160	.05*	460	.14*	
EBT	3	4800	570	.12	390	.08	
EBR	1	1600	510	.32	140	.09	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	550	.14*	740	.18*	
WBR	0	0	110		140		
Right Turn Adjustment	Multi		.15*				

TOTAL CAPACITY UTILIZATION .43 .63

66. PCH & Camino Capistrano

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	1	1600	720	.45*	850	.53	
NBR	1	1600	300	.19	420	.26	
SBL	1	1600	130	.08*	280	.18	
SBT	1	1600	720	.45	1230	.77*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	290	.18*	290	.18*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	180	.11	

TOTAL CAPACITY UTILIZATION .71 .95

67. El Camino Real & Pico

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	630	.23*	710	.27*	
NBR	0	0	100		160		
SBL	1	1600	540	.34*	630	.39*	
SBT	2	3200	570	.19	920	.32	
SBR	0	0	30		100		
EBL	1	1600	90	.06	80	.05	
EBT	1	1600	190	.13*	130	.10*	
EBR	0	0	20		30		
WBL	1	1600	50	.03*	290	.18*	
WBT	1	1600	70	.04	160	.10	
WBR	1	1600	550	.34	560	.35	

TOTAL CAPACITY UTILIZATION .73 .94

68. El Cm. Real & Cristianitos

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	30	.02	130	.08	
EBL	1	1600	90	.06	130	.08*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .29

119. I-5 SB Ramps & Estrella

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	1220	.38*	1190	.37*	
SBT	0	0	0		0		
SBR	1	1600	280	.18	300	.19	
EBL	0	0	0		0		
EBT	2	3200	620	.19*	790	.25*	
EBR	1	1600	330	.21	300	.19	
WBL	1	1600	450	.28*	500	.31*	
WBT	2	3200	430	.13	570	.18	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .85 .93

120. I-5 NB Ramps & Estrella

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		130		250		
NBT	0	3200	0	.15*	0	.26*	
NBR	1.5		350		580		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	1530	.32*	1660	.35*	
EBR	1	1600	340	.21	350	.22	
WBL	0	0	0		0		
WBT	3	4800	480	.10	460	.10	
WBR	f		1250		1180		

TOTAL CAPACITY UTILIZATION .47 .61

121. I-5 SB Rmps & Vista Hermosa

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	0		0				
NBT	0	0	0		0				
NBR	0	0	0		0				
SBL	1.5		1370	.43*	1370	.43*			
SBT	0	4800	0		0				
SBR	1.5		220	.14	530	.33			
EBL	1	1600	10	.01	30	.02*			
EBT	3	4800	410	.09*	490	.10			
EBR	0	0	0		0				
WBL	0	0	0		0				
WBT	2	3200	120	.04	430	.13*			
WBR	f		50		110				
TOTAL CAPACITY UTILIZATION			.52		.58				

122. I-5 NB Rmps & Vista Hermosa

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5				10	.01*	30	.02*	
NBT	0	4800			0		0		
NBR	1.5				190	.06	80	.03	
SBL	0	0	0		0		0		
SBT	0	0	0		0		0		
SBR	0	0	0		0		0		
EBL	0	0	0		0		0		
EBT	2	3200	1630	.51*	1590	.50*			
EBR	f		150		270				
WBL	0	0	0		0		0		
WBT	1.5	4800	170	.11	510	.32			
WBR	1.5		1500	.47	1560	.49			
Right Turn Adjustment			NBR	.05*	NBR	.01*			
TOTAL CAPACITY UTILIZATION				.57		.53			

123. I-5 SB Ramps & Pico

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	0		0				
NBT	0	0	0		0				
NBR	0	0	0		0				
SBL	1.5		1480	.46*	880	.28*			
SBT	0	4800	0		0				
SBR	1.5		270		510	{.01}			
EBL	0	0	0		0				
EBT	3	4800	940	.20*	1080	.23*			
EBR	1	1600	180	.11	500	.31			
WBL	1	1600	330	.21*	720	.45*			
WBT	2	3200	400	.13	850	.27			
WBR	0	0	0		0				
TOTAL CAPACITY UTILIZATION			.87		.96				

124. I-5 NB Ramps & Pico

2025 No Action Alt. (Committed w/No Future RMV Devel.)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1600	70	.04*	190	.12*			
NBT	0	0	0		0				
NBR	2	3200	790	.25	680	.21			
SBL	0	0	0		0		0		
SBT	0	0	0		0		0		
SBR	0	0	0		0		0		
EBL	1	1600	240	.15	270	.17			
EBT	2	3200	2210	.69*	1680	.52*			
EBR	0	0	0		0		0		
WBL	0	0	0		0		0		
WBT	3	4800	660	.14	1360	.28			
WBR	f		1130		1540				
Right Turn Adjustment			NBR	.21*	NBR	.09*			
TOTAL CAPACITY UTILIZATION				.94		.73			

125. I-5 SB Ramp & E1 Cm Real

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1600	140	.09*	140	.09
NBT	0	0	0		0	
NBR	1	1600	220	.14	130	.08
SBL	1	1600	210	.13	400	.25*
SBT	1	1600	60	.04*	180	.11
SBR	1	1600	140	.09	230	.14
EBL	0	0	0		0	
EBT	2	3200	290	.12*	660	.25*
EBR	0	0	90		130	
WBL	1	1600	20	.01*	40	.03*
WBT	2	3200	400	.13	480	.15
WBR	0	0	0		0	
Right Turn Adjustment		Multi		.18*	NBR	.06*
TOTAL CAPACITY UTILIZATION				.44		.59

126. I-5 NB Ramps & E1 Cm Real

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1600	60	.04*	160	.10*
NBT	0	0	0		0	
NBR	1	1600	10	.01	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	160	.10*	80	.05
EBT	2	3200	470	.15	950	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	370	.23*	400	.22
WBR	0	0	420	.26	290	

127. I-5 SB Ramps & Cristianitos

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	110	.07*	30	.02*
SBT	0	0	0		0	
SBR	1	1600	50	.03	80	.05
EBL	0	0	0		0	
EBT	1	1600	110	.09*	110	.08*
EBR	0	0	40		20	
WBL	1	1600	80	.05*	230	.14*
WBT	1	1600	80	.05	80	.05
WBR	0	0	0		0	

128. I-5 NB Ramps & Cristianitos

2025 No Action Alt. (Committed w/No Future RMV Devel.)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1600	60	.04*	40	.03*
NBT	0	0	0		0	
NBR	1	1600	230	.14	140	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	110	.07*	80	.05*
EBT	1	1600	110	.07	60	.04
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	100	.07*	270	.26*
WBR	0	0	10		140	
Right Turn Adjustment			NBR		.05*	

TOTAL CAPACITY UTILIZATION .21 .24

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment	SBR		.08*				

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment					NBR	.02*	

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	680	.20*	540	.16*	
NBT	3	5100	1140	.22	1030	.20	
NBR	1	1700	720	.42	680	.40	
SBL	2	3400	110	.03	80	.02	
SBT	3	5100	1280	.25*	1300	.25*	
SBR	f		1090		600		
EBL	2	3400	810	.24*	880	.26	
EBT	3	5100	610	.12	940	.18*	
EBR	1	1700	370	.22	600	.35	
WBL	2	3400	880	.26	790	.23*	
WBT	3	5100	810	.16*	390	.08	
WBR	1	1700	230	.14	40	.02	
Right Turn Adjustment		EBR	.08*	Multi	.18*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.98		1.05		

31. Antonio & Crown Valley

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	520	.15	550	.16*	
NBT	3	5100	1830	.36*	1060	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	960	.19	1660	.33*	
SBR	f		1250		830		
EBL	2	3400	600	.18*	1280	.38*	
EBT	0	0	0		0		
EBR	2	3400	220	.06	570	.17	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.59		.92

46. Antonio/La Pata & Ortega

2025 No Action Alt. (Committed w/No Future RMV Devel.)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	40	.02*	60	.04	
NBT	1	1700	10	.01	20	.02*	
NBR	0	0	10		20		
SBL	1	1700	40	.02	130	.08*	
SBT	2	3400	20	.01*	10	.01	
SBR	0	0	1040	.61	950	.56	
EBL	2	3400	950	.28*	920	.27	
EBT	1	1700	290	.17	1040	.61*	
EBR	1	1700	50	.03	40	.02	
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	.60*	SBR	.50*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.45		1.27		

ICU Data Set 6

**2025 No Action Alternative
(Buildout Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1170	.34*	680	.20	
NBR	1	1700	470	.28	320	.19	
SBL	1	1700	60	.04*	120	.07	
SBT	2	3400	630	.19	970	.29*	
SBR	1	1700	470	.28	670	.39	
EBL	2	3400	40	.01*	550	.16*	
EBT	3	5100	1600	.31	2450	.48	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	160	.05	200	.06	
WBT	3	5100	2360	.46*	2020	.40*	
WBR	1	1700	10	.01	130	.08	
Right Turn Adjustment		SBR		.04*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .94 .99

2. Jeronimo & Alicia

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	480	.14	240	.07*	
NBT	2	3400	920	.29*	490	.17	
NBR	0	0	70		90		
SBL	2	3400	70	.02*	70	.02	
SBT	2	3400	430	.13	1030	.30*	
SBR	1	1700	330	.19	740	.44	
EBL	2	3400	480	.14*	380	.11	
EBT	3	5100	820	.16	1620	.32*	
EBR	d	1700	150	.09	440	.26	
WBL	2	3400	110	.03	160	.05*	
WBT	3	5100	1160	.23*	1010	.20	
WBR	d	1700	70	.04	160	.09	
Right Turn Adjustment					SBR	.01*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .73 .80

3. Trabuco & Alicia

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	300	.09	
NBT	2	3400	880	.26*	670	.20*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	240	.07*	720	.21*	
SBT	2	3400	440	.13	730	.21	
SBR	d	1700	90	.05	160	.09	
EBL	2	3400	190	.06*	170	.05	
EBT	3	5100	620	.12	1360	.27*	
EBR	d	1700	40	.02	170	.10	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1470	.29*	1000	.20	
WBR	d	1700	450	.26	360	.21	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .73 .75

4. Marguerite & Alicia

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05*	60	.04	
NBT	2	3400	360	.11	450	.13*	
NBR	d	1700	60	.04	110	.06	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	600	.18*	380	.11	
SBR	d	1700	340	.20	160	.09	
EBL	2	3400	200	.06	440	.13	
EBT	2	3400	790	.23*	1270	.37*	
EBR	d	1700	40	.02	80	.05	
WBL	1	1700	130	.08*	80	.05*	
WBT	3	5100	1160	.23	780	.15	
WBR	d	1700	60	.04	70	.04	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .59 .65

5. Olympiad & Alicia

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	330	.19*	140	.08*	
NBT	2	3400	390	.11	610	.18	
NBR	d	1700	400	.24	400	.24	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	520	.17*	530	.17*	
SBR	0	0	60		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	800	.16*	1010	.20*	
EBR	d	1700	130	.08	260	.15	
WBL	1	1700	440	.26*	400	.24*	
WBT	3	5100	780	.15	740	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.83		.74	

6. Santa Margarita & Alicia

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	1050	.31*	1270	.37*	
NBT	3	5100	1240	.24	1630	.32	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1420	.28*	1590	.31*	
SBR	1	1700	30	.02	130	.08	
EBL	2	3400	10	.00	130	.04*	
EBT	0	0	0		0		
EBR	2	3400	1140	.34	1660	.49	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.03*	EBR	.08*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION					.67		.85

7. Marguerite & Trabuco

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	720	.21*	620	.18*	
NBT	2	3400	600	.18	630	.19	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	820	.24*	470	.14*	
SBR	d	1700	60	.04	70	.04	
EBL	1	1700	50	.03*	130	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	550	.32	740	.44	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment		EBR	.13*	EBR	.26*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.75		

8. Marguerite & Jeronimo

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	290	.17*	260	.15*	
NBT	2	3400	880	.26	1050	.31	
NBR	d	1700	50	.03	160	.09	
SBL	1	1700	90	.05	130	.08	
SBT	2	3400	1110	.33*	900	.26*	
SBR	d	1700	100	.06	100	.06	
EBL	1	1700	190	.11*	100	.06	
EBT	2	3400	140	.04	390	.11*	
EBR	1	1700	350	.21	510	.30	
WBL	1	1700	260	.15	80	.05*	
WBT	2	3400	600	.18*	210	.06	
WBR	d	1700	110	.06	90	.05	
Right Turn Adjustment					EBR	.08*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.84		.70

9. Olympiad & Jeronimo

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	440	.26*		160	.09*		
NBT	2	3400	690	.20		940	.28		
NBR	0	0	0			0			
SBL	0	0	0			0			
SBT	2	3400	780	.30*		750	.26*		
SBR	0	0	230			140			
EBL	1	1700	150	.09*		150	.09*		
EBT	0	0	0			0			
EBR	1	1700	70	.04		200	.12		
WBL	0	0	0			0			
WBT	0	0	0			0			
WBR	0	0	0			0			
Clearance Interval				.05*			.05*		
TOTAL CAPACITY UTILIZATION				.70			.49		

10. Marguerite & La Paz

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3400	260	.08*		330	.10*		
NBT	2	3400	830	.24		1120	.33		
NBR	d	1700	150	.09		160	.09		
SBL	2	3400	120	.04		190	.06		
SBT	2	3400	1010	.30*		1210	.36*		
SBR	1	1700	170	.10		120	.07		
EBL	2	3400	250	.07*		340	.10		
EBT	2	3400	320	.09		1230	.36*		
EBR	1	1700	110	.06		180	.11		
WBL	2	3400	380	.11		200	.06*		
WBT	2	3400	490	.14*		420	.12		
WBR	d	1700	200	.12		100	.06		
Clearance Interval						.05*		.05*	
TOTAL CAPACITY UTILIZATION							.64		.93

11. Olympiad & La Paz

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	220	.13*		220	.13*		
NBT	2	3400	1100	.32		830	.24		
NBR	0	0	0			0			
SBL	0	0	0			0			
SBT	2	3400	690	.29*		710	.28*		
SBR	0	0	290			240			
EBL	1	1700	140	.08*		300	.18*		
EBT	0	0	0			0			
EBR	1	1700	100	.06		620	.36		
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						.55		.72	

12. Empresa & Santa Margarita

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1.5		990			1360			
NBT	0.5	3400	40	.30*		10	.40*		
NBR	1	1700	680	.40		510	.30		
SBL	1	1700	20	.01		20	.01		
SBT	1	1700	10	.01*		10	.01*		
SBR	1	1700	10	.01		10	.01		
EBL	1	1700	80	.05		40	.02		
EBT	3	5100	1180	.23*		1940	.38*		
EBR	1	1700	1350	.79		750	.44		
WBL	2	3400	760	.22*		550	.16*		
WBT	3	5100	1460	.29		940	.18		
WBR	d	1700	50	.03		10	.01		
Right Turn Adjustment					EBR	.33*			
Clearance Interval						.05*		.05*	
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION								1.14	1.00

13. Empresa & Banderas

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1070	.37*	580	.19	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	560	.33	660	.39*	
SBR	0	0	680	.40	850	.50	
EBL	1	1700	740	.44*	530	.31*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		70	.04	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.92		.82	

14. Empresa & Antonio

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	60		20		
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5		230		470		
SBT	0.5	3400	50	.08*	20	.14*	
SBR	f		160		430		
EBL	2	3400	800	.24*	180	.05*	
EBT	3	5100	1160	.23	1300	.25	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	990	.19*	1250	.25*	
WBR	f		310		300		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.62		.51

15. Banderas & Antonio

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
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*	30	.02*	
SBT	2	3400	130	.04	30	.01	
SBR	1	1700	530	.31	620	.36	
EBL	2	3400	600	.18	460	.14*	
EBT	3	5100	2520	.50*	1490	.29	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1240	.25	1850	.38*	
WBR	0	0	40		80		
Right Turn Adjustment				SBR	.20*		
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.74		.80	

16. Cabot & Paseo De Valencia

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	640	.38*	400	.24*	
NBT	2	3400	570	.17	510	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	640	.20*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	330	.19	680	.40	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBC	.21*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.52		.71

17. Cabot & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	200	.06	210	.06	
NBT	2	3400	800	.24*	370	.11*	
NBR	1	1700	190	.11	760	.45	
SBL	2	3400	290	.09*	740	.22*	
SBT	2	3400	290	.09	750	.22	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	1000	.20	1330	.26*	
EBR	1	1700	150	.09	140	.08	
WBL	2	3400	300	.09	370	.11*	
WBT	3	5100	1450	.28*	1270	.25	
WBR	1	1700	490	.29	430	.25	
Right Turn Adjustment					NBR	.26*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		1.01		

18. Marguerite & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	390	.11	240	.07	
NBT	2	3400	980	.29*	880	.26*	
NBR	1	1700	50	.03	70	.04	
SBL	2	3400	250	.07*	550	.16*	
SBT	2	3400	680	.20	1040	.31	
SBR	1	1700	360	.21	170	.10	
EBL	2	3400	130	.04*	220	.06	
EBT	4	6800	1500	.22	1910	.28*	
EBR	d	1700	110	.06	350	.21	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2490	.37*	1590	.23	
WBR	d	1700	100	.06	220	.13	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.82			.79	

19. Felipe & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	110	.06	110	.06	
NBT	2	3400	440	.13*	500	.15*	
NBR	1	1700	70	.04	210	.12	
SBL	1	1700	390	.23*	640	.38*	
SBT	2	3400	460	.14	420	.12	
SBR	d	1700	120	.07	200	.12	
EBL	1	1700	170	.10	220	.13	
EBT	3	5100	1660	.33*	2300	.45*	
EBR	d	1700	90	.05	190	.11	
WBL	1	1700	330	.19*	230	.14*	
WBT	3	5100	2050	.40	1780	.35	
WBR	d	1700	700	.41	470	.28	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.93		1.17		

21. Marguerite & Felipe

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	1010	.30*	970	.29*	
NBR	d	1700	290	.17	900	.53	
SBL	1	1700	120	.07*	390	.23*	
SBT	2	3400	840	.25	990	.29	
SBR	d	1700	40	.02	30	.02	
EBL	1	1700	70	.04	40	.02	
EBT	1	1700	70	.06*	60	.05*	
EBR	0	0	30		30		
WBL	1.5		830		460		
WBT	0.5	3400	30	.25*	20	.14*	
WBR	1	1700	230	.14	140	.08	
Right Turn Adjustment					NBR	.13*	
Clearance Interval						.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.73			.89	

22. Moulton & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	180	.05	240	.07			
NBT	3	5100	1370	.27*	1460	.29*			
NBR	1	1700	380	.22	160	.09			
SBL	2	3400	190	.06*	260	.08*			
SBT	3	5100	810	.16	1390	.27			
SBR	1	1700	180	.11	110	.06			
EBL	2	3400	420	.12	240	.07			
EBT	3	5100	850	.21*	830	.20*			
EBR	0	0	210		210				
WBL	2	3400	210	.06*	420	.12*			
WBT	3	5100	590	.12	1030	.20			
WBR	1	1700	170	.10	150	.09			
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			.65		.74				

23. Greenfield & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0.5				40			40	
NBT	1.5	3400	110	.06*	50	.03*			
NBR	0				60			20	
SBL	2	3400	880	.26*	1170	.34*			
SBT	1	1700	50	.03	170	.10			
SBR	1	1700	40	.02	520	.31			
EBL	2	3400	520	.15*	240	.07*			
EBT	3	5100	860	.17	1310	.27			
EBR	0	0	20		50				
WBL	1	1700	10	.01	70	.04			
WBT	3	5100	1160	.23*	1250	.25*			
WBR	1	1700	600	.35	1030	.61			
Right Turn Adjustment									.10*
Clearance Interval							.05*		.05*
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.75		.84				

24. Cabot & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	60	.04	110	.06*			
NBT	2	3400	290	.09*	240	.07			
NBR	1	1700	300	.18	180	.11			
SBL	2	3400	290	.09*	430	.13			
SBT	2	3400	120	.07	410	.20*			
SBR	0	0	130	.08	260				
EBL	2	3400	230	.07	280	.08			
EBT	3	5100	1690	.36*	2260	.45*			
EBR	0	0	140		10				
WBL	2	3400	300	.09*	600	.18*			
WBT	3	5100	1640	.32	2080	.41			
WBR	1	1700	400	.24	340	.20			
Right Turn Adjustment	NBR		.02*						
Clearance Interval			.05*		.05*				
TOTAL CAPACITY UTILIZATION			.70		.94				

25. Forbes & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	60	.04	200	.12			
NBT	1	1700	20	.01*	40	.02*			
NBR	1	1700	100	.06	180	.11			
SBL	1	1700	180	.11*	270	.16*			
SBT	1	1700	20	.01	30	.02			
SBR	1	1700	240	.14	430	.25			
EBL	1	1700	310	.18*	250	.15*			
EBT	4	6800	1640	.26	2580	.40			
EBR	0	0	160		110				
WBL	1	1700	300	.18	150	.09			
WBT	3	5100	2160	.51*	2470	.54*			
WBR	0	0	440		270				
Right Turn Adjustment									.08*
Clearance Interval					.05*				.05*
TOTAL CAPACITY UTILIZATION			.86		1.00				

26. Puerta Real & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C			
NBL	2.5		30	.01	460				
NBT	0.5	5100	60	.04*	30	.10*			
NBR	1	1700	120	.07	320	.19			
SBL	1	1700	160	.09*	190	.11*			
SBT	1	1700	70	.04	60	.04			
SBR	1	1700	370	.22	560	.33			
EBL	2	3400	550	.16*	500	.15			
EBT	4	6800	2150	.34	3070	.50*			
EBR	0	0	160		360				
WBL	2	3400	80	.02	330	.10*			
WBT	4	6800	3020	.46*	2590	.41			
WBR	0	0	100		230				
Right Turn Adjustment		SBR		.01*	Multi	.09*			
Clearance Interval				.05*		.05*			
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.81		.95				

27. El Regateo & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C			
NBL	1.5		340	.10*	490	.14*			
NBT	1.5	5100	30	.05	20	.11			
NBR	0		50		170				
SBL	0.5		30		80				
SBT	1.5	3400	10	.02*	40	.07*			
SBR	0		70	.04	170	.10			
EBL	1	1700	180	.11*	120	.07			
EBT	4	6800	2020	.30	3200	.47*			
EBR	1	1700	230	.14	260	.15			
WBL	1	1700	280	.16	220	.13*			
WBT	4	6800	2780	.43*	2500	.38			
WBR	0	0	130		70				
Clearance Interval					.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION					.71				.86

28. Los Altos & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C			
NBL	1	1700	20	.01	320	.19*			
NBT	1	1700	10	.04*	10	.10			
NBR	0	0	50		160				
SBL	0	0	40		220				
SBT	1	1700	10	.03*	10	.14*			
SBR	1	1700	50	.03	120	.07			
EBL	1	1700	150	.09*	90	.05			
EBT	4	6800	1790	.29	3320	.49*			
EBR	0	0	150		20				
WBL	1	1700	300	.18	90	.05*			
WBT	4	6800	3120	.50*	2350	.35			
WBR	0	0	290		20				
Clearance Interval				.05*		.05*			
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.71		.92				

29. Bellojente & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	3650	.54*			
EBR	0	0	10		20				
WBL	1	1700	10	.01	10	.01*			
WBT	4	6800	3670	.55*	2360	.35			
WBR	0	0	90		30				
Clearance Interval					.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.70		.67				

30. Marguerite & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	180	.05*	160	.05
NBT	2	3400	550	.16	750	.22*
NBR	1	1700	490	.29	610	.36
SBL	2	3400	190	.06	690	.20*
SBT	2	3400	760	.22*	600	.18
SBR	1	1700	1110	.65	300	.18
EBL	2	3400	560	.16*	1010	.30*
EBT	4	6800	1200	.18	2470	.36
EBR	1	1700	70	.04	230	.14
WBL	2	3400	680	.20	720	.21
WBT	4	6800	2480	.36*	1940	.29*
WBR	1	1700	690	.41	240	.14
Right Turn Adjustment		SBR		.31*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION 1.15 1.06

32. Golden Lantern & P. Colinas

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	2190	.43*	990	.19*
NBR	2	3400	880	.26	370	.11
SBL	1	1700	410	.24*	240	.14*
SBT	3	5100	800	.16	1510	.30
SBR	0	0	10		10	
EBL	1	1700	20	.01*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1.5		160		750	
WBT	0.5	3400	10	.05*	10	.22*
WBR	1	1700	170	.10	360	.21
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.78		.61

33. Cabot & P. Colinas

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	140	.04*
SBT	0	0	0		0	
SBR	2	3400	210	.06	690	.20
EBL	1	1700	520	.31*	230	.14*
EBT	2	3400	630	.19	300	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	140	.08*	450	.16*
WBR	0	0	150	.09	80	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .46 .44

34. Cm Capistrano & P. Colinas

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	300	.18*	300	{ .25}* }
NBR	1.5		250	.15	770	
SBL	1	1700	30	.02*	60	.04*
SBT	1	1700	130	.08	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		490	
WBT	0	3400	0	.15*	0	.16*
WBR	0.5		80		60	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.40		.50

35. Camino Capistrano & Avery

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	1	1700	50	.03*	40	.02*	
NBR	1	1700	520	.31	380	.22	
SBL	2	3400	550	.16*	930	.27*	
SBT	1	1700	20	.01	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	460	.27*	610	.36*	
WBT	0	0	0		0		
WBR	2	3400	510	.15	1020	.30	
Right Turn Adjustment		NBR		.08*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.70		

36. Marguerite & Avery

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	590	.35*	350	.21*	
NBT	2	3400	590	.17	550	.16	
NBR	d	1700	190	.11	40	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	390	.11*	770	.23*	
SBR	d	1700	380	.22	670	.39	
EBL	2	3400	630	.19*	920	.27*	
EBT	2	3400	200	.12	320	.19	
EBR	0	0	310	.18	330	.19	
WBL	1	1700	20	.01	190	.11	
WBT	2	3400	140	.06*	200	.08*	
WBR	0	0	60		80		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.76				.84

37. Gldn Lantern & Marina Hills

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	190	.11	150	.09*	
NBT	3	5100	1730	.34*	840	.16	
NBR	1	1700	470	.28	410	.24	
SBL	1	1700	260	.15*	280	.16	
SBT	3	5100	750	.15	1520	.30*	
SBR	1	1700	190	.11	390	.23	
EBL	2	3400	650	.19	350	.10*	
EBT	2	3400	310	.18*	160	.09	
EBR	0	0	300		190	.11	
WBL	2	3400	310	.09*	610	.18	
WBT	2	3400	140	.08	320	.18*	
WBR	0	0	200	.12	300		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.81		.72		

38. Cm Capistrano & Los Padres

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	350	.10*	590	.17*	
NBT	2	3400	40	.01	10	.00	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	40	.02*	
SBR	0	0	270	.16	610	.36	
EBL	1.5		460	{.17}* [*]	270	{.12}* [*]	
EBT	0	5100	0	{.17}	0	{.12}	
EBR	1.5		540		560		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.02*		SBR	.25*	
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.35				.61

39. Cm Capistrano & J. Serra

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	260	.08*	290	.09*	
NBR	1	1700	1240	.73	900	.53	
SBL	2	3400	480	.14*	430	.13*	
SBT	2	3400	220	.06	500	.15	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	2	3400	840	.25*	1290	.38*	
WBT	0	0	0		0		
WBR	1	1700	270	.16	560	.33	
Right Turn Adjustment		NBR		.40*	NBR	.06*	
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .92 .71

40. Rancho Viejo & J. Serra

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	580	.17*	470	.14*	
NBT	2	3400	520	.16	230	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}*	460	{.17}*	
SBR	1.5		600		740		
EBL	1.5		700		520		
EBT	0.5	3400	30	.31*	10	.26*	
EBR	0		310		340		
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 .63

41. Cm Capistrano & Oso Road

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	40		60	{.04}*	
NBT	2	3400	1060	.32*	600	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	540	.19	610	.35*	
SBR	0	0	120		580		
EBL	1	1700	520	.31*	220	.13*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .68 .57

42. Cm Capistrano & Ortega

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	680	.40*	630	.37*	
NBR	1	1700	110	.06	70	.04	
SBL	1	1700	170	.10*	180	.11*	
SBT	1	1700	550	.32	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	150	.09	260	.15	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .64 .64

43. Del Obispo & Ortega

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03*	120	.07*	
NBT	0	0	0		0		
NBR	2	3400	1030	.30	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	520	.18*	550	.20*	
EBR	0	0	90		130		
WBL	2	3400	990	.29*	1220	.36*	
WBT	1	1700	650	.38	730	.43	
WBR	0	0	0		0		
Right Turn Adjustment		NBR		.05*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.60		.68		

44. Rancho Viejo & Ortega

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				370		550 .16*
NBT	1.5	5100			180	.12*	130 .11
NBR	0				70		60
SBL	1.5				220		480
SBT	0.5	3400			130	.10*	190 .20*
SBR	1	1700			130	.08	210 .12
EBL	1	1700			220	.13*	200 .12
EBT	2	3400			1320	.39	1810 .53*
EBR	1	1700			690	.41	460 .27
WBL	1	1700			90	.05	70 .04*
WBT	3	5100			1690	.33*	1300 .25
WBR	1	1700			840	.49	250 .15
Right Turn Adjustment		WBR			.08*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.81		.98

45. La Novia & Ortega

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	650	.19*	310	.09*	
NBT	0	0	0		0		
NBR	1	1700	130	.08	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	1190	.35	1930	.57*	
EBR	1	1700	350	.21	390	.23	
WBL	1	1700	260	.15	200	.12*	
WBT	2	3400	1890	.56*	1280	.38	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.80		.83		

47. Alipaz & Del Obispo

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0			20		30
NBT	1	1700			70	.05*	60 .05*
NBR	2	3400			660	.19	630 .19
SBL	1	1700			60	.04	50 .03
SBT	1	1700			60	.09*	160 .27*
SBR	0	0			90		300
EBL	1	1700			280	.16	130 .08
EBT	2	3400			600	.19*	630 .19*
EBR	0	0			40		30
WBL	1	1700			490	.29*	400 .24*
WBT	2	3400			650	.20	1040 .31
WBR	0	0			40		10
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.67		.80

48. Cm Capistrano & Del Obispo

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	640	.19	470	.14*	
NBT	1	1700	870	.51*	510	.30	
NBR	1	1700	240	.14	240	.14	
SBL	1	1700	40	.02*	80	.05	
SBT	1	1700	440	.26	800	.47*	
SBR	1	1700	650	.38	140	.08	
EBL	1	1700	230	.14	290	.17*	
EBT	2	3400	840	.25*	600	.18	
EBR	1	1700	440	.26	500	.29	
WBL	2	3400	260	.08*	410	.12	
WBT	2	3400	480	.16	710	.22*	
WBR	0	0	80		40		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.91		1.05		

49. Cm Capistrano & San Juan C.

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		0
NBT	2	3400	670	.20*	820	.24*	
NBR	1	1700	480	.28	750	.44	
SBL	2	3400	250	.07*	1010	.30*	
SBT	2	3400	670	.20	950	.28	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1.5				1040		830
WBT	0	5100	0	{.37}* 0		0	
WBR	1.5				960		630
Right Turn Adjustment							NBR .02*
Clearance Interval							.05* .05*
TOTAL CAPACITY UTILIZATION			.69				.85

50. Valle & San Juan Creek

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		640	.19*	540	.16*	
NBT	0	5100	0		0		
NBR	1.5		240		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	380	.21	1000	.52*	
EBR	0	0	350		760		
WBL	1	1700	230	.14	160	.09*	
WBT	2	3400	1360	.40*	920	.27	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.82		

51. La Novia & San Juan Creek

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	170	.10	160	.09	
NBT	1	1700	270	.24*	150	.14*	
NBR	0	0	140		80		
SBL	1	1700	210	.12*	430	.25*	
SBT	1	1700	140	.08	200	.12	
SBR	1	1700	530	.31	370	.22	
EBL	1	1700	300	.18*	260	.15	
EBT	2	3400	250	.07	790	.23*	
EBR	d	1700	60	.04	130	.08	
WBL	1	1700	70	.04	110	.06*	
WBT	2	3400	870	.26*	410	.12	
WBR	d	1700	590	.35	230	.14	
Clearance Interval							.05* .05*
TOTAL CAPACITY UTILIZATION			.85				.73

53. Del Obispo & Del Avion

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	200	.12*	170	.10*	
NBT	2	3400	340	.19	390	.18	
NBR	0	0	320		210		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	250	.15*	420	.25*	
SBR	0	0	400	.24	440	.26	
EBL	1.5		230		200		
EBT	1.5	5100	360	.12*	180	.11*	
EBR	0		10		190		
WBL	1	1700	330	.19*	160	.09*	
WBT	2	3400	220	.10	100	.06	
WBR	0	0	110		110	.06	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION				.63		.60	

54. Alipaz & Del Avion

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	10		40	{.02}* <td></td>	
NBT	1	1700	70	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	300	.18	160	.09	
EBL	1	1700	450	.26*	300	.18*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.36		.31

55. Del Obispo & Stonehill

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	80	.05	150	.09	
NBT	2	3400	200	.09*	400	.16*	
NBR	0	0	110		140		
SBL	1	1700	320	.19*	280	.16*	
SBT	2	3400	410	.16	530	.19	
SBR	0	0	120		110		
EBL	1	1700	170	.10	210	.12*	
EBT	2	3400	760	.26*	660	.24	
EBR	0	0	110		150		
WBL	1	1700	100	.06*	240	.14	
WBT	2	3400	520	.15	910	.27*	
WBR	1	1700	220	.13	520	.31	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.65		.76	

56. Los Mares & Las Ramblas

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	170	.05*	60	.02*	
NBT	0	0	0		0		
NBR	1	1700	310	.18	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	150	.04*	230	.07*	
EBR	1	1700	140	.08	470	.28	
WBL	1	1700	80	.05*	270	.16*	
WBT	2	3400	40	.01	50	.01	
WBR	0	0	0		0		
Right Turn Adjustment				NBR	.09*	EBR	.19*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.28		.49

100. I-5 SB Ramps & Alicia Pkwy

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		840		1140		
SBT	0	5100	0	{.30}* {.44}* {.37*}	0	{.44}* {.37*}	
SBR	1.5		810		1280		
EBL	0	0	0		0		
EBT	3	5100	1900	.37*	1890	.37*	
EBR	f		190		200		
WBL	0	0	0		0		
WBT	3	5100	1320	.26	1170	.23	
WBR	f		690		900		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.72		.86	

101. I-5 NB Ramps & Alicia Pkwy

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		100	.03*	320	{.18}* {.49}* {.22}	
NBT	0	5100	0		0	0	.18
NBR	1.5		100	{.00}	610		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1120	.22	2520	.49*	
EBR	f		1620		510		
WBL	0	0	0		0		
WBT	3	5100	1910	.37*	1750	.34	
WBR	f		1460		710		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.45		.72	

102. I-5 SB Ramps/Cabot & La Paz

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	130	.08*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	510	.15	530	.16	
SBL	2	3400	200	.06	510	.15*	
SBT	2	3400	210	.06*	340	.10	
SBR	1	1700	280	.16	270	.16	
EBL	0	0	0		0		
EBT	2	3400	1000	.29*	960	.28	
EBR	1	1700	110	.06	180	.11	
WBL	2	3400	190	.06*	260	.08	
WBT	2	3400	560	.29	790	.36*	
WBR	0	0	420		430		
Right Turn Adjustment Multi			.07*	SBR	.01*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.61		.71	

103. I-5 NB/Muirlands & La Paz

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		80	.05	90		
NBT	1	6800	960	.28*	240	{.09}* {.14}* {.26}	
NBR	1.5		150		350		
SBL	2	3400	560	.16*	1120	.33*	
SBT	0	0	0		0		
SBR	2	3400	480	.14	320	.09	
EBL	2	3400	210	.06*	320	.09*	
EBT	2	3400	870	.26	1140	.34	
EBR	f		500		320		
WBL	0	0	0		0		
WBT	3	5100	1260	.35*	1110	.33*	
WBR	0	0	550		560	.33	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.90		.89	

104. I-5 SB Ramps & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	810	.24*	1210	.36*	
SBT	0	0	0		0		
SBR	1	1700	300	.18	460	.27	
EBL	0	0	0		0		
EBT	3	5100	1040	.20	1970	.39*	
EBR	f		430		810		
WBL	0	0	0		0		
WBT	3	5100	1950	.38*	1610	.32	
WBR	f		710		390		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.67		.80		

105. I-5 NB Ramps & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	520	.31*	490	.29*	
NBT	0	0	0		0		
NBR	1	1700	300	.18	510	.30	
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	2530	.50*	
EBR	f		260		640		
WBL	0	0	0		0		
WBT	3	5100	2140	.42*	1510	.30	
WBR	f		1290		750		
Right Turn Adjustment							NBR .01*
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.78		.85		

106. I-5 SB Ramps & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1210	.24*	1790	.35*	
SBT	0	8500	0		0		
SBR	2.5		720	.21	1240	{.28}	
EBL	0	0	0		0		
EBT	4	6800	1650	.24	2570	.38*	
EBR	1	1700	280	.16	460	.27	
WBL	2	3400	480	.14	590	.17*	
WBT	3	5100	2180	.43*	1650	.32	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.95		

107. I-5 NB Ramps & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1.5		660	{.25}*	210	.12*	
NBT	0	5100	0	.25	0		
NBR	1.5		640		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	2160	.42*	3450	.68*	
EBR	1.5		720	.42	890	.52	
WBL	0	0	0		0		
WBT	3	5100	2000	.39	2040	.40	
WBR	f		1470		1580		
Right Turn Adjustment							NBR .02*
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.87		

108. I-5 SB Ramps & Avery

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	380	.11*	660	.19*
SBT	0	0	0		0	
SBR	1	1700	310	.18	500	.29
EBL	0	0	0		0	
EBT	1.5	5100	850	.25*	1030	.30*
EBR	1.5		210	.12	280	.16
WBL	1	1700	270	.16*	150	.09*
WBT	2	3400	650	.19	1110	.33
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .68

109. I-5 NB Ramps & Avery

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	1.5		260	.08*	330	.10*
NBT	0	5100	0		0	
NBR	1.5		370	{ .03 }	400	{ .06 }
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	470	.28*	520	.31*
EBT	2	3400	780	.23	1170	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	680	.20*	920	.27*
WBR	f		460		300	
Clearance Interval				.05*		.05*
TOTAL	CAPACITY UTILIZATION				61	73

TOTAL CAPACITY UTILIZATION .61 .73

110. I-5 SB Ramps & J. Serra

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		210	.06*	350	
SBT	0	5100	0		0	{.19}*
SBR	1.5		580	.17	910	
EBL	0	0	0		0	
EBT	2	3400	1380	.41*	1080	.32*
EBR	d	1700	340	.20	260	.15
WBL	1	1700	250	.15*	320	.19*
WBT	2	3400	530	.16	940	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .67 .75

111. I-5 NB Ramps & J. Serra

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	120	.04*	280	.08*
NBT	0	0	0		0	
NBR	1	1700	270	.16	200	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	820	.24*	740	.22*
EBT	2	3400	770	.23	680	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	670	{.23}* ¹	970	.29*
WBR	1.5		550		250	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .64

112. I-5 SB Ramps & Ortega

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1150		1430		
SBT	0	5100	0	{.36}*	0	{.44}*	
SBR	1.5		910		960		
EBL	0	0	0		0		
EBT	3	5100	1380	.27*	1340	.26*	
EBR	1	1700	160	.09	250	.15	
WBL	1	1700	240	.14*	230	.14*	
WBT	2	3400	740	.22	1000	.29	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		.89		

113. I-5 NB Ramps & Ortega

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		250	{.13}* [*]	260	{.11}* [*]	
NBT	0	5100	0	{.13}	0	{.11}	
NBR	1.5		540		440		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	740	.22*	720	.21*	
EBT	3	5100	1790	.35	2050	.40	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	720	.21*	970	.29*	
WBR	f		1430		1170		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.61		.66		

114. Cm Capistrano & I-5 SB

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	970	.29*	1200	.36*	
NBR	0	0	20		20		
SBL	2	3400	620	.18*	500	.15*	
SBT	2	3400	1090	.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		800	.24*	1110	.33*	
WBT	0	5100	0		0		
WBR	1.5		170		370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.76		.89		

115. Valle & La Novia/I-5 NB

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	380	.22*	160	.09*	
NBT	1	1700	180	.11	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		200		
SBT	1	1700	170	.14*	480	.40*	
SBR	1	1700	310	.18	250	.15	
EBL	1	1700	470	.28*	520	.31*	
EBT	1	1700	40	.05	140	.12	
EBR	0	0	50		60		
WBL	0	0	30		40		
WBT	1	1700	260	.17*	70	.06*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.86		.91		

116. Cm Capistrano & Stonehill

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	300	.09	400	.12*	
NBT	2	3400	750	.31*	590	.32	
NBR	0	0	320		510		
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	630	{.22}	1070	{.36}* [*]	
SBR	1.5		870		1170		
EBL	1	1700	530	.31*	550	.32*	
EBT	2	3400	600	.18	790	.23	
EBR	1	1700	260	.15	470	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.71		.85		

117. I-5 SB Ramps & Las Ramblas

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3400	210	.06*	230	.07*	
SBT	0	0	0		0	0	
SBR	f		540		580		
EBL	0	0	0		0	0	
EBT	2	3400	520	.15	830	.24*	
EBR	f		1010		1270		
WBL	0	0	0		0	0	
WBT	1	1700	340	.20*	340	.20	
WBR	f		160		140		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.31		.36		

118. I-5 NB Ramps & Las Ramblas

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	20		50		
NBT	1	1700	10	.02*	30	.05*	
NBR	1	1700	80	.05	150	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	370	.11	700	.21*	
EBR	f		320		220		
WBL	0	0	0		0		
WBT	3	5100	650	.13*	520	.10	
WBR	0	0	10		10		
Right Turn Adjustment	Multi		.03*	NBR	.04*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.25		.36		

150. Greenfield & SR-73 SB Ramps

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	1140	.40*	700	.26*	
NBR	0	0	220		170		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	280	.08	250	.07	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}*	0	{.22}*	
EBR	1.5		570		970		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.51		.54		

151. Greenfield & SR-73 NB Ramps

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1100	.32*	620	.18*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	90	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	240	.14*	170	.10*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.56		.38		

152. SR-241 SB & S. Margarita

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	390		400		
NBT	1	1700	10	.24*	10	.24*	
NBR	2	3400	530	.16	1770	.52	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1930	.38	2600	.51*	
EBR	1	1700	30	.02	40	.02	
WBL	2	3400	10	.00	10	.00	
WBT	3	5100	2260	.45*	1220	.24	
WBR	0	0	20		10		
Right Turn Adjustment							NBR .28*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		1.11		

153. SR-241 NB & S. Margarita

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	30	.01*	10	.00	
NBT	0	0	0		0		
NBR	f		10		10		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	580	.17*	460	.14	
EBT	3	5100	1870	.37	3940	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2240	.44*	1230	.24	
WBR	f		2620		770		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.82		

154. SR-241 SB Ramps & Antonio

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				190		820
SBT	0	5100	0	{.06}* [*]	0	{.25}* [*]	
SBR	1.5				250		670
EBL	0	0	0		0		
EBT	3	5100	1610	.32*	1830	.36*	
EBR	1	1700	10	.01	20	.01	
WBL	1	1700	30	.02*	50	.03*	
WBT	3	5100	1290	.25	1070	.21	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.45		.69		

155. SR-241 NB Ramps & Antonio

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	1.5		40 .01*	10 .01*			
NBT	0	5100	0 0	0 0			
NBR	1.5		40 { .00}	20 .01			
SBL	0	0	0 0	0 0			
SBT	0	0	0 0	0 0			
SBR	0	0	0 0	0 0			
EBL	2	3400	820 .24*	250 .07			
EBT	3	5100	970 .19	2360 .46*			
EBR	0	0	0 0	0 0			
WBL	0	0	0 0	0 0			
WBT	3	5100	1290 .25*	1130 .22			
WBR	1	1700	1560 .92	210 .12			
Right Turn Adjustment		WBR	.66*				
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			1.21	.52			

156. SR-241 SB Ramps & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	0	0	0 0	0 0			
NBT	0	0	0 0	0 0			
NBR	0	0	0 0	0 0			
SBL	2	3400	80 .02*	300 .09			
SBT	1.5	5100	10 .01	500 .22*			
SBR	1.5		70 .02	620 0			
EBL	0	0	0 0	0 0			
EBT	2	3400	1640 .48	800 .24			
EBR	1	1700	1040 .61	1700 1.00			
WBL	2	3400	160 .05	140 .04			
WBT	2	3400	2700 .79*	1840 .54*			
WBR	0	0	0 0	0 0			
Right Turn Adjustment					EBR	.50*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.86	1.31	

157. SR-241 NB Ramps & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	2	3400	1790 .53*	1250 .37*			
NBT	1.5	5100	550 .16	80 .05			
NBR	1.5		90 0	180 .05			
SBL	0	0	0 0	0 0			
SBT	0	0	0 0	0 0			
SBR	0	0	0 0	0 0			
EBL	1	1700	1110 .65*	80 .05			
EBT	2	3400	630 .19	1010 .30*			
EBR	0	0	0 0	0 0			
WBL	0	0	0 0	0 0			
WBT	2	3400	1060 .31*	610 .18			
WBR	1	1700	560 .33	130 .08			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			1.54	.72			

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	140	.09*	220	.14*	
NBT	1	1600	30	.02	80	.05	
NBR	1	1600	220	.14	120	.08	
SBL	0	0	20		10		
SBT	1	1600	100	.08*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	200	.13*	100	.06*	
EBR	0	0	350	.22	310	.19	
WBL	1	1600	220	.14*	450	.28*	
WBT	2	3200	100	.03	240	.08	
WBR	0	0	10		20		
Right Turn Adjustment		EBR	.02*		EBR	.02*	

TOTAL CAPACITY UTILIZATION .46 .54

59. La Pata & Del Rio

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	310	.19*	580	.36*	
NBT	2	3200	1320	.41	1400	.44	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	1470	.46*	1640	.51*	
SBR	1	1600	20	.01	20	.01	
EBL	0.5		10		20		
EBT	0	3200	0	{.21}*	0	{.12}*	
EBR	1.5		890		800		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							

TOTAL CAPACITY UTILIZATION .86 .99

60. La Pata & Vista Hermosa

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3200	530	.17*	760	.24	
NBT	3	4800	750	.16	1330	.28*	
NBR	1	1600	190	.12	230	.14	
SBL	1	1600	220	.14	280	.18*	
SBT	3	4800	1430	.30*	910	.19	
SBR	1	1600	230	.14	420	.26	
EBL	1	1600	370	.23*	310	.19*	
EBT	2	3200	360	.11	510	.16	
EBR	1	1600	480	.30	360	.23	
WBL	1	1600	530	.33	370	.23	
WBT	2	3200	760	.33*	480	.21*	
WBR	0	0	280		190		
Right Turn Adjustment							

TOTAL CAPACITY UTILIZATION 1.03 .86

61. Talega & Vista Hermosa

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.08*	
NBR	0	0	50		90		
SBL	1	1600	200	.13	60	.04*	
SBT	0.5	3200	20	{.26}*	20	{.10}	
SBR	1.5		980		480		
EBL	2	3200	440	.14*	440	.14*	
EBT	2	3200	140	.05	260	.08	
EBR	0	0	10		10		
WBL	1	1600	50	.03	80	.05	
WBT	2	3200	280	.13*	210	.13*	
WBR	0	0	120		410	.26	
Right Turn Adjustment							

TOTAL CAPACITY UTILIZATION .54 .49

62. Vera Cruz & Los Mares

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	
						PM VOL
NBL	1	1600	370	.23*	150	.09*
NBT	1	1600	10	.03	10	.03
NBR	0	0	40		30	
SBL	0	0	10		10	
SBT	1	1600	10	.03*	10	.02*
SBR	0	0	20		10	
EBL	1	1600	10	.01	10	.01*
EBT	2	3200	470	.15*	300	.09
EBR	1	1600	250	.16	280	.18
WBL	1	1600	50	.03*	10	.01
WBT	2	3200	170	.06	430	.14*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .44 .26

63. Vera Cruz & Vista Hermosa

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	
						PM VOL
NBL	1	1600	10	.01	120	.08
NBT	2	3200	60	.03*	290	.09*
NBR	0	0	20		10	
SBL	1	1600	220	.14*	110	.07*
SBT	2	3200	240	.10	80	.05
SBR	0	0	80		70	
EBL	1	1600	40	.03	70	.04*
EBT	2	3200	1510	.50*	1000	.32
EBR	0	0	100		20	
WBL	1	1600	10	.01*	20	.01
WBT	2	3200	1050	.36	1480	.52*
WBR	0	0	100		190	

TOTAL CAPACITY UTILIZATION .68 .72

64. La Pata & Pico

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	
						PM VOL
NBL	1	1600	60	.04*	310	.19
NBT	2	3200	360	.11	1000	.31*
NBR	1	1600	140	.09	410	.26
SBL	2	3200	560	.18	590	.18*
SBT	2	3200	1040	.33*	290	.09
SBR	f		840		830	
EBL	1	1600	590	.37*	550	.34*
EBT	3	4800	750	.16	1000	.21
EBR	1	1600	320	.20	130	.08
WBL	2	3200	370	.12	150	.05
WBT	2.5	6400	790	{.17}*{.21}*	830	{.21}*
WBR	1.5		630		750	

TOTAL CAPACITY UTILIZATION .91 1.04

65. Vista Hermosa & Pico

2025 No Action Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	
						PM VOL
NBL	1	1600	30	.02	320	.20*
NBT	2	3200	10	.01*	50	.02
NBR	0	0	10		10	
SBL	2	3200	180	.06*	130	.04
SBT	1	1600	50	.03	10	.01*
SBR	1	1600	240	.15	100	.06
EBL	2	3200	120	.04*	590	.18*
EBT	3	4800	1000	.21	1410	.29
EBR	1	1600	350	.22	30	.02
WBL	1	1600	10	.01	10	.01
WBT	3	4800	1530	.36*	1340	.32*
WBR	0	0	200		180	
Right Turn Adjustment				SBR	.07*	

TOTAL CAPACITY UTILIZATION .54 .71

66. PCH & Camino Capistrano

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3200	580	.18*	650	.20	
NBR	1	1600	330	.21	380	.24	
SBL	1	1600	90	.06*	180	.11	
SBT	2	3200	480	.15	1180	.37*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	260	.16*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	40	.03	120	.08	
TOTAL CAPACITY UTILIZATION			.40		.53		

67. El Camino Real & Pico

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	620	.19*	580	.18*	
NBR	1	1600	160	.10	260	.16	
SBL	2	3200	440	.14*	530	.17*	
SBT	2	3200	410	.13	900	.31	
SBR	0	0	20		80		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	150	.05*	370	.12*	
WBT	1	1600	80	.05	170	.11	
WBR	1	1600	420	.26	490	.31	
Right Turn Adjustment					WBR	.02*	
TOTAL CAPACITY UTILIZATION					.53		.58

68. El Cm. Real & Cristianitos

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	140	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	
TOTAL CAPACITY UTILIZATION			.17		.30		

119. I-5 SB Ramps & Estrella

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	810	.25*	930	.29*	
SBT	0	0	0		0		
SBR	1	1600	320	.20	370	.23	
EBL	0	0	0		0		
EBT	2	3200	570	.18*	770	.24*	
EBR	1	1600	300	.19	220	.14	
WBL	1	1600	410	.26*	470	.29*	
WBT	2	3200	390	.12	560	.18	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION					.69		.82

120. I-5 NB Ramps & Estrella

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0.5		180		260		
NBT	0	3200	0	.15*	0	.24*	
NBR	1.5		300		520		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	1020	.21*	1350	.28*	
EBR	1	1600	360	.23	350	.22	
WBL	0	0	0		0		
WBT	3	4800	760	.16	710	.15	
WBR	f		910		820		

TOTAL CAPACITY UTILIZATION .36 .52

121. I-5 SB Rmps & Vista Hermosa

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				1040	.33*	.850 .27*
SBT	0	4800			0		
SBR	1.5				160	.10	.400 .25
EBL	1	1600			20	.01	.50 .03*
EBT	3	4800			360	.08*	.490 .10
EBR	0	0			0		
WBL	0	0	0		0		
WBT	2	3200			180	.06	.460 .14*
WBR	f				360		.900

TOTAL CAPACITY UTILIZATION .41 .44

122. I-5 NB Ramps & Vista Hermosa

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		30	.02*	10	.01*	
NBT	0	4800	0		0		
NBR	1.5		630	.20	450	.14	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1270	.40*	1120	.35	
EBR	f		140		210		
WBL	0	0	0		0		
WBT	1.5	4800	510	.32	1330	.45*	
WBR	1.5		1150	.36	830		
Right Turn Adjustment		NBR	.18*	NBR	.05*		

TOTAL CAPACITY UTILIZATION .60 .51

123. I-5 SB Ramps & Pico

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				1250	.39*	.600 .19*
SBT	0	4800			0		
SBR	1.5				190	.490 { .00}	
EBL	0	0	0		0		
EBT	3	4800			1040	.22*	.1230 .26*
EBR	1	1600			140	.09	.380 .24
WBL	1	1600			720	.45*	.950 .59*
WBT	2	3200			490	.15	.890 .28
WBR	0	0			0		

TOTAL CAPACITY UTILIZATION 1.06 1.04

124. I-5 NB Ramps & Pico

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	80	.05*	250	.16*	
NBT	0	0	0		0		
NBR	2	3200	830	.26	1000	.31	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	250	.16	350	.22*	
EBT	2	3200	2070	.65*	1470	.46	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	1130	.24	1580	.33*	
WBR	f		1070		1250		
Right Turn Adjustment		NBR	.21*		NBR	.08*	
TOTAL CAPACITY UTILIZATION			.91		.79		

125. I-5 SB Ramp & E1 Cm Real

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	140	.09	130	.08	
NBT	0	0	0		0		
NBR	1	1600	210	.13	130	.08	
SBL	1	1600	220	.14*	420	.26*	
SBT	1	1600	60	.04	190	.12	
SBR	1	1600	190	.12	260	.16	
EBL	0	0	0		0		
EBT	2	3200	310	.13*	710	.27*	
EBR	0	0	90		140		
WBL	1	1600	20	.01*	40	.03*	
WBT	2	3200	400	.13	470	.15	
WBR	0	0	0		0		
Right Turn Adjustment		Multi	.18*		NBR	.06*	
TOTAL CAPACITY UTILIZATION			.46		.62		

126. I-5 NB Ramps & E1 Cm Real

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	90	.06*	160	.10*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	180	.11*	130	.08	
EBT	2	3200	480	.15	990	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	360	.23*	400	.21	
WBR	0	0	430	.27	260		
TOTAL CAPACITY UTILIZATION			.40		.41		

127. I-5 SB Ramps & Cristianitos

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.21		.25		

128. I-5 NB Ramps & Cristianitos

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	1	1600	50 .03*	40 .03*			
NBT	0	0	0	0			
NBR	1	1600	240 .15	140 .09			
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	1	1600	120 .08*	80 .05*			
EBT	1	1600	100 .06	70 .04			
EBR	0	0	0	0			
WBL	0	0	0	0			
WBT	1	1600	110 .08*	270 .26*			
WBR	0	0	10	140			
Right Turn Adjustment		NBR	.04*				

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1	1600	130 .08*	250 .16*			
SBT	0	0	0	0			
SBR	1	1600	250 .16	70 .04			
EBL	0	0	0	0			
EBT	1	1600	30 .02	300 .19*			
EBR	1	1600	10 .01	230 .14			
WBL	1	1600	50 .03	150 .09*			
WBT	1	1600	230 .14*	30 .02			
WBR	0	0	0	0			
Right Turn Adjustment		SBR	.08*				

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	1	1600	220 .14*	40 .03*			
NBT	0	0	0	0			
NBR	1	1600	110 .07	80 .05			
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	0	0	70	320			
EBT	1	1600	90 .10*	230 .34*			
EBR	0	0	0	0			
WBL	0	0	0	0			
WBT	1	1600	60 .04	140 .09			
WBR	1	1600	180 .11	250 .16			
Right Turn Adjustment		NBR	.02*				

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 No Action Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY						
			VOL	V/C									
NBL	2	3400	670	.20*	620	.18*	NBL	2	3400	1030	.30*	1060	.31*
NBT	3	5100	1080	.21	1190	.23	NBT	3	5100	1780	.35	1390	.27
NBR	1	1700	890	.52	640	.38	NBR	0	0	0	0	0	0
SBL	2	3400	370	.11	340	.10	SBL	0	0	0	0	0	0
SBT	3	5100	1400	.27*	1410	.28*	SBT	3	5100	1410	.28*	1590	.31*
SBR	f		960		500		SBR	f		990		1040	
EBL	2	3400	670	.20*	790	.23	EBL	2	3400	740	.22*	1170	.34*
EBT	3	5100	1240	.24	1830	.36*	EBT	0	0	0	0	0	0
EBR	f		440		540		EBR	2	3400	550	.16	1120	.33
WBL	2	3400	870	.26	880	.26*	WBL	0	0	0	0	0	0
WBT	3	5100	1550	.30*	1020	.20	WBT	0	0	0	0	0	0
WBR	1	1700	710	.42	310	.18	WBR	0	0	0	0	0	0
Right Turn Adjustment		Multi		.28*	NBR	.02*	Clearance Interval				.05*		.05*
Clearance Interval				.05*		.05*							

TOTAL CAPACITY UTILIZATION 1.30 1.15

31. Antonio & Crown Valley

2025 No Action Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY						
			VOL	V/C									
NBL	2	3400	1030	.30*	1060	.31*	NBL	2	3400	1030	.30*	1060	.31*
NBT	3	5100	1780	.35	1390	.27	NBT	3	5100	1780	.35	1390	.27
NBR	0	0	0	0	0	0	NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0	SBL	0	0	0	0	0	0
SBT	3	5100	1410	.28*	1590	.31*	SBT	3	5100	1410	.28*	1590	.31*
SBR	f		990		1040		SBR	f		990		1040	
EBL	2	3400	740	.22*	1170	.34*	EBL	2	3400	740	.22*	1170	.34*
EBT	0	0	0	0	0	0	EBT	0	0	0	0	0	0
EBR	2	3400	550	.16	1120	.33	EBR	2	3400	550	.16	1120	.33
WBL	0	0	0	0	0	0	WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0	WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0	WBR	0	0	0	0	0	0
Clearance Interval							Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .85 1.01

46. Antonio/La Pata & Ortega

2025 No Action Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY						
			VOL	V/C									
NBL	2	3400	200	.06*	120	.04	NBL	1	1700	280	.16*	160	.09*
NBT	2	3400	960	.28	1310	.39*	NBT	2	3400	1340	.40	1420	.42
NBR	1	1700	280	.16	540	.32	NBR	0	0	10		10	
SBL	2	3400	50	.01	80	.02*	SBL	1	1700	20	.01	10	.01
SBT	2	3400	1530	.45*	1080	.32	SBT	2	3400	1430	.42*	1360	.40*
SBR	1	1700	1300	.76	820	.48	SBR	1	1700	650	.38	230	.14
EBL	2	3400	710	.21*	1150	.34*	EBL	1	1700	130	.08*	580	.34*
EBT	2	3400	180	.05	620	.18	EBT	1	1700	10	.01	20	.01
EBR	1	1700	100	.06	170	.10	EBR	1	1700	110	.06	310	.18
WBL	2	3400	470	.14	350	.10	WBL	1	1700	10	.01	20	.01
WBT	2	3400	420	.12*	370	.11*	WBT	1	1700	0	.01*	20	.03*
WBR	1	1700	80	.05	60	.04	WBR	0	0	10		30	
Right Turn Adjustment		SBR	.31*	SBR	.11*		Clearance Interval				.05*		.05*
Clearance Interval			.05*		.05*								

TOTAL CAPACITY UTILIZATION 1.20 1.02

52. La Pata & San Juan Creek

2025 No Action Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY						
			VOL	V/C									
NBL	1	1700	280	.16*	160	.09*	NBL	1	1700	280	.16*	160	.09*
NBT	2	3400	1340	.40	1420	.42	NBT	2	3400	1340	.40	1420	.42
NBR	0	0	10		10		NBR	0	0	10		10	
SBL	1	1700	20	.01	10	.01	SBL	1	1700	20	.01	10	.01
SBT	2	3400	1430	.42*	1360	.40*	SBT	2	3400	1430	.42*	1360	.40*
SBR	1	1700	650	.38	230	.14	SBR	1	1700	650	.38	230	.14
EBL	1	1700	130	.08*	580	.34*	EBL	1	1700	130	.08*	580	.34*
EBT	1	1700	10	.01	20	.01	EBT	1	1700	10	.01	20	.01
EBR	1	1700	110	.06	310	.18	EBR	1	1700	110	.06	310	.18
WBL	1	1700	10	.01	20	.01	WBL	1	1700	10	.01	20	.01
WBT	1	1700	0	.01*	20	.03*	WBT	1	1700	0	.01*	20	.03*
WBR	0	0	10		30		WBR	0	0	10		30	
Clearance Interval							Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .91

57. La Pata & Las Ramblas

74. Antonio & North River

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	20	.01*	10	.01*	
NBT	2	3400	1320	.39	1390	.41	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	1400	.41*	1440	.42*	
SBR	1	1700	100	.06	300	.18	
EBL	0.5		380	.22*	130		
EBT	0	3400	0		0	.10*	
EBR	1.5		80	.05	200		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.58		

2025 No Action Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	50	.03	170	.10	
NBT	3	5100	860	.17*	1370	.27*	
NBR	f		740		1260		
SBL	2	3400	610	.18*	1110	.33*	
SBT	3	5100	1520	.30	1070	.21	
SBR	d	1700	40	.02	120	.07	
EBL	1	1700	140	.08	80	.05	
EBT	1	1700	100	.06*	70	.04*	
EBR	1	1700	190	.11	80	.05	
WBL	2	3400	1140	.34*	950	.28*	
WBT	1	1700	40	.02	100	.06	
WBR	f		1210		970		
Right Turn Adjustment				EBR	.05*	EBR	.01*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.85		.98		

ICU Data Set 7

**2025 No Action Alternative
(Buildout Circulation System with OCP-2000 for RMV)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	270	.16	160	.09*	
NBT	2	3400	1040	.31*	710	.21	
NBR	1	1700	430	.25	280	.16	
SBL	1	1700	80	.05*	220	.13	
SBT	2	3400	570	.17	870	.26*	
SBR	1	1700	480	.28	540	.32	
EBL	2	3400	50	.01*	550	.16*	
EBT	3	5100	1580	.31	2460	.48	
EBR	1	1700	90	.05	230	.14	
WBL	2	3400	170	.05	200	.06	
WBT	3	5100	2380	.47*	1960	.38*	
WBR	1	1700	90	.05	130	.08	
Right Turn Adjustment		SBR		.07*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.96		.94		

2. Jeronimo & Alicia

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	500	.15	260	.08*	
NBT	2	3400	950	.30*	490	.17	
NBR	0	0	60		100		
SBL	2	3400	80	.02*	40	.01	
SBT	2	3400	410	.12	1110	.33*	
SBR	1	1700	320	.19	720	.42	
EBL	2	3400	440	.13*	400	.12	
EBT	3	5100	820	.16	1690	.33*	
EBR	d	1700	150	.09	410	.24	
WBL	2	3400	120	.04	150	.04*	
WBT	3	5100	1240	.24*	1080	.21	
WBR	d	1700	60	.04	150	.09	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.74		.83

3. Trabuco & Alicia

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	320	.09	
NBT	2	3400	970	.29*	660	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	220	.06*	660	.19*	
SBT	2	3400	430	.13	800	.24	
SBR	d	1700	90	.05	170	.10	
EBL	2	3400	170	.05*	180	.05	
EBT	3	5100	610	.12	1440	.28*	
EBR	d	1700	50	.03	140	.08	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1540	.30*	1020	.20	
WBR	d	1700	430	.25	360	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.75		.73		

4. Marguerite & Alicia

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	120	.07*	60	.04	
NBT	2	3400	360	.11	500	.15*	
NBR	d	1700	60	.04	90	.05	
SBL	1	1700	30	.02	90	.05*	
SBT	2	3400	600	.18*	350	.10	
SBR	d	1700	340	.20	180	.11	
EBL	2	3400	200	.06	430	.13	
EBT	2	3400	770	.23*	1300	.38*	
EBR	d	1700	40	.02	70	.04	
WBL	1	1700	120	.07*	80	.05*	
WBT	3	5100	1190	.23	770	.15	
WBR	d	1700	70	.04	70	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.60		.68

5. Olympiad & Alicia

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	280	.16*	130	.08*			
NBT	2	3400	410	.12	540	.16			
NBR	d	1700	380	.22	400	.24			
SBL	1	1700	20	.01	40	.02			
SBT	2	3400	440	.15*	570	.19*			
SBR	0	0	60		60				
EBL	1	1700	30	.02	90	.05			
EBT	3	5100	770	.15*	1040	.20*			
EBR	d	1700	120	.07	270	.16			
WBL	1	1700	520	.31*	430	.25*			
WBT	3	5100	850	.17	750	.15			
WBR	d	1700	10	.01	20	.01			
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			.82		.77				

6. Santa Margarita & Alicia

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	1190	.35*	1250	.37*			
NBT	3	5100	1240	.24	1550	.30			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	3	5100	1400	.27*	1570	.31*			
SBR	1	1700	30	.02	160	.09			
EBL	2	3400	10	.00	130	.04*			
EBT	0	0	0		0				
EBR	2	3400	1080	.32	1690	.50			
WBL	0	0	0		0				
WBT	0	0	0		0				
WBR	0	0	0		0				
Right Turn Adjustment									EBR .09*
Clearance Interval								.05*	.05*
Note: Assumes Right-Turn Overlap for EBR									
TOTAL CAPACITY UTILIZATION			.67		.86				

7. Marguerite & Trabuco

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	850	.25*	610	.18*			
NBT	2	3400	570	.17	650	.19			
NBR	d	1700	20	.01	60	.04			
SBL	1	1700	20	.01	110	.06			
SBT	2	3400	810	.24*	430	.13*			
SBR	d	1700	50	.03	70	.04			
EBL	1	1700	50	.03*	140	.08			
EBT	1	1700	20	.01	60	.04*			
EBR	1	1700	550	.32	810	.48			
WBL	1	1700	20	.01	130	.08*			
WBT	2	3400	20	.01*	110	.03			
WBR	d	1700	10	.01	120	.07			
Right Turn Adjustment	EBR	.10*	EBR	.30*					
Clearance Interval		.05*		.05*					
TOTAL CAPACITY UTILIZATION		.68		.78					

8. Marguerite & Jeronimo

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	260	.15*	290	.17			
NBT	2	3400	940	.28	1070	.31*			
NBR	d	1700	50	.03	150	.09			
SBL	1	1700	90	.05	200	.12*			
SBT	2	3400	1110	.33*	840	.25			
SBR	d	1700	110	.06	100	.06			
EBL	1	1700	220	.13*	100	.06			
EBT	2	3400	140	.04	340	.10*			
EBR	1	1700	360	.21	630	.37			
WBL	1	1700	260	.15	80	.05*			
WBT	2	3400	700	.21*	220	.06			
WBR	d	1700	120	.07	90	.05			
Right Turn Adjustment									EBR .13*
Clearance Interval								.05*	.05*
TOTAL CAPACITY UTILIZATION		.87		.76					

9. Olympiad & Jeronimo

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	540	.32*	170	.10*		NBL	2	3400	310	.09*	310	.09*
NBT	2	3400	650	.19	880	.26		NBT	2	3400	880	.26	1140	.34
NBR	0	0	0		0			NBR	d	1700	140	.08	190	.11
SBL	0	0	0		0			SBL	2	3400	110	.03	190	.06
SBT	2	3400	760	.29*	840	.29*		SBT	2	3400	1010	.30*	1300	.38*
SBR	0	0	240		130			SBR	1	1700	170	.10	80	.05
EBL	1	1700	150	.09*	160	.09*		EBL	2	3400	230	.07*	370	.11
EBT	0	0	0		0			EBT	2	3400	340	.10	1090	.32*
EBR	1	1700	70	.04	250	.15		EBR	1	1700	120	.07	190	.11
WBL	0	0	0		0			WBL	2	3400	400	.12	190	.06*
WBT	0	0	0		0			WBT	2	3400	520	.15*	430	.13
WBR	0	0	0		0			WBR	d	1700	180	.11	100	.06
Clearance Interval			.05*		.05*			Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.75		.53			TOTAL CAPACITY UTILIZATION			.66		.90	

10. Marguerite & La Paz

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	2	3400	310	.09*	310	.09*		NBL	2	3400	310	.09*	310	.09*
NBT	2	3400	880	.26	1140	.34		NBT	2	3400	1010	.30*	1300	.38*
NBR	d	1700	140	.08	190	.11		NBR	d	1700	170	.10	80	.05
SBL	2	3400	110	.03	190	.06		SBL	2	3400	110	.03	190	.06
SBT	2	3400	1010	.30*	1300	.38*		SBT	2	3400	1010	.30*	1300	.38*
SBR	1	1700	170	.10	80	.05		SBR	1	1700	170	.10	80	.05
EBL	2	3400	230	.07*	370	.11		EBL	2	3400	230	.07*	370	.11
EBT	2	3400	340	.10	1090	.32*		EBT	2	3400	340	.10	1090	.32*
EBR	1	1700	120	.07	190	.11		EBR	1	1700	120	.07	190	.11
WBL	2	3400	400	.12	190	.06*		WBL	2	3400	400	.12	190	.06*
WBT	2	3400	520	.15*	430	.13		WBT	2	3400	520	.15*	430	.13
WBR	d	1700	180	.11	100	.06		WBR	d	1700	180	.11	100	.06
Clearance Interval			.05*		.05*			Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.66		.90			TOTAL CAPACITY UTILIZATION			.66		.90	

11. Olympiad & La Paz

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	240	.14*	210	.12*		NBL	1.5		1040		1340	
NBT	2	3400	1160	.34	710	.21		NBT	0.5	3400	40	.32*	10	.40*
NBR	0	0	0		0			NBR	1	1700	620	.36	390	.23
SBL	0	0	0		0			SBL	1	1700	20	.01	20	.01
SBT	2	3400	670	.28*	850	.32*		SBT	1	1700	10	.01*	10	.01*
SBR	0	0	290		230			SBR	1	1700	10	.01	10	.01
EBL	1	1700	140	.08*	400	.24*		EBL	1	1700	80	.05	40	.02
EBT	0	0	0		0			EBT	3	5100	1120	.22*	2010	.39*
EBR	1	1700	100	.06	410	.24		EBR	1	1700	1380	.81	790	.46
WBL	0	0	0		0			WBL	2	3400	670	.20*	450	.13*
WBT	0	0	0		0			WBT	3	5100	1590	.31	960	.19
WBR	0	0	0		0			WBR	d	1700	50	.03	10	.01
Clearance Interval			.05*		.05*			Right Turn Adjustment			EBR	.35*		
TOTAL CAPACITY UTILIZATION			.55		.73			Clearance Interval				.05*		

12. Empresa & Santa Margarita

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	2	3400	1040		1340			NBL	2	3400	1040		1340	
NBT	0.5	3400	40	.32*	10	.40*		NBT	0.5	3400	40	.32*	10	.40*
NBR	1	1700	620	.36	390	.23		NBR	1	1700	620	.36	390	.23
SBL	1	1700	20	.01	20	.01		SBL	1	1700	20	.01	20	.01
SBT	1	1700	10	.01*	10	.01*		SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	10	.01	10	.01		SBR	1	1700	10	.01	10	.01
EBL	1	1700	80	.05	40	.02		EBL	1	1700	80	.05	40	.02
EBT	3	5100	1120	.22*	2010	.39*		EBT	3	5100	1120	.22*	2010	.39*
EBR	1	1700	1380	.81	790	.46		EBR	1	1700	1380	.81	790	.46
WBL	2	3400	670	.20*	450	.13*		WBL	2	3400	670	.20*	450	.13*
WBT	3	5100	1590	.31	960	.19		WBT	3	5100	1590	.31	960	.19
WBR	d	1700	50	.03	10	.01		WBR	d	1700	50	.03	10	.01
Right Turn Adjustment			EBR		.35*			Clearance Interval			.05*		.05*	
Note: Assumes N/S Split Phasing														
TOTAL CAPACITY UTILIZATION			.1.15		.98			TOTAL CAPACITY UTILIZATION			.1.15		.98	

13. Empresa & Banderas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1160	.40*	520	.17	
NBR	0	0	210		50		
SBL	1	1700	70	.04*	30	.02	
SBT	2	3400	530	.31	630	.37*	
SBR	0	0	650	.38	850	.50	
EBL	1	1700	740	.44*	510	.30*	
EBT	2	3400	60	.03	20	.01	
EBR	0	0	40		60	.04	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.94		.79		

14. Empresa & Antonio

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			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		470		
SBT	0.5	3400	50	.08*	20	.14*	
SBR	f		130		390		
EBL	2	3400	830	.24*	160	.05*	
EBT	3	5100	1080	.21	1060	.21	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	780	.15*	1190	.23*	
WBR	f		300		270		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.58		.49

15. Banderas & Antonio

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			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	90	.05*	40	.02*	
SBT	2	3400	130	.04	30	.01	
SBR	1	1700	490	.29	620	.36	
EBL	2	3400	640	.19	440	.13*	
EBT	3	5100	2470	.49*	1230	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	990	.20	1770	.36*	
WBR	0	0	40		70		
Right Turn Adjustment			SBR		.21*		
Clearance Interval			.05*		.05*		
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION			.73		.78		

16. Cabot & Paseo De Valencia

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	1	1700	620	.36*	420	.25*	
NBT	2	3400	430	.13	530	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	270	.09*	730	.23*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	350	.21	670	.39	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.19*	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION					.51		.73

17. Cabot & Oso

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	260	.08	240	.07	
NBT	2	3400	650	.19*	390	.11*	
NBR	1	1700	370	.22	790	.46	
SBL	2	3400	300	.09*	810	.24*	
SBT	2	3400	280	.08	780	.23	
SBR	1	1700	40	.02	100	.06	
EBL	2	3400	110	.03*	130	.04	
EBT	3	5100	1000	.20	1500	.29*	
EBR	1	1700	140	.08	140	.08	
WBL	2	3400	330	.10	470	.14*	
WBT	3	5100	1600	.31*	1260	.25	
WBR	1	1700	510	.30	440	.26	
Right Turn Adjustment					NBR	.24*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.67		1.07		

18. Marguerite & Oso

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	340	.10	270	.08	
NBT	2	3400	1130	.33*	800	.24*	
NBR	1	1700	40	.02	80	.05	
SBL	2	3400	240	.07*	770	.23*	
SBT	2	3400	670	.20	650	.19	
SBR	1	1700	380	.22	130	.08	
EBL	2	3400	90	.03*	330	.10*	
EBT	4	6800	1480	.22	1510	.22	
EBR	d	1700	120	.07	660	.39	
WBL	2	3400	100	.03	180	.05	
WBT	4	6800	2580	.38*	1560	.23*	
WBR	d	1700	90	.05	240	.14	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.86	.85

19. Felipe & Oso

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	140	.08	90	.05	
NBT	2	3400	440	.13*	380	.11*	
NBR	1	1700	150	.09	600	.35	
SBL	1	1700	330	.19*	540	.32*	
SBT	2	3400	500	.15	670	.20	
SBR	d	1700	120	.07	250	.15	
EBL	1	1700	190	.11	230	.14	
EBT	3	5100	1610	.32*	2250	.44*	
EBR	d	1700	90	.05	140	.08	
WBL	1	1700	450	.26*	420	.25*	
WBT	3	5100	2090	.41	1790	.35	
WBR	d	1700	740	.44	440	.26	
Right Turn Adjustment					NBR	.05*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.95		1.22		

21. Marguerite & Felipe

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	1160	.34*	870	.26*	
NBR	d	1700	360	.21	1100	.65	
SBL	1	1700	140	.08*	430	.25*	
SBT	2	3400	820	.24	810	.24	
SBR	d	1700	30	.02	60	.04	
EBL	1	1700	60	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		40		
WBL	1.5		970		860		
WBT	0.5	3400	30	.29*	20	.26*	
WBR	1	1700	200	.12	150	.09	
Right Turn Adjustment					NBR	.19*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.81		1.06

22. Moulton & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	180	.05	250	.07	
NBT	3	5100	1420	.28*	1510	.30*	
NBR	1	1700	390	.23	150	.09	
SBL	2	3400	190	.06*	280	.08*	
SBT	3	5100	830	.16	1440	.28	
SBR	1	1700	170	.10	150	.09	
EBL	2	3400	400	.12	240	.07	
EBT	3	5100	910	.22*	860	.21*	
EBR	0	0	200		220		
WBL	2	3400	230	.07*	420	.12*	
WBT	3	5100	650	.13	1010	.20	
WBR	1	1700	170	.10	170	.10	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.68		.76		

23. Greenfield & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL		0.5			50		30
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0		50		20		
SBL	2	3400	900	.26*	1260	.37*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	40	.02	470	.28	
EBL	2	3400	650	.19*	240	.07*	
EBT	3	5100	810	.16	1360	.28	
EBR	0	0	20		50		
WBL	1	1700	10	.01	70	.04	
WBT	3	5100	1250	.25*	1290	.25*	
WBR	1	1700	580	.34	1100	.65	
Right Turn Adjustment							WBR .12*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.81	.89

24. Cabot & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	60	.04	120	.07*	
NBT	2	3400	340	.10*	270	.08	
NBR	1	1700	300	.18	180	.11	
SBL	2	3400	300	.09*	470	.14	
SBT	2	3400	140	.08	460	.23*	
SBR	0	0	140		320		
EBL	2	3400	220	.06	330	.10	
EBT	3	5100	1660	.35*	2350	.46*	
EBR	0	0	130		10		
WBL	2	3400	280	.08*	610	.18*	
WBT	3	5100	1700	.33	2120	.42	
WBR	1	1700	420	.25	350	.21	
Right Turn Adjustment	NBR		.02*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.99		

25. Forbes & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	70	.04	180	.11	
NBT	1	1700	20	.01*	50	.03*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	270	.16*	
SBT	1	1700	30	.02	40	.02	
SBR	1	1700	250	.15	430	.25	
EBL	1	1700	290	.17*	280	.16*	
EBT	4	6800	1640	.26	2670	.41	
EBR	0	0	150		100		
WBL	1	1700	300	.18	130	.08	
WBT	3	5100	2210	.53*	2550	.55*	
WBR	0	0	500		260		
Right Turn Adjustment							SBR .05*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.87	1.00

26. Puerta Real & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2.5		30	.01	430				
NBT	0.5	5100	60	.04*	30	.09*			
NBR	1	1700	120	.07	210	.12			
SBL	1	1700	160	.09*	190	.11*			
SBT	1	1700	70	.04	60	.04			
SBR	1	1700	370	.22	580	.34			
EBL	2	3400	550	.16*	480	.14			
EBT	4	6800	2220	.35	3500	.58*			
EBR	0	0	160		410				
WBL	2	3400	90	.03	300	.09*			
WBT	4	6800	3240	.49*	2950	.47			
WBR	0	0	110		230				
Right Turn Adjustment		SBR		.01*	SBR	.08*			
Clearance Interval				.05*		.05*			
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.84		1.00				

TOTAL CAPACITY UTILIZATION .84 1.00

27. El Regateo & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1.5		350	.10*	480	.14			
NBT	1.5	5100	30	.05	20	.14*			
NBR	0		60		210				
SBL	0.5		30		70				
SBT	1.5	3400	10	.02*	50	.07*			
SBR	0		70	.04	150	.09			
EBL	1	1700	190	.11*	110	.06			
EBT	4	6800	2090	.31	3500	.51*			
EBR	1	1700	220	.13	280	.16			
WBL	1	1700	310	.18	270	.16*			
WBT	4	6800	3010	.46*	2890	.43			
WBR	0	0	130		60				
Clearance Interval					.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.74						

TOTAL CAPACITY UTILIZATION .74 .93

28. Los Altos & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	20	.01	310	.18*			
NBT	1	1700	10	.04*	10	.11			
NBR	0	0	50		170				
SBL	0	0	40		240				
SBT	1	1700	10	.03*	10	.15*			
SBR	1	1700	50	.03	100	.06			
EBL	1	1700	150	.09*	70	.04			
EBT	4	6800	1880	.30	3710	.55*			
EBR	0	0	130		20				
WBL	1	1700	310	.18	90	.05*			
WBT	4	6800	3380	.54*	2810	.42			
WBR	0	0	310		30				
Clearance Interval			.05*		.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.75		.98				

TOTAL CAPACITY UTILIZATION .75 .98

29. Bellojente & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			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	100	.06*	40	.02			
EBT	4	6800	1870	.28	4070	.60*			
EBR	0	0	10		20				
WBL	1	1700	10	.01	10	.01*			
WBT	4	6800	3970	.60*	2810	.42			
WBR	0	0	90		20				
Clearance Interval					.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.75						

TOTAL CAPACITY UTILIZATION .75 .73

30. Marguerite & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	180	.05*	130	.04	
NBT	2	3400	570	.17	1190	.35*	
NBR	1	1700	430	.25	480	.28	
SBL	2	3400	200	.06	530	.16*	
SBT	2	3400	850	.25*	780	.23	
SBR	1	1700	1150	.68	450	.26	
EBL	2	3400	560	.16*	690	.20	
EBT	4	6800	1300	.19	3230	.48*	
EBR	1	1700	70	.04	200	.12	
WBL	2	3400	710	.21	650	.19*	
WBT	4	6800	2740	.40*	2260	.33	
WBR	1	1700	920	.54	230	.14	
Right Turn Adjustment	Multi			.35*			
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.26 1.23

32. Golden Lantern & P. Colinas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	10	.01	10	.01	
NBT	3	5100	2260	.44*	1020	.20*	
NBR	2	3400	870	.26	390	.11	
SBL	1	1700	410	.24*	260	.15*	
SBT	3	5100	850	.17	1550	.31	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		160		760		
WBT	0.5	3400	10	.05*	10	.23*	
WBR	1	1700	190	.11	360	.21	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .79 .64

33. Cabot & P. Colinas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	80	.02*	150	.04*	
SBT	0	0	0		0		
SBR	2	3400	210	.06	730	.21	
EBL	1	1700	570	.34*	250	.15*	
EBT	2	3400	570	.17	310	.09	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	160	.09*	410	.15*	
WBR	0	0	140		100		
Right Turn Adjustment				SBR	.06*		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .50 .45

34. Cm Capistrano & P. Colinas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0.5	3400	350	.21*	310	{.25}	
NBR	1.5		270	.16	740		
SBL	1	1700	30	.02*	50	.03	
SBT	1	1700	140	.08	500	.29*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		400		520		
WBT	0	3400	0	.14*	0	.17*	
WBR	0.5		60		60		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .42 .51

35. Camino Capistrano & Avery

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0	0	0		NBL	1	1700	700	.41*	360
NBT	1	1700	50	.03*	50	NBT	2	3400	570	.17	530
NBR	1	1700	550	.32	380	NBR	d	1700	170	.10	40
SBL	2	3400	520	.15*	980	SBL	1	1700	100	.06	100
SBT	1	1700	20	.01	60	SBT	2	3400	400	.12*	770
SBR	0	0	0		0	SBR	d	1700	480	.28	750
EBL	0	0	0		0	EBL	2	3400	640	.19*	1080
EBT	0	0	0		0	EBT	2	3400	210	.12	320
EBR	0	0	0		0	EBR	0	0	320	.19	390
WBL	1	1700	470	.28*	700	WBL	1	1700	20	.01	220
WBT	0	0	0		0	WBT	2	3400	150	.06*	220
WBR	2	3400	580	.17	990	WBR	0	0	50		80
Right Turn Adjustment	NBR		.08*			Right Turn Adjustment	SBR		.02*		
Clearance Interval			.05*			Clearance Interval			.05*		.05*
TOTAL CAPACITY UTILIZATION			.59			TOTAL CAPACITY UTILIZATION			.78		

36. Marguerite & Avery

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11	140	NBL	2	3400	360	.11*	530
NBT	3	5100	1820	.36*	900	NBT	2	3400	40	.01	20
NBR	1	1700	490	.29	420	NBR	0	0	0		0
SBL	1	1700	260	.15*	290	SBL	0	0	0		0
SBT	3	5100	790	.15	1620	SBT	2	3400	10	.01*	40
SBR	1	1700	190	.11	360	SBR	0	0	310	.18	680
EBL	2	3400	640	.19*	360	EBL	1.5		500	{.17}* [*]	270
EBT	2	3400	280	.16	140	EBT	0	5100	0	{.17}	0
EBR	0	0	310	.18	190	EBR	1.5		500		550
WBL	2	3400	350	.10	670	WBL	0	0	0		0
WBT	2	3400	120	.07*	300	WBT	0	0	0		0
WBR	0	0	230	.14	290	WBR	0	0	0		0
Clearance Interval			.05*			Right Turn Adjustment	SBR		.04*	SBR	.29*
Clearance Interval						Clearance Interval			.05*		.05*
TOTAL CAPACITY UTILIZATION			.82			TOTAL CAPACITY UTILIZATION			.78		

37. Gldn Lantern & Marina Hills

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11	140	NBL	2	3400	360	.11*	530
NBT	3	5100	1820	.36*	900	NBT	2	3400	40	.01	20
NBR	1	1700	490	.29	420	NBR	0	0	0		0
SBL	1	1700	260	.15*	290	SBL	0	0	0		0
SBT	3	5100	790	.15	1620	SBT	2	3400	10	.01*	40
SBR	1	1700	190	.11	360	SBR	0	0	310	.18	680
EBL	2	3400	640	.19*	360	EBL	1.5		500	{.17}* [*]	270
EBT	2	3400	280	.16	140	EBT	0	5100	0	{.17}	0
EBR	0	0	310	.18	190	EBR	1.5		500		550
WBL	2	3400	350	.10	670	WBL	0	0	0		0
WBT	2	3400	120	.07*	300	WBT	0	0	0		0
WBR	0	0	230	.14	290	WBR	0	0	0		0
Clearance Interval			.05*			Right Turn Adjustment	SBR		.04*	SBR	.29*
Clearance Interval						Clearance Interval			.05*		.05*
TOTAL CAPACITY UTILIZATION			.82			TOTAL CAPACITY UTILIZATION			.73		

38. Cm Capistrano & Los Padres

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	2	3400	360	.11*	530	NBL	2	3400	360	.11*	530
NBT	2	3400	40	.01	20	NBT	2	3400	40	.01	20
NBR	0	0	0		0	NBR	0	0	0		0
SBL	0	0	0		0	SBL	0	0	0		0
SBT	2	3400	10	.01*	40	SBT	2	3400	10	.01*	40
SBR	0	0	310	.18	680	SBR	0	0	310	.18	680
EBL	1.5			500	{.17}* [*]	EBL	1.5		500	{.17}* [*]	270
EBT	0	5100	0	{.17}	0	EBT	0	5100	0	{.17}	0
EBR	1.5			500		EBR	1.5		500		550
WBL	0	0	0		0	WBL	0	0	0		0
WBT	0	0	0		0	WBT	0	0	0		0
WBR	0	0	0		0	WBR	0	0	0		0
Right Turn Adjustment	SBR		.04*	SBR		Right Turn Adjustment	SBR		.04*	SBR	.29*
Clearance Interval						Clearance Interval			.05*		.05*
TOTAL CAPACITY UTILIZATION			.38			TOTAL CAPACITY UTILIZATION			.64		

39. Cm Capistrano & J. Serra

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3400	270	.08*	280	.08*	
NBR	1	1700	1370	.81	950	.56	
SBL	2	3400	420	.12*	430	.13*	
SBT	2	3400	220	.06	490	.14	
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*	1340	.39*	
WBT	0	0	0		0		
WBR	1	1700	240	.14	490	.29	
Right Turn Adjustment		NBR	.48*		NBR	.09*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .98 .74

40. Rancho Viejo & J. Serra

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	2	3400	730	.21*	530	.16*	
NBT	2	3400	550	.16	220	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	220	{.09}*	520	{.18}*	
SBR	1.5		620		750		
EBL	1.5		730		520		
EBT	0.5	3400	30	.31*	10	.29*	
EBR	0		280		460		
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 .67 .69

41. Cm Capistrano & Oso Road

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	40		70	{.04}*	
NBT	2	3400	1150	.35*	640	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	560	.20	660	.36*	
SBR	0	0	110		570		
EBL	1	1700	570	.34*	220	.13*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	60	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .74 .58

42. Cm Capistrano & Ortega

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0	0	
NBT	1	1700	740	.44*	690	.41*	
NBR	1	1700	40	.02	80	.05	
SBL	1	1700	160	.09*	150	.09*	
SBT	1	1700	580	.34	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	140	.08*	110	.06*	
WBT	0	0	0		0		
WBR	1	1700	170	.10	240	.14	
Right Turn Adjustment					WBR	.01*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .66 .62

43. Del Obispo & Ortega

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03*	100	.06*	
NBT	0	0	0		0		
NBR	2	3400	1000	.29	1080	.32	
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*	510	.19*	
EBR	0	0	100		130		
WBL	2	3400	1000	.29*	1120	.33*	
WBT	1	1700	660	.39	640	.38	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.04*		NBR	.01*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.56		.64		

44. Rancho Viejo & Ortega

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				330		390 .11*
NBT	1.5	5100			180	.11*	120 .09
NBR	0				50		40
SBL	1.5				180		660
SBT	0.5	3400			120	.09*	160 .24*
SBR	1	1700			120	.07	220 .13
EBL	1	1700			200	.12*	220 .13
EBT	2	3400			1350	.40	2070 .61*
EBR	1	1700			580	.34	390 .23
WBL	1	1700			60	.04	40 .02*
WBT	3	5100			1880	.37*	1360 .27
WBR	1	1700			1020	.60	280 .16
Right Turn Adjustment		WBR			.16*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.90		1.03

45. La Novia & Ortega

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	600	.18*	260	.08*	
NBT	0	0	0		0		
NBR	1	1700	80	.05	190	.11	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	1140	.34	2240	.66*	
EBR	1	1700	370	.22	480	.28	
WBL	1	1700	280	.16	170	.10*	
WBT	2	3400	2290	.67*	1380	.41	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.90		.89		

47. Alipaz & Del Obispo

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0			20		30
NBT	1	1700			100	.07*	70 .06*
NBR	2	3400			620	.18	620 .18
SBL	1	1700			70	.04	50 .03
SBT	1	1700			60	.09*	170 .26*
SBR	0	0			90		270
EBL	1	1700			300	.18	120 .07
EBT	2	3400			530	.17*	620 .19*
EBR	0	0			40		30
WBL	1	1700			480	.28*	370 .22*
WBT	2	3400			680	.21	1050 .31
WBR	0	0			40		10
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.66		.78

48. Cm Capistrano & Del Obispo

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	650	.19	520	.15*	
NBT	1	1700	850	.50*	570	.34	
NBR	1	1700	290	.17	260	.15	
SBL	1	1700	40	.02*	80	.05	
SBT	1	1700	450	.26	860	.51*	
SBR	1	1700	660	.39	110	.06	
EBL	1	1700	230	.14*	310	.18*	
EBT	2	3400	750	.22	630	.19	
EBR	1	1700	430	.25	440	.26	
WBL	2	3400	270	.08	340	.10	
WBT	2	3400	480	.16*	670	.21*	
WBR	0	0	80		60		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		1.10

49. Cm Capistrano & San Juan C.

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	0	0	0		0	
NBT	2	3400	800	.24*	860	.25*
NBR	1	1700	460	.27	780	.46
SBL	2	3400	250	.07*	970	.29*
SBT	2	3400	670	.20	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		1190		920	.27*
WBT	0	5100	0	{.39}*	0	
WBR	1.5		870		710	{.20}
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*

50 Valle & San Juan Creek

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1.5		570	.17*	590	.17*
NBT	0	5100	0		0	
NBR	1.5		200		280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	360	.21*	1230	.51*
EBR	0	0	360		510	
WBL	1	1700	400	.24*	100	.06*
WBT	2	3400	1480	.44	1030	.30
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

51. La Novia & San Juan Creek

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	150	.09	170	.10
NBT	1	1700	260	.22*	140	.12*
NBR	0	0	120		70	
SBL	1	1700	220	.13*	490	.29*
SBT	1	1700	140	.08	220	.13
SBR	1	1700	540	.32	350	.21
EBL	1	1700	240	.14*	300	.18
EBT	2	3400	250	.07	980	.29*
EBR	d	1700	50	.03	140	.08
WBL	1	1700	70	.04	90	.05*
WBT	2	3400	1160	.34*	480	.14
WBR	d	1700	530	.31	200	.12
Clearance Interval				.05*		.05*

53. Del Obispo & Del Avion

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	220	.13*	170	.10*	
NBT	2	3400	320	.19	400	.18	
NBR	0	0	320		220		
SBL	1	1700	60	.04	60	.04	
SBT	2	3400	300	.18*	380	.22*	
SBR	0	0	370	.22	470	.28	
EBL	1.5		220		210		
EBT	1.5	5100	340	.11*	180	.11*	
EBR	0		20		210	.12	
WBL	1	1700	360	.21*	200	.12*	
WBT	2	3400	220	.10	60	.04	
WBR	0	0	110		100	.06	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.68		.60		

54. Alipaz & Del Avion

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10			40	{.02}* [*]
NBT	1	1700	70	.05*		50	.05
NBR	0	0	0			0	
SBL	0	0	0			0	
SBT	2	3400	30	.02		110	.06*
SBR	0	0	310	.18		160	.09
EBL	1	1700	440	.26*		300	.18*
EBT	0	0	0			0	
EBR	1	1700	10	.01		40	.02
WBL	0	0	0			0	
WBT	0	0	0			0	
WBR	0	0	0			0	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.36		.31

55. Del Obispo & Stonehill

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	90	.05	150	.09	
NBT	2	3400	200	.09*	410	.16*	
NBR	0	0	110		140		
SBL	1	1700	340	.20*	320	.19*	
SBT	2	3400	430	.17	530	.19	
SBR	0	0	140		110		
EBL	1	1700	200	.12	210	.12	
EBT	2	3400	710	.24*	680	.24*	
EBR	0	0	100		130		
WBL	1	1700	90	.05*	250	.15*	
WBT	2	3400	510	.15	900	.26	
WBR	1	1700	210	.12	520	.31	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.79		

56. Los Mares & Las Ramblas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	80	.02*	90	.03*	
NBT	0	0	0			0	
NBR	1	1700	450	.26	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	140	.04*	130	.04*	
EBR	1	1700	210	.12	440	.26	
WBL	1	1700	130	.08*	360	.21*	
WBT	2	3400	50	.01	80	.02	
WBR	0	0	0			0	
Right Turn Adjustment		Multi		.24*	EBR	.20*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.43		.53

100. I-5 SB Ramps & Alicia Pkwy

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		820		1150		
SBT	0	5100	0	{.29}*{.45}*{.29}*{.45}*	0	{.45}*{.45}*	
SBR	1.5		810		1320		
EBL	0	0	0		0		
EBT	3	5100	1920	.38*	1870	.37*	
EBR	f		190		200		
WBL	0	0	0		0		
WBT	3	5100	1310	.26	1150	.23	
WBR	f		690		740		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.72		.87	

101. I-5 NB Ramps & Alicia Pkwy

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5				110	.03*	310 {.18}*{.18}*
NBT	0	5100			0		0
NBR	1.5				130 {.00}		610
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1100	.22	2520	.49*	
EBR	f		1670		490		
WBL	0	0	0		0		
WBT	3	5100	1890	.37*	1590	.31	
WBR	f		1580		710		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.45		.72	

102. I-5 SB Ramps/Cabot & La Paz

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	120	.07*	240	.14*	
NBT	0	0	0		0		
NBR	2	3400	380	.11	530	.16	
SBL	2	3400	180	.05	570	.17*	
SBT	2	3400	250	.07*	300	.09	
SBR	1	1700	240	.14	270	.16	
EBL	0	0	0		0		
EBT	2	3400	990	.29*	990	.29*	
EBR	1	1700	120	.07	190	.11	
WBL	2	3400	220	.06*	380	.11*	
WBT	2	3400	580	.29	780	.35	
WBR	0	0	400		400		
Right Turn Adjustment	SBR		.02*				
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.56		.76		

103. I-5 NB/Muirlands & La Paz

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5				100	.06	90 .05
NBT	1	6800	760	.22*	230	.14*	
NBR	1.5				210	370	.11
SBL	2	3400	570	.17*	910	.27*	
SBT	0	0	0		0		
SBR	2	3400	420	.12	440	.13	
EBL	2	3400	230	.07*	290	.09*	
EBT	2	3400	820	.24	1240	.36	
EBR	f		380		300		
WBL	0	0	0		0		
WBT	3	5100	1480	.39*	1030	.30*	
WBR	0	0	520		600	.35	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.90		.85	

104. I-5 SB Ramps & Oso

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0	0	0		NBL	1	1700	.46*	500	.29*
NBT	0	0	0	0		NBT	0	0	0	0	
NBR	0	0	0	0		NBR	1	1700	.18	550	.32
SBL	2	3400	720	.21*	890	.26*	SBL	0	0	0	0
SBT	0	0	0	0		SBT	0	0	0	0	
SBR	1	1700	290	.17	530	.31	SBR	0	0	0	0
EBL	0	0	0	0		EBL	0	0	0	0	
EBT	3	5100	1250	.25	2280	.45*	EBT	3	5100	1680	.33
EBR	f		420		810		EBR	f	400	2530	.50*
WBL	0	0	0	0		WBL	0	0	0	0	
WBT	3	5100	2170	.43*	1650	.32	WBT	3	5100	2090	.41*
WBR	f		700		380		WBR	f	1490	1530	.30
Clearance Interval				.05*			Right Turn Adjustment				NBR .03*
TOTAL CAPACITY UTILIZATION			.69				Clearance Interval				.05*

105. I-5 NB Ramps & Oso

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	780	.46*	500	.29*	NBL	1	1700	300	.18
NBT	0	0	0	0	0		NBT	0	0	0	0
NBR	1	1700	550	.32	550	.32	NBR	1	1700	300	.18
SBL	0	0	0	0	0		SBL	0	0	0	0
SBT	0	0	0	0	0		SBT	0	0	0	0
SBR	0	0	0	0	0		SBR	0	0	0	0
EBL	0	0	0	0	0		EBL	0	0	0	0
EBT	3	5100	1680	.33	2530	.50*	EBT	3	5100	1680	.33
EBR	f	400	650				EBR	f	400	650	
WBL	0	0	0	0	0		WBL	0	0	0	0
WBT	3	5100	2090	.41*	1530	.30	WBT	3	5100	2090	.41*
WBR	f	700					WBR	f	700		
Clearance Interval				.05*			Right Turn Adjustment				NBR .03*
TOTAL CAPACITY UTILIZATION			.69				Clearance Interval				.05*

106. I-5 SB Ramps & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0	0	0		NBL	1.5	640	{.25}*	240	{.14}*
NBT	0	0	0	0		NBT	0	5100	.25	0	.14
NBR	0	0	0	0		NBR	1.5	630		470	
SBL	2.5	1300	.25*	2260	.44*	SBL	0	0	0	0	
SBT	0	8500	0	0		SBT	0	0	0	0	
SBR	2.5	690	.20	1210	.36	SBR	0	0	0	0	
EBL	0	0	0	0		EBL	0	0	0	0	
EBT	4	6800	1630	.24	2650	.39*	EBT	2.5	6800	2240	.44*
EBR	1	1700	280	.16	490	.29	EBR	1.5	730	.43	930
WBL	2	3400	470	.14	660	.19*	WBL	0	0	0	0
WBT	3	5100	2310	.45*	1750	.34	WBT	3	5100	2150	.42
WBR	0	0	0	0		WBR	f	1540	2180	.43	
Clearance Interval				.05*			Clearance Interval				.05*
TOTAL CAPACITY UTILIZATION			.75				TOTAL CAPACITY UTILIZATION				.96

107. I-5 NB Ramps & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1.5	640	{.25}*	240	{.14}*	NBL	1.5	640	{.25}*	240	{.14}*
NBT	0	5100	0	.25	0	NBT	0	5100	0	.25	0
NBR	1.5	630		470		NBR	1.5	630		470	
SBL	0	0	0	0	0	SBL	0	0	0	0	
SBT	0	0	0	0	0	SBT	0	0	0	0	
SBR	0	0	0	0	0	SBR	0	0	0	0	
EBL	0	0	0	0	0	EBL	0	0	0	0	
EBT	2.5	6800	2240	.44*	3950	.77*	EBT	2.5	6800	2240	.44*
EBR	1.5	730	.43	930	.55	EBR	1.5	730	.43	930	.55
WBL	0	0	0	0	0	WBL	0	0	0	0	
WBT	3	5100	2150	.42	2180	.43	WBT	3	5100	2150	.42
WBR	f	1540	1790			WBR	f	1540	1790		
Clearance Interval				.05*			Clearance Interval				.05*
TOTAL CAPACITY UTILIZATION			.74				TOTAL CAPACITY UTILIZATION				.96

108. I-5 SB Ramps & Avery

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	390	.11*	630	.19*	
SBT	0	0	0		0		
SBR	1	1700	320	.19	510	.30	
EBL	0	0	0		0		
EBT	1.5	5100	860	.25*	1080	.32*	
EBR	1.5		200	.12	280	.16	
WBL	1	1700	280	.16*	160	.09*	
WBT	2	3400	740	.22	1150	.34	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.06*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.57		.71		

109. I-5 NB Ramps & Avery

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5				250	.07*	340
NBT	0	5100			0		0
NBR	1.5				400	{ .03}	470
SBL	0		0		0		0
SBT	0		0		0		0
SBR	0		0		0		0
EBL	1	1700			480	.28*	400
EBT	2	3400			790	.23	1320
EBR	0		0		0		0
WBL	0		0		0		0
WBT	2	3400			780	.23*	970
WBR	f				580		370
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.63		.70

110. I-5 SB Ramps & J. Serra

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		230	.07*	440		
SBT	0	5100	0		0	{ .21}*	
SBR	1.5		580	.17	1020		
EBL	0	0	0		0		
EBT	2	3400	1460	.43*	1140	.34*	
EBR	d	1700	320	.19	250	.15	
WBL	1	1700	250	.15*	360	.21*	
WBT	2	3400	520	.15	820	.24	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.70		.81		

111. I-5 NB Ramps & J. Serra

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	110	.03*	240	.07*	
NBT	0	0	0		0		
NBR	1	1700	310	.18	200	.12	
SBL	0		0		0		
SBT	0		0		0		
SBR	0		0		0		
EBL	2	3400	960	.28*	790	.23*	
EBT	2	3400	730	.21	790	.23	
EBR	0		0		0		
WBL	0		0		0		
WBT	1.5	5100	670	{ .26}*	930	.27*	
WBR	1.5		690		360	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.62		

112. I-5 SB Ramps & Ortega

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1.5		1180	1590 .47*			
SBT	0	5100	0 {.36}* 920	0 .41}			
SBR	1.5						
EBL	0	0	0	0			
EBT	3	5100	1240 .24*	1320 .26*			
EBR	1	1700	170 .10	270 .16			
WBL	1	1700	330 .19*	260 .15*			
WBT	2	3400	750 .22	830 .24			
WBR	0	0	0	0			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.84	.93			

113. I-5 NB Ramps & Ortega

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	1.5			250 {.12}* 500	260	.14}* 530	
NBT	0	5100	0 {.12}	0	0	.14}	
NBR	1.5						
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	2	3400	680 .20*	740 .22*			
EBT	3	5100	1730 .34	2170 .43			
EBR	0	0	0	0			
WBL	0	0	0	0			
WBT	2	3400	820 .24*	840 .25*			
WBR	f		1470	1210			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.61	.66			

114. Cm Capistrano & I-5 SB

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	0	0	0	0			
NBT	2	3400	1090 .33*	1260 .38*			
NBR	0	0	20	20			
SBL	2	3400	710 .21*	550 .16*			
SBT	2	3400	1140 .34	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		780 .23*	1110 .33*			
WBT	0	5100	0 0	0 0			
WBR	1.5		180 380	.22			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.82	.92			

115. Valle & La Novia/I-5 NB

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	1	1700	180 .11*	140 .08*			
NBT	1	1700	100 .06	170 .10			
NBR	1	1700	10 .01	30 .02			
SBL	0	0	80	180			
SBT	1	1700	170 .15*	180 .21*			
SBR	1	1700	480 .28	250 .15			
EBL	1	1700	420 .25*	540 .32*			
EBT	1	1700	80 .06	190 .13			
EBR	0	0	30	30			
WBL	0	0	10	20			
WBT	1	1700	190 .12*	80 .06*			
WBR	1	1700	400 .24	90 .05			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.68	.72			

116. Cm Capistrano & Stonehill

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	270	.08	410	.12	
NBT	2	3400	900	.36*	630	.34*	
NBR	0	0	320		520		
SBL	1	1700	60	.04*	270	.16*	
SBT	1.5	5100	680	{ .23 }	1100	{ .36 }	
SBR	1.5		870		1160		
EBL	1	1700	480	.28*	550	.32*	
EBT	2	3400	570	.17	800	.24	
EBC	1	1700	290	.17	520	.31	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73		.87		

117. I-5 SB Ramps & Las Ramblas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	2	3400	190	.06*	440	.13*	
SBT	0	0	0	0	0	0	
SBR	f		580		590		
EBL	0	0	0	0	0	0	
EBT	2	3400	530	.16	880	.26*	
EBC	f		1030		1260		
WBL	0	0	0	0	0	0	
WBT	1	1700	420	.25*	360	.21	
WBR	f		170		90		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.36		.44		

118. I-5 NB Ramps & Las Ramblas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	30		40		
NBT	1	1700	10	.02*	30	.04*	
NBR	1	1700	80	.05	150	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	360	.11	910	.27*	
EBC	f		310		240		
WBL	0	0	0		0		
WBT	3	5100	870	.17*	550	.11	
WBR	0	0	10		10		
Right Turn Adjustment	SBR		.03*	NBR	.05*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.29		.42		

150. Greenfield & SR-73 SB Ramps

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	2	3400	1240	.43*	760	.28*	
NBR	0	0	210		180		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	270	.08	240	.07	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{ .04 }*	0	{ .23 }*	
EBC	1.5		590		1050		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.54		.57		

151. Greenfield & SR-73 NB Ramps

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1200	.35*	680	.20*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	90	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	230	.14*	170	.10*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.40		

152. SR-241 SB & S. Margarita

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	390		410		
NBT	1	1700	10	.24*	10	.25*	
NBR	2	3400	520	.15	1870	.55	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1790	.35	2450	.48*	
EBR	1	1700	20	.01	30	.02	
WBL	2	3400	10	.00	10	.00	
WBT	3	5100	2150	.43*	1090	.22	
WBR	0	0	20		10		
Right Turn Adjustment							NBR .30*
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.78		1.11		

153. SR-241 NB & S. Margarita

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	20	.01*	10	.00	
NBT	0	0	0		0		
NBR	f		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	590	.17*	460	.14	
EBT	3	5100	1720	.34	3900	.76*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2140	.42*	1100	.22	
WBR	f		2750		810		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.65		.81		

154. SR-241 SB Ramps & Antonio

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		200	.06*	950	.28*	
SBT	0	5100	0		0		
SBR	1.5		170	{.02}	610	{.25}	
EBL	0	0	0		0		
EBT	3	5100	1530	.30*	1600	.31*	
EBR	1	1700	10	.01	10	.01	
WBL	1	1700	50	.03*	50	.03*	
WBT	3	5100	1140	.22	1020	.20	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.44		.67		

155. SR-241 NB Ramps & Antonio

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	1.5		30	.01*	10	.01*
NBT	0	5100	0		0	
NBR	1.5		40	{ .00}	50	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	770	.23*	190	.06
EBT	3	5100	970	.19	2320	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1170	.23*	1080	.21
WBR	1	1700	1720	1.01	250	.15
Right Turn Adjustment			WBR	.77*		
Clearance Interval				.05*		.05*

156. SR-241 SB Ramps & Oso

157. SR-241 NB Ramps & Oso

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	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	2070	1.22*	380	.22
EBT	2	3400	580	.17	1240	.36*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	850	.25*	320	.09
WBR	1	1700	790	.46	130	.08
Right Turn Adjustment			WBR		.21*	
Clearance Interval					.05*	.05*

TOTAL CAPACITY UTILIZATION 1.73 .41

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	120	.08*	260	.16*	
NBT	1	1600	20	.01	80	.05	
NBR	1	1600	140	.09	150	.09	
SBL	0	0	20		10		
SBT	1	1600	100	.08*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	340	.21*	120	.08*	
EBR	0	0	390	.24	280	.18	
WBL	1	1600	280	.18*	430	.27*	
WBT	2	3200	150	.05	310	.10	
WBR	0	0	10		20		

TOTAL CAPACITY UTILIZATION .55 .55

59. La Pata & Del Rio

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	200	.13*	660	.41*	
NBT	2	3200	1330	.42	1520	.48	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	1630	.51*	1660	.52*	
SBR	1	1600	10	.01	20	.01	
EBL	0.5		10		10		
EBT	0	3200	0	{.26}*	0	{.08}*	
EBR	1.5		970		740		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .90 1.01

60. La Pata & Vista Hermosa

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	500	.16*	950	.30*	
NBT	3	4800	780	.16	1420	.30	
NBR	1	1600	190	.12	200	.13	
SBL	1	1600	350	.22	230	.14	
SBT	3	4800	1500	.31*	1100	.23*	
SBR	1	1600	230	.14	320	.20	
EBL	1	1600	360	.23*	350	.22*	
EBT	2	3200	350	.11	460	.14	
EBR	1	1600	530	.33	330	.21	
WBL	1	1600	470	.29	350	.22	
WBT	2	3200	720	.30*	450	.22*	
WBR	0	0	230		240		

TOTAL CAPACITY UTILIZATION 1.00 .97

61. Talega & Vista Hermosa

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.09*	
NBR	0	0	60		110		
SBL	1	1600	210	.13	70	.04*	
SBT	0.5	3200	20	{.22}*	20	{.11}	
SBR	1.5		830		460		
EBL	2	3200	420	.13*	350	.11*	
EBT	2	3200	290	.09	260	.08	
EBR	0	0	10		10		
WBL	1	1600	60	.04	90	.06	
WBT	2	3200	290	.13*	270	.17*	
WBR	0	0	120		360	.23	

Right Turn Adjustment WBR .03*

TOTAL CAPACITY UTILIZATION .49 .44

62. Vera Cruz & Los Mares

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	350	.22*		140	.09*		
NBT	1	1600	10	.04		10	.02		
NBR	0	0	50			20			
SBL	0	0	10			10			
SBT	1	1600	10	.02*		10	.02*		
SBR	0	0	10			10			
EBL	1	1600	10	.01		20	.01*		
EBT	2	3200	610	.19*		290	.09		
EBR	1	1600	270	.17		240	.15		
WBL	1	1600	40	.03*		10	.01		
WBT	2	3200	180	.06		520	.17*		
WBR	0	0	10			10			

TOTAL CAPACITY UTILIZATION .46 .29

63. Vera Cruz & Vista Hermosa

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	10	.01		210	.13*		
NBT	2	3200	50	.02*		270	.09		
NBR	0	0	20			20			
SBL	1	1600	220	.14*		100	.06		
SBT	2	3200	300	.13		60	.04*		
SBR	0	0	100			80	.05		
EBL	1	1600	50	.03		80	.05*		
EBT	2	3200	1560	.53*		1020	.33		
EBR	0	0	130			30			
WBL	1	1600	10	.01*		20	.01		
WBT	2	3200	980	.33		1540	.54*		
WBR	0	0	90			200			

TOTAL CAPACITY UTILIZATION .70 .76

64. La Pata & Pico

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	60	.04*		280	.18		
NBT	2	3200	370	.12		1030	.32*		
NBR	1	1600	200	.13		440	.28		
SBL	2	3200	780	.24		640	.20*		
SBT	2	3200	1010	.32*		300	.09		
SBR	f		750			920			
EBL	1	1600	580	.36*		460	.29*		
EBT	3	4800	920	.19		1090	.23		
EBR	1	1600	320	.20		130	.08		
WBL	2	3200	360	.11		190	.06		
WBT	2.5	6400	710	{.16}*		900	{.26}*		
WBR	1.5		630			1020			

TOTAL CAPACITY UTILIZATION .88 1.07

65. Vista Hermosa & Pico

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	30	.02		300	.19*		
NBT	2	3200	10	.01*		50	.02		
NBR	0	0	10			10			
SBL	2	3200	350	.11*		180	.06		
SBT	1	1600	70	.04		10	.01*		
SBR	1	1600	200	.13		90	.06		
EBL	2	3200	110	.03*		520	.16*		
EBT	3	4800	1460	.30		1640	.34		
EBR	1	1600	340	.21		40	.03		
WBL	1	1600	10	.01		10	.01		
WBT	3	4800	1490	.35*		1770	.43*		
WBR	0	0	180			280			

Right Turn Adjustment SBR .01*

TOTAL CAPACITY UTILIZATION .51 .79

66. PCH & Camino Capistrano

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3200	540	.17*	740	.23	
NBR	1	1600	340	.21	390	.24	
SBL	1	1600	110	.07*	170	.11	
SBT	2	3200	530	.17	1160	.36*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	270	.17*	260	.16*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	100	.06	
TOTAL CAPACITY UTILIZATION			.41		.52		

67. El Camino Real & Pico

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	620	.19*	620	.19*	
NBR	1	1600	120	.08	260	.16	
SBL	2	3200	440	.14*	550	.17*	
SBT	2	3200	470	.16	860	.30	
SBR	0	0	30		90		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	150	.05*	380	.12*	
WBT	1	1600	70	.04	150	.09	
WBR	1	1600	380	.24	540	.34	
Right Turn Adjustment						WBR	.03*
TOTAL CAPACITY UTILIZATION			.51		.62		

68. El Cm. Real & Cristianitos

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	130	.08*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	
TOTAL CAPACITY UTILIZATION			.17		.29		

119. I-5 SB Ramps & Estrella

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	880	.28*	910	.28*	
SBT	0	0	0		0		
SBR	1	1600	330	.21	380	.24	
EBL	0	0	0		0		
EBT	2	3200	600	.19*	790	.25*	
EBR	1	1600	280	.18	200	.13	
WBL	1	1600	410	.26*	450	.28*	
WBT	2	3200	390	.12	550	.17	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.73		.81		

120. I-5 NB Ramps & Estrella

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		170		230		
NBT	0	3200	0	.15*	0	.23*	
NBR	1.5		320		510		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	1110	.23*	1310	.27*	
EBR	1	1600	380	.24	390	.24	
WBL	0	0	0		0		
WBT	3	4800	630	.13	730	.15	
WBR	f		1020		860		

TOTAL CAPACITY UTILIZATION .38 .50

121. I-5 SB Rmps & Vista Hermosa

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1.5				1110	.35*	820
SBT	0	4800			0		0
SBR	1.5				210	.13	420 {.23}
EBL	1	1600			10	.01	60
EBT	3	4800			370	.08*	500
EBR	0	0			0		0
WBL	0	0	0		0		0
WBT	2	3200			160	.05	490
WBR	f				370		850

TOTAL CAPACITY UTILIZATION .38 .50

TOTAL CAPACITY UTILIZATION .43 .45

122. I-5 NB Ramps & Vista Hermosa

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		30	.02*	20	.01*	
NBT	0	4800	0		0		
NBR	1.5		700	.22	490	.15	
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*	1110	.35	
EBR	f		140		210		
WBL	0	0	0		0		
WBT	1.5	4800	500	.31	1330	.50*	
WBR	1.5		1140	.36	1090		
Right Turn Adjustment	NBR		.20*	NBR	.03*		

TOTAL CAPACITY UTILIZATION .64 .54

123. I-5 SB Ramps & Pico

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1.5				1290	.40*	690
SBT	0	4800			0		0
SBR	1.5				220		480 {.00}
EBL	0	0	0		0		
EBT	3	4800			1050	.22*	1220
EBR	1	1600			120	.08	350
WBL	1	1600			600	.38*	1040
WBT	2	3200			420	.13	920
WBR	0	0			0		0

TOTAL CAPACITY UTILIZATION 1.00 1.12

124. I-5 NB Ramps & Pico

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	60	.04*	250	.16*	
NBT	0	0	0		0		
NBR	2	3200	870	.27	890	.28	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	260	.16	340	.21*	
EBT	2	3200	2110	.66*	1540	.48	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	950	.20	1680	.35*	
WBR	f		1000		1180		
Right Turn Adjustment		NBR	.23*		NBR	.06*	

TOTAL CAPACITY UTILIZATION .93 .78

125. I-5 SB Ramp & E1 Cm Real

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	150	.09	150	.09	
NBT	0	0	0		0		
NBR	1	1600	220	.14	130	.08	
SBL	1	1600	220	.14*	430	.27*	
SBT	1	1600	60	.04	180	.11	
SBR	1	1600	180	.11	250	.16	
EBL	0	0	0		0		
EBT	2	3200	330	.13*	690	.26*	
EBR	0	0	90		130		
WBL	1	1600	20	.01*	40	.03*	
WBT	2	3200	410	.13	460	.14	
WBR	0	0	0		0		
Right Turn Adjustment		Multi	.18*		NBR	.06*	

TOTAL CAPACITY UTILIZATION .46 .62

126. I-5 NB Ramps & E1 Cm Real

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	80	.05*	150	.09*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	190	.12*	110	.07	
EBT	2	3200	470	.15	960	.30*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	360	.23*	400	.22	
WBR	0	0	430	.27	300		

TOTAL CAPACITY UTILIZATION .40 .39

127. I-5 SB Ramps & Cristianitos

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	30	.02*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .24

128. I-5 NB Ramps & Cristianitos

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	60	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment		NBR	.04*				

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		0
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.08*				

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment		NBR	.02*				

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	2	3400	1560	.46*	1110	.33*			
NBT	3	5100	1220	.24	980	.19			
NBR	1	1700	730	.43	390	.23			
SBL	2	3400	120	.04	190	.06			
SBT	3	5100	1270	.25*	1240	.24*			
SBR	f		960		710				
EBL	2	3400	890	.26*	840	.25			
EBT	3	5100	680	.13	1230	.24*			
EBR	f		770		1330				
WBL	2	3400	650	.19	850	.25*			
WBT	3	5100	860	.17*	470	.09			
WBR	1	1700	320	.19	80	.05			
Right Turn Adjustment		WBR		.02*					
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			1.21		1.11				

31. Antonio & Crown Valley

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	2	3400	910	.27*	370	.11*			
NBT	3	5100	1800	.35	1800	.35			
NBR	1	1700	360	.21	570	.34			
SBL	2	3400	470	.14	190	.06			
SBT	3	5100	1340	.26*	2560	.50*			
SBR	f		600		490				
EBL	2	3400	460	.14*	430	.13			
EBT	3	5100	640	.13	2100	.41*			
EBR	f		290		160				
WBL	2	3400	590	.17	420	.12*			
WBT	3	5100	1020	.20*	1380	.27			
WBR	1	1700	1160	.68	380	.22			
Right Turn Adjustment		WBR		.48*					
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			1.40				1.19		

46. Antonio/La Pata & Ortega

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	2	3400	160	.05*	80	.02			
NBT	2	3400	890	.26	1200	.35*			
NBR	1	1700	460	.27	1510	.89			
SBL	2	3400	120	.04	1020	.30*			
SBT	2	3400	1390	.41*	1000	.29			
SBR	1	1700	570	.34	270	.16			
EBL	2	3400	340	.10*	460	.14			
EBT	2	3400	450	.13	1680	.49*			
EBR	1	1700	120	.07	110	.06			
WBL	2	3400	1390	.41	740	.22*			
WBT	2	3400	1490	.44*	1020	.30			
WBR	1	1700	1080	.64	420	.25			
Right Turn Adjustment		WBR		.20*	NBR	.54*			
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			1.25			1.95			

52. La Pata & San Juan Creek

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1	1700	170	.10*	120	.07			
NBT	2	3400	1470	.44	1820	.54*			
NBR	0	0	10		20				
SBL	1	1700	10	.01	10	.01*			
SBT	2	3400	1900	.56*	1550	.46			
SBR	1	1700	1000	.59	290	.17			
EBL	1	1700	100	.06*	920	.54*			
EBT	1	1700	10	.01	20	.01			
EBR	1	1700	100	.06	250	.15			
WBL	1	1700	20	.01	10	.01			
WBT	1	1700	20	.02*	10	.01*			
WBR	0	0	10		10				
Right Turn Adjustment		SBR		.03*					
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			.82				1.15		

57. La Pata & Las Ramblas

2025 No Action Alt. (Buildout with OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	10	.01*	10	.01*
NBT	2	3400	1350	.40	1520	.45
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	1580	.46*	1570	.46*
SBR	1	1700	180	.11	420	.25
EBL	0.5		530	.31*	150	.09*
EBT	0	3400	0		0	
EBR	1.5		60	.04	100	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.83		.61	

ICU Data Set 8

**2025 FEC-Initial and Ultimate Alternatives
(Committed Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1140	.34*	670	.20	
NBR	1	1700	450	.26	300	.18	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	590	.17	860	.25*	
SBR	1	1700	460	.27	610	.36	
EBL	2	3400	40	.01*	520	.15*	
EBT	3	5100	1620	.32	2470	.48	
EBR	1	1700	130	.08	230	.14	
WBL	2	3400	160	.05	200	.06	
WBT	3	5100	2380	.47*	2030	.40*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.03*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.94		.94		

2. Jeronimo & Alicia

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	530	.16	260	.08*	
NBT	2	3400	870	.28*	470	.16	
NBR	0	0	70		90		
SBL	1	1700	60	.04*	50	.03	
SBT	2	3400	420	.12	1020	.30*	
SBR	1	1700	320	.19	720	.42	
EBL	1	1700	480	.28*	350	.21	
EBT	3	5100	820	.16	1660	.33*	
EBR	d	1700	140	.08	450	.26	
WBL	1	1700	110	.06	160	.09*	
WBT	3	5100	1140	.22*	1020	.20	
WBR	d	1700	60	.04	120	.07	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		.85

3. Trabuco & Alicia

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	180	.11	300	.18	
NBT	2	3400	860	.25*	640	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	210	.12*	670	.39*	
SBT	2	3400	420	.12	720	.21	
SBR	d	1700	90	.05	150	.09	
EBL	1	1700	190	.11*	170	.10	
EBT	3	5100	600	.12	1380	.27*	
EBR	d	1700	40	.02	160	.09	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1430	.28*	980	.19	
WBR	d	1700	430	.25	350	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.81		.95		

4. Marguerite & Alicia

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	100	.06*	60	.04	
NBT	2	3400	350	.10	480	.14*	
NBR	d	1700	70	.04	130	.08	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	610	.18*	420	.12	
SBR	d	1700	360	.21	180	.11	
EBL	2	3400	210	.06	460	.14	
EBT	2	3400	740	.22*	1240	.36*	
EBR	d	1700	30	.02	80	.05	
WBL	1	1700	200	.12*	110	.06*	
WBT	3	5100	1090	.21	740	.15	
WBR	d	1700	50	.03	60	.04	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION					.63		.65

5. Olympiad & Alicia

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	170	.10*	70	.04	
NBT	2	3400	330	.10	470	.14*	
NBR	d	1700	320	.19	280	.16	
SBL	1	1700	20	.01	50	.03*	
SBT	2	3400	420	.14*	380	.13	
SBR	0	0	70		60		
EBL	1	1700	30	.02	120	.07	
EBT	3	5100	790	.15*	1110	.22*	
EBR	d	1700	100	.06	130	.08	
WBL	1	1700	310	.18*	290	.17*	
WBT	3	5100	910	.18	790	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.61		

6. Santa Margarita & Alicia

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1050	.31*	1260	.37*	
NBT	3	5100	1320	.26	1570	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1430	.28*	1580	.31*	
SBR	1	1700	30	.02	90	.05	
EBL	2	3400	10	.00	120	.04*	
EBT	0	0	0		0		
EBR	2	3400	1050	.31	1670	.49	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.08*	
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.64		.85		

7. Marguerite & Trabuco

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	680	.40*	580	.34*	
NBT	2	3400	580	.17	690	.20	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	900	.26*	540	.16*	
SBR	d	1700	60	.04	70	.04	
EBL	1	1700	50	.03*	140	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	530	.31	720	.42	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment			EBR	.13*			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.75		.80		

8. Marguerite & Jeronimo

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	390	.23*	280	.16	
NBT	2	3400	770	.23	1060	.31*	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	190	.11*	
SBT	2	3400	1160	.34*	900	.26	
SBR	d	1700	100	.06	90	.05	
EBL	1	1700	190	.11*	110	.06	
EBT	2	3400	140	.04	410	.12*	
EBR	1	1700	350	.21	480	.28	
WBL	1	1700	270	.16	80	.05*	
WBT	2	3400	360	.11*	190	.06	
WBR	d	1700	170	.10	90	.05	
Right Turn Adjustment			EBR	.04*			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.84		.68		

9. Olympiad & Jeronimo

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	220	.13*	130	.08*	
NBT	2	3400	440	.13	640	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	510	.23*	450	.17*	
SBR	0	0	260		140		
EBL	1	1700	130	.08*	190	.11*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	220	.13	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.41		

10. Marguerite & La Paz

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	230	.07*	350	.10*	
NBT	2	3400	810	.24	1120	.33	
NBR	d	1700	140	.08	170	.10	
SBL	2	3400	130	.04	220	.06	
SBT	2	3400	1020	.30*	1130	.33*	
SBR	1	1700	210	.12	140	.08	
EBL	2	3400	220	.06*	350	.10	
EBT	2	3400	320	.09	1090	.32*	
EBR	1	1700	100	.06	210	.12	
WBL	2	3400	340	.10	190	.06*	
WBT	2	3400	460	.14*	360	.11	
WBR	d	1700	370	.22	110	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.86		

11. Olympiad & La Paz

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	390	.23*	220	.13*	
NBT	2	3400	660	.19	560	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.21*	530	.20*	
SBR	0	0	190		150		
EBL	1	1700	120	.07*	260	.15*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	570	.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			.56		.62		

12. Empresa & Santa Margarita

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1.5		1020			1230	
NBT	0.5	3400	40	.31*	10	.36*	
NBR	1	1700	640	.38	450	.26	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1200	.24*	2000	.39*	
EBR	1	1700	1250	.74	700	.41	
WBL	2	3400	680	.20*	510	.15*	
WBT	3	5100	1530	.30	1010	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.27*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.62		.86		

13. Empresa & Banderas

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1230	.41*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	620	.36*	
SBR	0	0	560	.33	800	.47	
EBL	1	1700	530	.31*	450	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		90	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.83		.74		

14. Empresa & Antonio

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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		550		
SBT	0.5	3400	50	.08*	20	.17*	
SBR	f		140		330		
EBL	2	3400	890	.26*	140	.04*	
EBT	3	5100	950	.19	1110	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	800	.16*	1010	.20*	
WBR	f		380		300		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.61		.48		

15. Banderas & Antonio

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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	390	.23	570	.34	
EBL	2	3400	400	.12	360	.11*	
EBT	3	5100	2350	.47*	1190	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	950	.19	1440	.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			.72		.70		

16. Cabot & Paseo De Valencia

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	620	.36*	380	.22*	
NBT	2	3400	480	.14	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	550	.18*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	310	.18	620	.36	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment			EBR	.18*			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.50		.64		

17. Cabot & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	220	.06	
NBT	2	3400	710	.21*	320	.09*	
NBR	1	1700	290	.17	760	.45	
SBL	2	3400	280	.08*	690	.20*	
SBT	2	3400	280	.08	650	.19	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	120	.04*	130	.04	
EBT	3	5100	1030	.20	1420	.28*	
EBR	1	1700	140	.08	130	.08	
WBL	2	3400	360	.11	420	.12*	
WBT	3	5100	1560	.31*	1340	.26	
WBR	1	1700	460	.27	450	.26	
Right Turn Adjustment					NBR	.27*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		1.01		

18. Marguerite & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	430	.13	250	.07	
NBT	2	3400	910	.27*	880	.26*	
NBR	1	1700	60	.04	100	.06	
SBL	2	3400	230	.07*	540	.16*	
SBT	2	3400	680	.20	940	.28	
SBR	1	1700	350	.21	180	.11	
EBL	2	3400	140	.04*	220	.06	
EBT	4	6800	1440	.21	1920	.28*	
EBR	d	1700	110	.06	440	.26	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2550	.38*	1580	.23	
WBR	d	1700	100	.06	220	.13	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.81	.79

19. Felipe & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	100	.06	90	.05	
NBT	2	3400	340	.10*	380	.11*	
NBR	1	1700	60	.04	270	.16	
SBL	1	1700	310	.18*	520	.31*	
SBT	2	3400	390	.11	360	.11	
SBR	d	1700	130	.08	190	.11	
EBL	1	1700	140	.08	220	.13	
EBT	3	5100	1600	.31*	2310	.45*	
EBR	d	1700	90	.05	180	.11	
WBL	1	1700	310	.18*	230	.14*	
WBT	3	5100	2110	.41	1760	.35	
WBR	d	1700	580	.34	360	.21	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		1.06		

21. Marguerite & Felipe

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	920	.27*	980	.29*	
NBR	d	1700	240	.14	780	.46	
SBL	1	1700	120	.07*	420	.25*	
SBT	2	3400	830	.24	910	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		750		430		
WBT	0.5	3400	30	.23*	10	.13*	
WBR	1	1700	240	.14	140	.08	
Right Turn Adjustment					NBR	.07*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.67		.84

22. Moulton & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	180	.05	200	.06	
NBT	3	5100	1320	.26*	1400	.27*	
NBR	1	1700	570	.34	180	.11	
SBL	2	3400	190	.06*	270	.08*	
SBT	3	5100	790	.15	1350	.26	
SBR	1	1700	180	.11	120	.07	
EBL	2	3400	450	.13	240	.07	
EBT	3	5100	1030	.24*	930	.22*	
EBC	0	0	200		200		
WBL	2	3400	220	.06*	590	.17*	
WBT	3	5100	680	.13	1230	.24	
WBR	1	1700	160	.09	150	.09	
Right Turn Adjustment		NBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		.79		

23. Greenfield & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0.5				50		.40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		.20
SBL	2	3400	870	.26*	1090	.32*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	80	.05	640	.38	
EBL	2	3400	620	.18*	300	.09*	
EBT	3	5100	1140	.23	1400	.28	
EBC	0	0	20			.50	
WBL	1	1700	10	.01	60	.04	
WBT	3	5100	1220	.24*	1530	.30*	
WBR	1	1700	550	.32	1000	.59	
Right Turn Adjustment							
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.79		.79		.84

24. Cabot & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	60	.04	170	.10*	
NBT	2	3400	240	.07*	220	.06	
NBR	1	1700	300	.18	250	.15	
SBL	2	3400	280	.08*	360	.11	
SBT	2	3400	140	.08	370	.20*	
SBR	0	0	160	.09	300		
EBL	2	3400	300	.09	300	.09	
EBT	3	5100	1840	.40*	2270	.45*	
EBC	0	0	180		10		
WBL	2	3400	400	.12*	600	.18*	
WBT	3	5100	1620	.32	2240	.44	
WBR	1	1700	360	.21	300	.18	
Right Turn Adjustment		NBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.74		.98		

25. Forbes & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	290	.17*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	450	.26	
EBL	1	1700	320	.19*	250	.15*	
EBT	4	6800	1780	.28	2570	.39	
EBC	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2200	.52*	2550	.55*	
WBR	0	0	430		270		
Right Turn Adjustment							
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.88		1.02		

26. Puerta Real & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2.5		30	.01	490		
NBT	0.5	5100	60	.04*	30	.10*	
NBR	1	1700	120	.07	290	.17	
SBL	1	1700	150	.09*	190	.11*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	560	.33	
EBL	2	3400	560	.16*	490	.14	
EBT	4	6800	2230	.36	3160	.52*	
EBR	0	0	190		380		
WBL	2	3400	80	.02	280	.08*	
WBT	4	6800	3070	.47*	2690	.43	
WBR	0	0	100		230		
Right Turn Adjustment		SBR	.01*	Multi	.10*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.82		.96		

27. El Regateo & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1.5		330	.10*	490	.14*	
NBT	1.5	5100	30	.05	20	.11	
NBR	0		60		170		
SBL	0.5		30		70		
SBT	1.5	3400	10	.02*	40	.06*	
SBR	0		70	.04	170	.10	
EBL	1	1700	180	.11*	110	.06	
EBT	4	6800	2100	.31	3260	.48*	
EBR	1	1700	230	.14	270	.16	
WBL	1	1700	290	.17	230	.14*	
WBT	4	6800	2850	.44*	2550	.39	
WBR	0	0	130		70		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.72		.87

28. Los Altos & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		230		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1860	.30	3390	.50*	
EBR	0	0	160		20		
WBL	1	1700	290	.17	90	.05*	
WBT	4	6800	3210	.51*	2400	.36	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.93		

29. Bellojente & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
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	1830	.27	3730	.55*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3750	.56*	2410	.36	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.71		.68		

30. Marguerite & Crown Valley

TOTAL CAPACITY UTILIZATION 1.12 1.02

32. Golden Lantern & P. Colinas

2025 FEC Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	2250	.66*	920	.27
NBR	1	1700	1100	.65	620	.36
SBL	1	1700	370	.22*	240	.14
SBT	2	3400	800	.24	1510	.45*
SBR	0	0	10		10	
EBL	1	1700	20	.01*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1.5		370		1030	
WBT	0.5	3400	10	.11*	10	.31*
WBR	1	1700	210	.12	260	.15
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.05 .83

33. Cabot & P. Colinas

2025 FEC Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	120	.04*	140	.04*
SBT	0	0	0		0	
SBR	2	3400	320	.09	670	.20
EBL	1	1700	470	.28*	270	.16*
EBT	2	3400	860	.25	510	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	330	.14*	680	.23*
WBR	0	0	140		110	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .51 .52

34. Cm Capistrano & P. Colinas

2025 FEC Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	0	0	0		0	
NBT	0.5	3400	300	{.18}*	300	{.32}*
NBR	1.5		450	{.10}	1080	
SBL	1	1700	30	.02*	70	.04*
SBT	1	1700	150	.09	420	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		670		760	
WBT	0	3400	0	.22*	0	.24*
WBR	0.5		80		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.47		.65

TOTAL CAPACITY UTILIZATION .47 .65

35. Camino Capistrano & Avery

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	1	1700	20	.01*	80	.05*	
NBR	1	1700	130	.08	160	.09	
SBL	2	3400	790	.23*	1180	.35*	
SBT	1	1700	40	.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	220	.13*	100	.06*	
WBT	0	0	0		0		
WBR	2	3400	730	.21	1290	.38	
Right Turn Adjustment					WBR	.06*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.42		.57		

36. Marguerite & Avery

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	500	.29*	370	.22*	
NBT	2	3400	550	.16	530	.16	
NBR	d	1700	140	.08	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	420	.12*	800	.24*	
SBR	d	1700	430	.25	560	.33	
EBL	2	3400	620	.18*	900	.26*	
EBT	2	3400	200	.12	330	.19	
EBR	0	0	320	.19	320		
WBL	1	1700	20	.01	110	.06	
WBT	2	3400	140	.06*	240	.10*	
WBR	0	0	60		90		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.70		.87		

37. Gldn Lantern & Marina Hills

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	200	.12	180	.11*	
NBT	2	3400	1950	.57*	1170	.34	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	1040	.31	1860	.55*	
SBR	1	1700	230	.14	460	.27	
EBL	1.5		720	.21*	370	.11*	
EBT	1.5	5100	10	.01	10	.01	
EBR	1	1700	330	.19	200	.12	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.85		.83		

39. Cm Capistrano & J. Serra

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	1	1700	90	.05*	90	.05	
NBR	1	1700	1090	.64	870	.51	
SBL	1	1700	100	.06*	140	.08	
SBT	1	1700	80	.05	260	.15*	
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*	1140	.67*	
WBT	0	0	0		0		
WBR	1	1700	110	.06	190	.11	
Right Turn Adjustment		NBR	.21*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.87		.87		

40. Rancho Viejo & J. Serra

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	480	.14*	360	.11*	
NBT	2	3400	270	.08	220	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}* [*]	300	{.16}* [*]	
SBR	1.5		610		810		
EBL	1.5		740		500		
EBT	0.5	3400	30	.29*	10	.22*	
EBR	0		220		230		
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			.58		.55		

41. Cm Capistrano & Oso Road

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	50			70	{.04}* [*]
NBT	2	3400	1110	.34*	500	.17	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	470	.15	660	.24*	
SBR	0	0	50		160		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.48		.37

42. Cm Capistrano & Ortega

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	760	.45*	620	.36*	
NBR	1	1700	130	.08	80	.05	
SBL	1	1700	140	.08*	140	.08*	
SBT	1	1700	570	.34	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	260	.15*	380	.22*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	220	.13	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		.71		

43. Del Obispo & Ortega

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	50	.03*	90	.05*	
NBT	0	0	0		0		
NBR	2	3400	1180	.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	520	.18*	530	.19	
EBR	0	0	80		120		
WBL	2	3400	1240	.36*	1190	.35	
WBT	1	1700	780	.46	910	.54*	
WBR	0	0	0		0		
Right Turn Adjustment							
Clearance Interval							
TOTAL CAPACITY UTILIZATION			.67		.72		

44. Rancho Viejo & Ortega

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		370		590	.17*	
NBT	1.5	5100	180	.12*	110	.09	
NBR	0		60		40		
SBL	1.5		140		240		
SBT	0.5	3400	130	.08*	170	.12*	
SBR	1	1700	130	.08	170	.10	
EBL	1	1700	190	.11*	210	.12	
EBT	2	3400	1410	.41	1890	.56*	
EBR	1	1700	710	.42	480	.28	
WBL	1	1700	80	.05	70	.04*	
WBT	3	5100	1870	.37*	1400	.27	
WBR	1	1700	530	.31	140	.08	
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.73		.94		

45. La Novia & Ortega

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	330	.10*	230	.07*	
NBT	0	0	0		0		
NBR	1	1700	270	.16	360	.21	
SBL	0		0		0		
SBT	0		0		0		
SBR	0		0		0		
EBL	0		0		0		
EBT	2	3400	1200	.35	1950	.57*	
EBR	1	1700	340	.20	190	.11	
WBL	1	1700	400	.24	340	.20*	
WBT	2	3400	2080	.61*	1330	.39	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION							
			.76		.89		

47. Alipaz & Del Obispo

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	20		30		
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	790	.23	760	.22	
SBL	1	1700	90	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0	0	30		30		
EBL	1	1700	20	.01	30	.02	
EBT	2	3400	810	.25*	740	.23*	
EBR	0	0	40		40		
WBL	1	1700	560	.33*	590	.35*	
WBT	2	3400	760	.24	1310	.39	
WBR	0	0	40		30		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.69		

48. Cm Capistrano & Del Obispo

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	550	.16	440	.13*	
NBT	1	1700	750	.44*	440	.26	
NBR	1	1700	200	.12	300	.18	
SBL	1	1700	40	.02*	70	.04	
SBT	1	1700	500	.29	700	.41*	
SBR	1	1700	720	.42	570	.34	
EBL	1	1700	450	.26	380	.22*	
EBT	2	3400	980	.29*	770	.23	
EBR	1	1700	430	.25	420	.25	
WBL	1	1700	300	.18*	310	.18	
WBT	2	3400	650	.21	760	.24*	
WBR	0	0	60		40		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION							
			.98		1.05		

49. Cm Capistrano & San Juan C.

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	2	3400	760	.22*	850	.25*	
NBR	1	1700	520	.31	530	.31	
SBL	2	3400	220	.06*	590	.17*	
SBT	2	3400	750	.22	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		900		830	.24*	
WBT	0	5100	0	{.28}*	0		
WBR	1.5		580		530	{.18}	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.61		.71		

50. Valle & San Juan Creek

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	540	.32*	490	.29*	
NBT	0	0	0		0		
NBR	1	1700	290	.17	380	.22	
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	570	.34	
EBR	1	1700	360	.21	550	.32	
WBL	1	1700	270	.16	180	.11	
WBT	1	1700	950	.56*	870	.51*	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		.85		

51. La Novia & San Juan Creek

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	170	.10*	160	.09*	
NBT	1	1700	260	.21	140	.11	
NBR	0	0	90		50		
SBL	1	1700	230	.14	220	.13	
SBT	1	1700	140	.44*	230	.39*	
SBR	0	0	610		440		
EBL	1	1700	360	.21*	400	.24*	
EBT	1	1700	230	.14	310	.18	
EBR	1	1700	60	.04	130	.08	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	400	.24*	280	.16*	
WBR	1	1700	320	.19	220	.13	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.04		.93		

53. Del Obispo & Del Avion

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	190	.11*	170	.10*	
NBT	2	3400	220	.13	360	.17	
NBR	0	0	350	.21	230		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	250	.15*	360	.21*	
SBR	0	0	470	.28	540	.32	
EBL	1.5		310		250		
EBT	1.5	5100	410	.14*	260	.13*	
EBR	0		10		170		
WBL	1	1700	360	.21*	180	.11*	
WBT	2	3400	250	.11	130	.08	
WBR	0	0	110		130		
Right Turn Adjustment			SBR	.02*	SBR	.01*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.68		.61		

54. Alipaz & Del Avion

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	10	40	{.02}*		
NBT	1	1700	70	.05*	50	.05	
NBR	0	0	0	0			
SBL	0	0	0	0			
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	350	.21	200	.12	
EBL	1	1700	520	.31*	380	.22*	
EBT	0	0	0	0			
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0	0			
WBT	0	0	0	0			
WBR	0	0	0	0			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.41		.35		

55. Del Obispo & Stonehill

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1	1700	80	.05	140	.08	
NBT	2	3400	200	.09*	390	.16*	
NBR	0	0	110		140		
SBL	1	1700	330	.19*	260	.15*	
SBT	2	3400	430	.16	520	.19	
SBR	0	0	120		120		
EBL	1	1700	140	.08	230	.14	
EBT	1	1700	830	.55*	650	.45*	
EBR	0	0	110		110		
WBL	1	1700	90	.05*	230	.14*	
WBT	2	3400	490	.14	950	.28	
WBR	1	1700	220	.13	530	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		.95		

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1.5	840		1190			
SBT	0	5100	0	{.30}* [*]	0	{.46}* [*]	
SBR	1.5	830		1300			
EBL	0	0	0	0			
EBT	3	5100	1880	.37*	1850	.36*	
EBR	f	190		210			
WBL	0	0	0	0			
WBT	3	5100	1340	.26	1170	.23	
WBR	f	690		840			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.87		

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1.5			110	.03*	330	{.18}* [*]
NBT	0	5100	0	0		0	.18
NBR	1.5			110	{.00}	600	
SBL	0	0	0	0		0	
SBT	0	0	0	0		0	
SBR	0	0	0	0		0	
EBL	0	0	0	0		0	
EBT	3	5100	1120	.22	2510	.49*	
EBR	f	1600		520			
WBL	0	0	0	0		0	
WBT	3	5100	1920	.38*	1680	.33	
WBR	f	1490		740			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.46		.72		

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	110	.06*	220	.13*	
NBT	0	0	0		0		
NBR	2	3400	430	.13	520	.15	
SBL	1.5		210	.12	540		
SBT	1.5	5100	210	.12*	300	.23*	
SBR	0		280	.16	350		
EBL	0	0	0		0		
EBT	2	3400	970	.29*	970	.29*	
EBR	1	1700	110	.06	180	.11	
WBL	1	1700	200	.12*	230	.14*	
WBT	2	3400	560	.27	790	.36	
WBR	0	0	370		430		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.64		.84		

103. I-5 NB/Muirlands & La Paz

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5				80	.05	90
NBT	1	6800	900	.26*	240	{ .08}* <td></td>	
NBR	1.5				130		330
SBL	2	3400	560	.16*	1030	.30*	
SBT	0	0	0		0		
SBR	2	3400	440	.13	310	.09	
EBL	2	3400	210	.06*	310	.09*	
EBT	2	3400	850	.25	1150	.34	
EBR	f		410		340		
WBL	0	0	0		0		
WBT	3	5100	1290	.35*	1100	.32*	
WBR	0	0	490		550		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.88		.84		

104. I-5 SB Ramps & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	790	.23*	1160	.34*	
SBT	0	0	0		0		
SBR	1	1700	320	.19	500	.29	
EBL	0	0	0		0		
EBT	3	5100	1160	.23	2050	.40*	
EBR	f		440		810		
WBL	0	0	0		0		
WBT	3	5100	2070	.41*	1720	.34	
WBR	f		700		360		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.79		

105. I-5 NB Ramps & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	530	.31*	560	.33*	
NBT	0	0	0		0		
NBR	1	1700	280	.16	550	.32	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1690	.33	2610	.51*	
EBR	f		380		600		
WBL	0	0	0		0		
WBT	3	5100	2230	.44*	1520	.30	
WBR	f		1280		750		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.80		.89		

106. I-5 SB Ramps & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	0	0	0	0		NBL	1.5	670	{ .26}*	210	.12*		
NBT	0	0	0	0		NBT	0	5100	0	.26	0		
NBR	0	0	0	0		NBR	1.5	650		650	.19		
SBL	2.5	1240	.24*	1810	.35*	SBL	0	0	0	0			
SBT	0	8500	0	0		SBT	0	0	0	0			
SBR	2.5	790	.23	1230	{ .29}	SBR	0	0	0	0			
EBL	0	0	0	0		EBL	0	0	0	0			
EBT	4	6800	1730	.25	2570	.38*	EBT	2.5	6800	2280	.45*	3370	.66*
EBR	1	1700	320	.19	480	.28	EBR	1.5	720	.42	980	.58	
WBL	2	3400	560	.16	570	.17*	WBL	0	0	0	0		
WBT	3	5100	2130	.42*	1760	.35	WBT	3	5100	2030	.40	2110	.41
WBR	0	0	0	0		WBR	f	1490		1630			
Clearance Interval		.05*		.05*		Right Turn Adjustment		NBR		.07*			
TOTAL CAPACITY UTILIZATION		.71		.95		Clearance Interval		.05*		.05*			

107. I-5 NB Ramps & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	1.5	670	{ .26}*	210	.12*	NBL	1.5	650		650	.19		
NBT	0	0	0	0		NBT	0	0	0	0			
NBR	1.5	650		650	.19	NBR	1.5	720	.42	980	.58		
SBL	0	0	0	0		SBL	0	0	0	0			
SBT	0	0	0	0		SBT	0	0	0	0			
SBR	0	0	0	0		SBR	0	0	0	0			
EBL	0	0	0	0		EBL	1	1700	370	.22*	500	.29*	
EBT	2	3400	620	.27*	990	.40	EBT	2	3400	720	.21	1110	.33
EBR	0	0	290	360		EBR	0	0	0	0			
WBL	1	1700	330	.19*	190	.11	WBL	0	0	0	0		
WBT	1	1700	730	.43	1040	.61*	WBT	1	1700	740	.44*	820	.48*
WBR	0	0	0	0		WBR	1	1700	360	.21	340	.20	
Clearance Interval		.05*		.05*		Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.71		.95		TOTAL CAPACITY UTILIZATION		.76		.90			

108. I-5 SB Ramps & Avery

2025 FEC Alt. (Committed w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	0	0	0	0		NBL	1	1700	320	.19*	410	.24*	
NBT	0	0	0	0		NBT	0	0	0	0			
NBR	0	0	0	0		NBR	1	1700	440	.26	440	.26	
SBL	1.5	450		620		SBL	0	0	0	0			
SBT	0	3400	0	.20*	0	.28*	SBT	0	0	0	0		
SBR	0.5	230		340		SBR	0	0	0	0			
EBL	0	0	0	0		EBL	1	1700	370	.22*	500	.29*	
EBT	2	3400	620	.27*	990	.40	EBT	2	3400	720	.21	1110	.33
EBR	0	0	290	360		EBR	0	0	0	0			
WBL	1	1700	330	.19*	190	.11	WBL	0	0	0	0		
WBT	1	1700	730	.43	1040	.61*	WBT	1	1700	740	.44*	820	.48*
WBR	0	0	0	0		WBR	1	1700	360	.21	340	.20	
Clearance Interval		.05*		.05*		Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.71		.94		TOTAL CAPACITY UTILIZATION		.90		1.06			

109. I-5 NB Ramps & Avery

2025 FEC Alt. (Committed w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	1	1700	320	.19*	410	.24*	NBL	1	1700	320	.19*	410	.24*
NBT	0	0	0	0	0		NBT	0	0	0	0		
NBR	1	1700	440	.26	440	.26	NBR	1	1700	440	.26	440	.26
SBL	0	0	0	0		SBL	0	0	0	0			
SBT	0	0	0	0		SBT	0	0	0	0			
SBR	0	0	0	0		SBR	0	0	0	0			
EBL	1	1700	370	.22*	500	.29*	EBL	1	1700	370	.22*	500	.29*
EBT	2	3400	720	.21	1110	.33	EBT	2	3400	720	.21	1110	.33
EBR	0	0	0	0		EBR	0	0	0	0			
WBL	0	0	0	0		WBL	0	0	0	0			
WBT	1	1700	740	.44*	820	.48*	WBT	1	1700	740	.44*	820	.48*
WBR	1	1700	360	.21	340	.20	WBR	1	1700	360	.21	340	.20
Clearance Interval		.05*		.05*		Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.71		.94		TOTAL CAPACITY UTILIZATION		.90		1.06			

110. I-5 SB Ramps & J. Serra

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		250		310		
SBT	0	5100	0	{.08}* ¹	0	{.12}* ¹	
SBR	1.5		580		730		
EBL	0	0	0		0		
EBT	2	3400	1060	.31*	860	.25*	
EBR	d	1700	130	.08	150	.09	
WBL	1	1700	260	.15*	410	.24*	
WBT	2	3400	380	.11	590	.17	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.66		

111. I-5 NB Ramps & J. Serra

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	50	.01*	120	.04*	
NBT	0	0	0		0		
NBR	1	1700	340	.20	220	.13	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	670	.20*	650	.19*	
EBT	2	3400	640	.19	520	.15	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	580	{.21}* ¹	870	.26*	
WBR	1.5		520		310	.18	
Right Turn Adjustment		NBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.54		

112. I-5 SB Ramps & Ortega

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1170		1350		
SBT	0	5100	0	{.37}* ¹	0	{.41}* ¹	
SBR	1.5		1000		1040		
EBL	0	0	0		0		
EBT	3	5100	1530	.33*	1600	.37*	
EBR	0	0	170		270		
WBL	1	1700	340	.20*	320	.19*	
WBT	2	3400	1030	.30	1070	.31	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.95		1.02		

113. I-5 NB Ramps & Ortega

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		280		290		
NBT	0	3400	0	{.24}* ¹	0	.23*	
NBR	1.5		580		500		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	840	.25*	830	.24	
EBT	2	3400	1850	.54	2110	.62*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1090	.32*	1100	.32	
WBR	1	1700	1260	.74	1160	.68	
Right Turn Adjustment		WBR		.30*	WBR	.17*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.16		1.07		

114. Cm Capistrano & I-5 SB

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1080	.32*	960	.29*	
NBR	0	0	10		20		
SBL	2	3400	660	.19*	590	.17*	
SBT	2	3400	980	.29	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		830	.24*	1140	.34*	
WBT	0	5100	0		0		
WBR	1.5		200		420	.25	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.80		.85	

115. Valle & La Novia/I-5 NB

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	220	.13*	120	.07*	
NBT	1	1700	120	.07	140	.08	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	210	.16*	270	.27*	
SBR	1	1700	320	.19	270	.16	
EBL	1	1700	500	.29*	600	.35*	
EBT	1	1700	50	.06	160	.14	
EBR	0	0	60		70		
WBL	0	0	50		50		
WBT	1	1700	300	.21*	90	.08*	
WBR	1	1700	210	.12	110	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.84		.82	

116. Cm Capistrano & Stonehill

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	310	.09	400	.12	
NBT	1	1700	760	.64*	440	.60*	
NBR	0	0	330		580		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	630	.19	1050	.31	
SBR	1	1700	820	.48	1240	.73	
EBL	1	1700	650	.38*	430	.25	
EBT	1	1700	620	.36	900	.53*	
EBR	1	1700	270	.16	470	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.11		1.34	

117. I-5 SB Ramps & Las Ramblas

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	310	.09*	360	.11*	
SBT	0	0	0		0		
SBR	f				550	620	
EBL	0	0	0		0		
EBT	2	3400	540	.16	640	.19	
EBR	f				890	1310	
WBL	0	0	0		0		
WBT	1	1700	310	.18*	320	.19*	
WBR	f				210	160	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.32		.35	

118. I-5 NB Ramps & Las Ramblas

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	70		80		
NBT	1	1700	10	.05*	30	.06*	
NBR	1	1700	120	.07	170	.10	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	420	.12	570	.17*	
EBR	f		380		310		
WBL	0	0	0		0		
WBT	3	5100	680	.14*	540	.11	
WBR	0	0	10		10		
Right Turn Adjustment		SBR	.02*		NBR	.04*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .28 .33

150. Greenfield & SR-73 SB Ramps

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1090	.42*	670	.27*	
NBR	0	0	340		260		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	340	.10	410	.12	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}* [*]	0	{.21}* [*]	
EBR	1.5		560		890		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .54

151. Greenfield & SR-73 NB Ramps

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	1050	.31*	600	.18*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	80	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	300	.18*	340	.20*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .59 .48

152. SR-241 SB & S. Margarita

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	360		380		
NBT	1	1700	10	.22*	10	.23*	
NBR	2	3400	540	.16	1690	.50	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1800	.35	2550	.50*	
EBR	1	1700	150	.09	110	.06	
WBL	2	3400	40	.01	20	.01*	
WBT	3	5100	2330	.46*	1300	.26	
WBR	0	0	20		10		
Right Turn Adjustment					NBR	.26*	
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .79 1.08

153. SR-241 NB & S. Margarita

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		80	.02*	30	{ .01}* [*]	
NBT	0	5100	0		0	.01	
NBR	1.5		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	520	.31*	440	.26	
EBT	3	5100	1850	.36	3910	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2300	.45*	1300	.25	
WBR	1	1700	2620	1.54	730	.43	
Right Turn Adjustment			WBR	1.07*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.90		.83		

154. SR-241 SB Ramps & Antonio

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		180	.05*	820	.24*	
SBT	0	5100	0		0		
SBR	1.5		150	{ .00}	480	{ .12}	
EBL	0	0	0		0		0
EBT	3	5100	1360	.27*	1630	.32*	
EBR	1	1700	30	.02	100	.06	
WBL	1	1700	170	.10*	170	.10*	
WBT	3	5100	1270	.25	1010	.20	
WBR	0	0	0		0		0
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.47		.71

155. SR-241 NB Ramps & Antonio

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		100	.03*	30	.02*	
NBT	0	5100	0		0		
NBR	1.5		170	{ .00}	140	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	660	.39*	190	.11	
EBT	3	5100	880	.17	2240	.44*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1340	.26*	1170	.23	
WBR	1	1700	1500	.88	220	.13	
Right Turn Adjustment			WBR	.60*	NBR	.02*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.33		.53		

156. SR-241 SB Ramps & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		70	.02*	230		
SBT	0	5100	0		0		.11*
SBR	1.5		20	.01	310		
EBL	0	0	0		0		
EBT	2	3400	970	.29	860	.25	
EBR	1	1700	390	.23	720	.42	
WBL	2	3400	150	.04	90	.03	
WBT	2	3400	1680	.49*	1050	.31*	
WBR	0	0	0		0		
Right Turn Adjustment					EBC	.06*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.56		.53

157. SR-241 NB Ramps & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1.5		660	{ .21}*	490	{ .19}*	
NBT	0	3400	0	.21	0	.19	
NBR	0.5		50		150		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	410	.24*	30	.02	
EBT	2	3400	630	.19	1050	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1180	.35*	620	.18	
WBR	1	1700	430	.25	80	.05	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.85		.55		

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	90	.06*	50	.03*	
NBT	1	1600	20	.01	30	.02	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	50	.04*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	20	.01	10	.01	
EBT	2	3200	20	.01*	80	.05*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	70	.03	50	.02	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.01*			

TOTAL CAPACITY UTILIZATION .15 .13

60. La Pata & Vista Hermosa

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	530	.17*	670	.21*	
NBT	3	4800	120	.03	230	.05	
NBR	1	1600	250	.16	440	.28	
SBL	1	1600	30	.02	10	.01	
SBT	3	4800	30	.01*	10	.00*	
SBR	1	1600	10	.01	10	.01	
EBL	1	1600	30	.02	40	.03	
EBT	2	3200	450	.14*	830	.26*	
EBR	1	1600	550	.34	370	.23	
WBL	1	1600	520	.33*	280	.18*	
WBT	2	3200	1030	.34	730	.24	
WBR	0	0	60		40		
Right Turn Adjustment			EBR	.07*			

TOTAL CAPACITY UTILIZATION .72 .65

61. Talega & Vista Hermosa

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.10*	
NBR	0	0	50		130		
SBL	1	1600	340	.21	140	.09*	
SBT	0.5	3200	20	{.27}* [*]	20	{.08}	
SBR	1.5		1020		530		
EBL	2	3200	440	.14*	760	.24*	
EBT	2	3200	120	.04	150	.05	
EBR	0	0	10		10		
WBL	1	1600	90	.06	100	.06	
WBT	2	3200	230	.14*	240	.15*	
WBR	0	0	240	.15	380	.24	
Right Turn Adjustment			WBR	.02*			

TOTAL CAPACITY UTILIZATION .56 .60

62. Vera Cruz & Los Mares

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	400	.25*	190	.12*	
NBT	1	1600	10	.04	10	.06	
NBR	0	0	60		90		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01	
EBT	2	3200	60	.02*	170	.05*	
EBR	1	1600	370	.23	460	.29	
WBL	1	1600	80	.05*	30	.02*	
WBT	2	3200	130	.04	180	.06	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.02*	EBR	.15*	

TOTAL CAPACITY UTILIZATION .37 .36

63. Vera Cruz & Vista Hermosa

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01	110	.07	
NBT	2	3200	80	.03*	330	.11*	
NBR	0	0	20		10		
SBL	1	1600	620	.39*	380	.24*	
SBT	2	3200	440	.18	140	.08	
SBR	0	0	120		110		
EBL	1	1600	80	.05	90	.06*	
EBT	2	3200	1370	.45*	1160	.37	
EBR	0	0	70		30		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	1060	.38	1170	.53*	
WBR	0	0	170		520		
TOTAL CAPACITY UTILIZATION			.88		.94		

64. La Pata & Pico

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	60	.04*	310	.19	
NBT	2	3200	260	.08	590	.18*	
NBR	1	1600	230	.14	790	.49	
SBL	2	3200	280	.09	320	.10*	
SBT	2	3200	600	.19*	160	.05	
SBR	f		280		350		
EBL	1	1600	360	.23*	360	.23*	
EBT	3	4800	740	.15	1080	.23	
EBR	1	1600	410	.26	130	.08	
WBL	2	3200	650	.20	250	.08	
WBT	2.5	6400	840	{.18}*	840	{.19}*	
WBR	1.5		410	{.14}	480		
Right Turn Adjustment	EBR		.02*	NBR	.17*		
TOTAL CAPACITY UTILIZATION			.66		.87		

65. Vista Hermosa & Pico

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	20	.01	210	.13*	
NBT	2	3200	10	.01*	70	.03	
NBR	0	0	10		10		
SBL	2	3200	360	.11*	290	.09	
SBT	1	1600	60	.04	10	.01*	
SBR	1	1600	290	.18	60	.04	
EBL	2	3200	160	.05*	520	.16*	
EBT	3	4800	850	.18	1700	.35	
EBR	1	1600	260	.16	30	.02	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1600	.40*	1330	.36*	
WBR	0	0	330		390		
Right Turn Adjustment	SBR		.03*				
TOTAL CAPACITY UTILIZATION			.60		.66		

66. PCH & Camino Capistrano

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1600	490	.31*	600	.38	
NBR	1	1600	280	.18	400	.25	
SBL	1	1600	110	.07*	240	.15	
SBT	1	1600	480	.30	1150	.72*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	300	.19*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	100	.06	
TOTAL CAPACITY UTILIZATION			.57		.88		

67. El Camino Real & Pico

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	500	.19*	540	.25*	
NBR	0	0	110		270		
SBL	1	1600	440	.28*	580	.36*	
SBT	2	3200	420	.14	830	.28	
SBR	0	0	20		80		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	180	.13*	140	.11*	
EBR	0	0	20		30		
WBL	1	1600	160	.10*	360	.23*	
WBT	1	1600	80	.05	160	.10	
WBR	1	1600	350	.22	470	.29	

TOTAL CAPACITY UTILIZATION .70 .95

68. El Cm. Real & Cristianitos

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	140	.09*	150	.09*	
SBT	0	0	0		0		
SBR	1	1600	70	.04	130	.08	
EBL	1	1600	90	.06*	130	.08*	
EBT	1	1600	320	.20	210	.13	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	330	.21*	610	.38*	
WBR	1	1600	30	.02	170	.11	

TOTAL CAPACITY UTILIZATION .36 .55

119. I-5 SB Ramps & Estrella

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	760	.24*	1050	.33*	
SBT	0	0	0		0		
SBR	1	1600	340	.21	370	.23	
EBL	0	0	0		0		
EBT	2	3200	550	.17*	770	.24*	
EBR	1	1600	320	.20	290	.18	
WBL	1	1600	450	.28*	510	.32*	
WBT	2	3200	380	.12	540	.17	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .69 .89

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		180		280		
NBT	0	3200	0	.16*	0	.27*	
NBR	1.5		330		580		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	930	.19*	1450	.30*	
EBR	1	1600	390	.24	380	.24	
WBL	0	0	0		0		
WBT	3	4800	480	.10	1270	.26	
WBR	f		1140		960		

TOTAL CAPACITY UTILIZATION .35 .57

121. I-5 SB Ramps & Vista Hermosa

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1280	.40*	1240	.39*	
SBT	0	4800	0		0		
SBR	1.5		210	.13	390	.24	
EBL	1	1600	10	.01	50	.03*	
EBT	3	4800	350	.07*	450	.09	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	160	.05	390	.12*	
WBR	f		180		320		
TOTAL CAPACITY UTILIZATION			.47		.54		

122. I-5 NB Ramps & Vista Hermosa

2025 FEC Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
			VOL	V/C	VOL	V/C		
NBL	1.5				20	.01*	10	.01*
NBT	0	4800	0		0		0	
NBR	1.5				160	.05	220	.07
SBL	0	0	0		0		0	
SBT	0	0	0		0		0	
SBR	0	0	0		0		0	
EBL	0	0	0		0		0	
EBT	2	3200	1480	.46*	1480	.46*	1480	.46*
EBR	f				150		200	
WBL	0	0	0		0		0	
WBT	1.5	4800	310	.19	700		.38	
WBR	1.5		1470	.46	1130			
Right Turn Adjustment			NBR		.04*		NBR	.06*
TOTAL CAPACITY UTILIZATION			.51				.53	

123. I-5 SB Ramps & Pico

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1480	.46*	880	.28*	
SBT	0	4800	0		0		
SBR	1.5		210		470	{ .00 }	
EBL	0	0	0		0		
EBT	3	4800	1000	.21*	1270	.26*	
EBR	1	1600	130	.08	390	.24	
WBL	1	1600	320	.20*	740	.46*	
WBT	2	3200	440	.14	930	.29	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.87		1.00		

124. I-5 NB Ramps & Pico

2025 FEC Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
			VOL	V/C	VOL	V/C		
NBL	1	1600	80	.05*	250	.16*		
NBT	0	0	0		0			
NBR	2	3200	650	.20	600	.19		
SBL	0	0	0		0			
SBT	0	0	0		0			
SBR	0	0	0		0			
EBL	1	1600	290	.18	380	.24		
EBT	2	3200	2190	.68*	1750	.55*		
EBR	0	0	0		0			
WBL	0	0	0		0			
WBT	3	4800	660	.14	1390	.29		
WBR	f		1100		1300			
Right Turn Adjustment			NBR		.15*		NBR	.03*
TOTAL CAPACITY UTILIZATION			.88				.74	

125. I-5 SB Ramp & E1 Cm Real

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	120	.08	130	.08	
NBT	0	0	0		0		
NBR	1	1600	200	.13	130	.08	
SBL	1	1600	220	.14*	380	.24*	
SBT	1	1600	70	.04	160	.10	
SBR	1	1600	160	.10	230	.14	
EBL	0	0	0		0		
EBT	2	3200	330	.13*	720	.26*	
EBR	0	0	90		110		
WBL	1	1600	20	.01*	50	.03*	
WBT	2	3200	390	.12	510	.16	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.14*		NBR	.06*	
TOTAL CAPACITY UTILIZATION			.42		.59		

126. I-5 NB Ramps & E1 Cm Real

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	80	.05*	220	.14*	
NBT	0	0	0		0		
NBR	1	1600	30	.02	70	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	150	.09*	130	.08*	
EBT	2	3200	460	.14	880	.28	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	340	.21*	400	.20*	
WBR	0	0	400	.25	250		
TOTAL CAPACITY UTILIZATION					.35		.42

127. I-5 SB Ramps & Cristianitos

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	180	.11*	170	.11*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	90	.06	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.25		.33		

128. I-5 NB Ramps & Cristianitos

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	30	.02*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	270	.17	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	140	.09*	80	.05*	
EBT	1	1600	150	.09	200	.13	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	130	.25*	270	.46*	
WBR	0	0	270		470		
TOTAL CAPACITY UTILIZATION					.36		.54

129. I-5 SB Ramps & Baseline

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.08*			

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Baseline

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment					NBR	.02*	

TOTAL CAPACITY UTILIZATION .24 .39

174. Cristianitos & SR-241 Ramps

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	1	1600	270	.17*	110	.07	
NBR	1	1600	200	.13	250	.16	
SBL	1	1600	10	.01*	10	.01	
SBT	1	1600	80	.05	360	.23*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	280	.18*	420	.26*	
WBT	0	0	0		0		
WBR	1	1600	10	.01	10	.01	

TOTAL CAPACITY UTILIZATION .36 .49

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	950	.28*	830	.24*	
NBT	3	5100	1010	.20	810	.16	
NBR	1	1700	480	.28	570	.34	
SBL	2	3400	170	.05	130	.04	
SBT	3	5100	1100	.22*	1100	.22*	
SBR	f		1020		560		
EBL	2	3400	760	.22*	930	.27	
EBT	3	5100	820	.16	1420	.28*	
EBR	1	1700	630	.37	740	.44	
WBL	2	3400	820	.24	690	.20*	
WBT	3	5100	1130	.22*	640	.13	
WBR	1	1700	330	.19	100	.06	
Right Turn Adjustment		EBR	.17*	EBR	.16*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.16		1.15		

31. Antonio & Crown Valley

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	1100	.32*	1170	.34*	
NBT	3	5100	1620	.32	1230	.24	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1210	.24*	1400	.27*	
SBR	f		1030		950		
EBL	2	3400	710	.21*	1080	.32*	
EBT	0	0	0		0		
EBR	2	3400	630	.19	1250	.37	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.05*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.82		1.03		

46. Antonio/La Pata & Ortega

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	60	.04	
NBT	1	1700	10	.01*	50	.04*	
NBR	0	0	10		20		
SBL	1	1700	70	.04*	140	.08*	
SBT	2	3400	40	.02	10	.01	
SBR	0	0	1750	1.03	1050	.62	
EBL	2	3400	870	.26*	1450	.43*	
EBT	1	1700	230	.14	690	.41	
EBR	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01	
WBT	1	1700	460	.27*	410	.24*	
WBR	1	1700	120	.07	90	.05	
Right Turn Adjustment		SBR	1.00*	SBR	.54*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.63		1.38		

74. Antonio & North River

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	50	.03	120	.07	
NBT	3	5100	380	.07*	600	.12*	
NBR	f		500		1060		
SBL	2	3400	1200	.35*	1420	.42*	
SBT	3	5100	700	.14	560	.11	
SBR	d	1700	40	.02	170	.10	
EBL	1	1700	170	.10	80	.05	
EBT	1	1700	110	.06*	80	.05*	
EBR	1	1700	160	.09	80	.05	
WBL	2	3400	930	.27*	660	.19*	
WBT	1	1700	40	.02	110	.06	
WBR	f		1440		1590		
Right Turn Adjustment			EBR	.03*			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.83		.83		

160. SR-241 SB Ramps & C St

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		140	.08*	490		
SBT	0	5100	0		0	.23*	
SBR	1.5		340	.10	670		
EBL	0	0	0		0		
EBT	2	3400	1050	.31*	800	.24*	
EBR	0	0	0		10		
WBL	1	1700	50	.03*	40	.02*	
WBT	2	3400	360	.11	400	.12	
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.54		

161. SR-241 NB Ramps & C St

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.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	740	.22*	390	.11	
EBT	2	3400	460	.14	900	.26*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	380	.11*	440	.13	
WBR	1	1700	480	.28	230	.14	
Right Turn Adjustment		Multi		.18*	NBR	.03*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.57		.57		

162. SR-241 SB & North River

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1700	100	.06*	350	.21*	
SBT	0	0	0		0		
SBR	1	1700	30	.02	420	.25	
EBL	0	0	0		0		
EBT	2	3400	700	.26*	560	.21*	
EBR	0	0	190		150		
WBL	0	0	0		0		
WBT	2	3400	580	.17	540	.16	
WBR	1	1700	570	.34	390	.23	
Right Turn Adjustment		WBR		.08*	Multi	.06*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.45		.53		

163. SR-241 NB & North River

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	60	.04*	130	.08*	
NBT	0	0	0		0		
NBR	1	1700	350	.21	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	510	.15	860	.25	
EBR	1	1700	290	.17	50	.03	
WBL	0	0	0		0		
WBT	2	3400	1090	.46*	800	.30*	
WBR	0	0	480		210		
Right Turn Adjustment		NBR		.17*	NBR	.24*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.67		

169. SR-241 SB Ramps & Pico

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		240	.14*	310		
SBT	0	5100	0		0	.18*	
SBR	1.5		770	.23	590		
EBL	0	0	0		0		
EBT	2	3400	980	.29*	1660	.49*	
EBR	1	1700	90	.05	190	.11	
WBL	1	1700	90	.05*	100	.06*	
WBT	2	3400	970	.29	830	.24	
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.09*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.78		

170. SR-241 NB Ramps & Pico

2025 FEC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	40	.02*	70	.04*	
NBT	0	0	0		0		
NBR	1	1700	70	.04	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	760	.22*	1270	.37*	
EBR	1	1700	460	.27	700	.41	
WBL	1	1700	380	.22*	240	.14*	
WBT	2	3400	1020	.30	860	.25	
WBR	0	0	0		0		
Right Turn Adjustment		Multi	.07*	Multi	.05*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.65		

ICU Data Set 9

**2025 FEC-Initial and Ultimate Alternatives
(Buildout Circulation System with Proposed RMV Plan)**

1. Muirlands & Alicia

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1160	.34*	650	.19	
NBR	1	1700	460	.27	290	.17	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	590	.17	840	.25*	
SBR	1	1700	460	.27	630	.37	
EBL	2	3400	40	.01*	550	.16*	
EBT	3	5100	1570	.31	2430	.48	
EBR	1	1700	130	.08	230	.14	
WBL	2	3400	150	.04	200	.06	
WBT	3	5100	2330	.46*	1990	.39*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.03*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.93		.94		

2. Jeronimo & Alicia

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	500	.15	250	.07*	
NBT	2	3400	870	.28*	450	.16	
NBR	0	0	70		90		
SBL	2	3400	70	.02*	60	.02	
SBT	2	3400	420	.12	1010	.30*	
SBR	1	1700	320	.19	730	.43	
EBL	2	3400	480	.14*	360	.11	
EBT	3	5100	790	.15	1610	.32*	
EBR	d	1700	140	.08	440	.26	
WBL	2	3400	110	.03	160	.05*	
WBT	3	5100	1120	.22*	990	.19	
WBR	d	1700	70	.04	120	.07	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.71		.79

3. Trabuco & Alicia

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	190	.06	290	.09	
NBT	2	3400	820	.24*	630	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	210	.06*	720	.21*	
SBT	2	3400	430	.13	670	.20	
SBR	d	1700	90	.05	150	.09	
EBL	2	3400	180	.05*	170	.05	
EBT	3	5100	590	.12	1340	.26*	
EBR	d	1700	40	.02	170	.10	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1400	.27*	950	.19	
WBR	d	1700	480	.28	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.73		

4. Marguerite & Alicia

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	90	.05*	60	.04	
NBT	2	3400	330	.10	440	.13*	
NBR	d	1700	60	.04	100	.06	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	600	.18*	380	.11	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	200	.06*	450	.13	
EBT	2	3400	740	.22	1260	.37*	
EBR	d	1700	40	.02	80	.05	
WBL	1	1700	120	.07	80	.05*	
WBT	3	5100	1150	.23*	750	.15	
WBR	d	1700	60	.04	70	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.57		.65

5. Olympiad & Alicia

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	310	.18*	120	.07*
NBT	2	3400	390	.11	560	.16
NBR	d	1700	370	.22	370	.22
SBL	1	1700	20	.01	50	.03
SBT	2	3400	460	.15*	490	.16*
SBR	0	0	60		60	
EBL	1	1700	30	.02	110	.06
EBT	3	5100	760	.15*	990	.19*
EBR	d	1700	120	.07	260	.15
WBL	1	1700	410	.24*	380	.22*
WBT	3	5100	770	.15	730	.14
WBR	d	1700	10	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.77		.69

6. Santa Margarita & Alicia

7. Marquerite & Trabuco

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	630	.19*	580	.17*
NBT	2	3400	560	.16	620	.18
NBR	d	1700	30	.02	60	.04
SBL	1	1700	20	.01	110	.06
SBT	2	3400	820	.24*	470	.14*
SBR	d	1700	70	.04	70	.04
EBL	1	1700	50	.03*	130	.08
EBT	1	1700	20	.01	60	.04*
EBR	1	1700	540	.32	680	.40
WBL	1	1700	20	.01	130	.08*
WBT	2	3400	20	.01*	110	.03
WBR	d	1700	10	.01	120	.07
Right Turn Adjustment			EBR	.15*	EBR	.23*
Clearance Interval				.05*		.05*

8 Marguerite & Jeronimo

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	1	1700	360	.21*	270	.16*
NBT	2	3400	800	.24	1000	.29
NBR	d	1700	50	.03	150	.09
SBL	1	1700	90	.05	120	.07
SBT	2	3400	1100	.32*	860	.25*
SBR	d	1700	100	.06	90	.05
EBL	1	1700	160	.09*	100	.06
EBT	2	3400	140	.04	390	.11*
EBR	1	1700	350	.21	490	.29
WBL	1	1700	260	.15	80	.05*
WBT	2	3400	460	.14*	180	.05
WBR	d	1700	100	.06	90	.05
Right Turn Adjustment Clearance Interval					EBR	.06*
				.05*		.05*

9. Olympiad & Jeronimo

2025 FEC Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL V/C	VOL V/C				VOL V/C	VOL V/C				
NBL	1	1700	280	.16*	140	.08*	NBL	2	3400	230	.07*	340	.10*
NBT	2	3400	650	.19	850	.25	NBT	2	3400	830	.24	1080	.32
NBR	0	0	0		0		NBR	d	1700	150	.09	170	.10
SBL	0	0	0		0		SBL	2	3400	120	.04	200	.06
SBT	2	3400	670	.26*	700	.25*	SBT	2	3400	1000	.29*	1130	.33*
SBR	0	0	230		140		SBR	1	1700	170	.10	130	.08
EBL	1	1700	140	.08*	140	.08*	EBL	2	3400	230	.07*	350	.10
EBT	0	0	0		0		EBT	2	3400	320	.09	1100	.32*
EBR	1	1700	70	.04	200	.12	EBR	1	1700	110	.06	190	.11
WBL	0	0	0		0		WBL	2	3400	360	.11	190	.06*
WBT	0	0	0		0		WBT	2	3400	490	.14*	360	.11
WBR	0	0	0		0		WBR	d	1700	220	.13	100	.06
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.55		.46		TOTAL CAPACITY UTILIZATION			.62		.86	

10. Marguerite & La Paz

2025 FEC Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL V/C	VOL V/C				VOL V/C	VOL V/C				
NBL	2	3400	230	.07*	340	.10*	NBL	2	3400	830	.24	1080	.32
NBT	2	3400	150	.09	170	.10	NBT	d	1700	170	.10	170	.10
NBR	1	1700	120	.04	200	.12	SBL	2	3400	320	.09	1100	.32*
EBL	2	3400	1000	.29*	1130	.33*	EBT	2	3400	360	.11	190	.06*
EBT	1	1700	110	.06	190	.11	EBR	1	1700	110	.06	190	.11
EBR	2	3400	170	.10	130	.08	WBL	2	3400	220	.13	100	.06
WBL	2	3400	360	.11	190	.06*	WBT	2	3400	490	.14*	360	.11
WBT	d	1700	220	.13	100	.06	WBR	d	1700	50	.03	10	.01
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.86		TOTAL CAPACITY UTILIZATION			.62		.86	

11. Olympiad & La Paz

2025 FEC Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL V/C	VOL V/C				VOL V/C	VOL V/C				
NBL	1	1700	240	.14*	190	.11*	NBL	1.5	950		1250		
NBT	2	3400	910	.27	730	.21	NBT	0.5	3400	40	.29*	10	.37*
NBR	0	0	0		0		NBR	1	1700	630	.37	450	.26
SBL	0	0	0		0		SBL	1	1700	20	.01	20	.01
SBT	2	3400	600	.26*	690	.26*	SBT	1	1700	10	.01*	10	.01*
SBR	0	0	280		210		SBR	1	1700	10	.01	10	.01
EBL	1	1700	140	.08*	300	.18*	EBL	1	1700	80	.05	40	.02
EBT	0	0	0		0		EBT	3	5100	1190	.23*	1970	.39*
EBR	1	1700	100	.06	540	.32	EBR	1	1700	1280	.75	660	.39
WBL	0	0	0		0		WBL	2	3400	700	.21*	520	.15*
WBT	0	0	0		0		WBT	3	5100	1480	.29	990	.19
WBR	0	0	0		0		WBR	d	1700	50	.03	10	.01
Right Turn Adjustment				EBR	.06*		Right Turn Adjustment		EBR	.30*			
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.53		.66		TOTAL CAPACITY UTILIZATION			1.09		.97	

12. Empresa & Santa Margarita

2025 FEC Alt. (Buildout w/Proposed RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL V/C	VOL V/C				VOL V/C	VOL V/C				
NBL	1.5	950				NBL	1.5	950					
NBT	0.5	3400	40	.29*	10	.37*	NBT	0.5	3400	40	.29*	10	.37*
NBR	1	1700	630	.37	450	.26	NBR	1	1700	630	.37	450	.26
SBL	1	1700	20	.01	20	.01	SBL	1	1700	20	.01	20	.01
SBT	1	1700	10	.01*	10	.01*	SBT	1	1700	10	.01*	10	.01*
SBR	1	1700	10	.01	10	.01	SBR	1	1700	10	.01	10	.01
EBL	1	1700	80	.05	40	.02	EBL	1	1700	80	.05	40	.02
EBT	3	5100	1190	.23*	1970	.39*	EBT	3	5100	1190	.23*	1970	.39*
EBR	1	1700	1280	.75	660	.39	EBR	1	1700	1280	.75	660	.39
WBL	2	3400	700	.21*	520	.15*	WBL	2	3400	700	.21*	520	.15*
WBT	3	5100	1480	.29	990	.19	WBT	3	5100	1480	.29	990	.19
WBR	d	1700	50	.03	10	.01	WBR	d	1700	50	.03	10	.01
Right Turn Adjustment				EBR	.30*		Right Turn Adjustment		EBR	.30*			
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*	
Note: Assumes N/S Split Phasing													
TOTAL CAPACITY UTILIZATION							TOTAL CAPACITY UTILIZATION						

13. Empresa & Banderas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1170	.40*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	600	.35*	
SBR	0	0	610	.36	780	.46	
EBL	1	1700	520	.31*	450	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		80	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		.73		

14. Empresa & Antonio

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			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		210		520		
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140		320		
EBL	2	3400	850	.25*	150	.04*	
EBT	3	5100	960	.19	1130	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	830	.16*	1010	.20*	
WBR	f		360		300		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.60		.47

15. Banderas & Antonio

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			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	450	.26	560	.33	
EBL	2	3400	390	.11	370	.11*	
EBT	3	5100	2330	.46*	1230	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1000	.20	1440	.30*	
WBR	0	0	40		90		
Right Turn Adjustment				SBR	.20*		
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION			.71		.69		

16. Cabot & Paseo De Valencia

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	630	.37*	380	.22*	
NBT	2	3400	510	.15	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	570	.18*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	320	.19	650	.38	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.20*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.51		.66

17. Cabot & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	210	.06	
NBT	2	3400	760	.22*	340	.10*	
NBR	1	1700	180	.11	760	.45	
SBL	2	3400	280	.08*	720	.21*	
SBT	2	3400	280	.08	670	.20	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	990	.19	1370	.27*	
EBR	1	1700	150	.09	130	.08	
WBL	2	3400	330	.10	360	.11*	
WBT	3	5100	1510	.30*	1260	.25	
WBR	1	1700	470	.28	440	.26	
Right Turn Adjustment					NBR	.27*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		1.01		

18. Marguerite & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	410	.12	240	.07	
NBT	2	3400	920	.27*	850	.25*	
NBR	1	1700	50	.03	100	.06	
SBL	2	3400	240	.07*	540	.16*	
SBT	2	3400	680	.20	950	.28	
SBR	1	1700	350	.21	180	.11	
EBL	2	3400	150	.04*	230	.07	
EBT	4	6800	1380	.20	1860	.27*	
EBR	d	1700	110	.06	400	.24	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2480	.36*	1520	.22	
WBR	d	1700	100	.06	210	.12	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.79			.77	

19. Felipe & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	100	.06	90	.05	
NBT	2	3400	400	.12*	470	.14*	
NBR	1	1700	60	.04	220	.13	
SBL	1	1700	330	.19*	530	.31*	
SBT	2	3400	430	.13	440	.13	
SBR	d	1700	130	.08	210	.12	
EBL	1	1700	150	.09*	240	.14	
EBT	3	5100	1540	.30	2220	.44*	
EBR	d	1700	90	.05	190	.11	
WBL	1	1700	290	.17	210	.12*	
WBT	3	5100	2050	.40*	1690	.33	
WBR	d	1700	580	.34	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.85		1.06		

21. Marguerite & Felipe

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	930	.27*	960	.28*	
NBR	d	1700	270	.16	820	.48	
SBL	1	1700	120	.07*	400	.24*	
SBT	2	3400	830	.24	900	.26	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		770		480		
WBT	0.5	3400	30	.24*	10	.14*	
WBR	1	1700	230	.14	130	.08	
Right Turn Adjustment					NBR	.09*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.68			.85	

22. Moulton & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	250	.07	
NBT	3	5100	1310	.26*	1420	.28*	
NBR	1	1700	400	.24	150	.09	
SBL	2	3400	190	.06*	260	.08*	
SBT	3	5100	780	.15	1340	.26	
SBR	1	1700	180	.11	160	.09	
EBL	2	3400	420	.12	250	.07	
EBT	3	5100	850	.21*	850	.21*	
EBR	0	0	220		200		
WBL	2	3400	210	.06*	360	.11*	
WBT	3	5100	600	.12	1010	.20	
WBR	1	1700	160	.09	140	.08	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.73		

23. Greenfield & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				40		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		20
SBL	2	3400	870	.26*	1130	.33*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	40	.02	450	.26	
EBL	2	3400	540	.16*	240	.07	
EBT	3	5100	870	.17	1330	.27*	
EBR	0	0	20			50	
WBL	1	1700	10	.01	70	.04*	
WBT	3	5100	1160	.23*	1230	.24	
WBR	1	1700	570	.34	1020	.60	
Right Turn Adjustment							WBR .11*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.76		.83		

24. Cabot & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03	110	.06*	
NBT	2	3400	260	.08*	230	.07	
NBR	1	1700	310	.18	180	.11	
SBL	2	3400	280	.08*	400	.12	
SBT	2	3400	130	.08	350	.17*	
SBR	0	0	150	.09	240		
EBL	2	3400	230	.07	300	.09	
EBT	3	5100	1680	.35*	2230	.44*	
EBR	0	0	130		10		
WBL	2	3400	310	.09*	620	.18*	
WBT	3	5100	1590	.31	2070	.41	
WBR	1	1700	370	.22	310	.18	
Right Turn Adjustment	NBR		.03*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.90		

25. Forbes & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	420	.25	
EBL	1	1700	300	.18*	250	.15*	
EBT	4	6800	1640	.26	2510	.39	
EBR	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2090	.50*	2450	.53*	
WBR	0	0	450		270		
Right Turn Adjustment							SBR .08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.85		.99		

26. Puerta Real & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2.5		30	.01	470		
NBT	0.5	5100	60	.04*	30	.10*	
NBR	1	1700	120	.07	350	.21	
SBL	1	1700	150	.09*	200	.12*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	550	.32	
EBL	2	3400	550	.16*	480	.14	
EBT	4	6800	2160	.34	3020	.50*	
EBR	0	0	170		380		
WBL	2	3400	70	.02	320	.09*	
WBT	4	6800	2970	.45*	2570	.41	
WBR	0	0	100		230		
Right Turn Adjustment		SBR	.01*	Multi	.10*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.96		

27. El Regateo & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		330	.10*	480	.14*	
NBT	1.5	5100	30	.05	20	.11	
NBR	0		60		170		
SBL	0.5		30		80		
SBT	1.5	3400	10	.02*	40	.07*	
SBR	0		70	.04	170	.10	
EBL	1	1700	180	.11*	110	.06	
EBT	4	6800	2020	.30	3190	.47*	
EBR	1	1700	230	.14	260	.15	
WBL	1	1700	270	.16	220	.13*	
WBT	4	6800	2740	.42*	2470	.37	
WBR	0	0	130		70		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.70		.86

28. Los Altos & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		220		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1790	.29	3300	.49*	
EBR	0	0	160		30		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3080	.50*	2310	.34	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.92		

29. Bellojente & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	3640	.54*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3620	.55*	2330	.35	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.67		

30. Marguerite & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	200	.06*	170	.05	
NBT	2	3400	550	.16	690	.20*	
NBR	1	1700	470	.28	620	.36	
SBL	2	3400	200	.06	570	.17*	
SBT	2	3400	750	.22*	610	.18	
SBR	1	1700	1040	.61	320	.19	
EBL	2	3400	540	.16*	990	.29	
EBT	4	6800	1220	.18	2470	.36*	
EBR	1	1700	70	.04	230	.14	
WBL	2	3400	680	.20	700	.21*	
WBT	4	6800	2480	.36*	1870	.28	
WBR	1	1700	600	.35	240	.14	
Right Turn Adjustment		SBR		.27*			
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.12 .99

32. Golden Lantern & P. Colinas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	10	.01	10	.01	
NBT	3	5100	2140	.42*	960	.19*	
NBR	2	3400	870	.26	370	.11	
SBL	1	1700	410	.24*	230	.14*	
SBT	3	5100	790	.16	1410	.28	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		170		730		
WBT	0.5	3400	10	.05*	10	.22*	
WBR	1	1700	180	.11	370	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
					.77		.61

33. Cabot & P. Colinas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	70	.02*	130	.04*	
SBT	0	0	0		0		
SBR	2	3400	220	.06	670	.20	
EBL	1	1700	500	.29*	230	.14*	
EBT	2	3400	650	.19	290	.09	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	150	.09*	460	.16*	
WBR	0	0	140		70		
Right Turn Adjustment			SBR		.05*		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
					.45		.44

34. Cm Capistrano & P. Colinas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0.5	3400	300	.18*	310	{.26}*	
NBR	1.5		250	.15	780		
SBL	1	1700	30	.02*	50	.03*	
SBT	1	1700	140	.08	470	.28	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		440		470		
WBT	0	3400	0	.15*	0	.15*	
WBR	0.5		80		50		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
					.40		.49

35. Camino Capistrano & Avery

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	40	.02*	40	.02*	
NBR	1	1700	560	.33	370	.22	
SBL	2	3400	570	.17*	920	.27*	
SBT	1	1700	20	.01	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	450	.26*	650	.38*	
WBT	0	0	0		0		
WBR	2	3400	520	.15	1030	.30	
Right Turn Adjustment		NBR		.11*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.61		.72		

36. Marguerite & Avery

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	500	.29*	350	.21*	
NBT	2	3400	550	.16	520	.15	
NBR	d	1700	150	.09	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	380	.11*	750	.22*	
SBR	d	1700	360	.21	660	.39	
EBL	2	3400	640	.19*	890	.26*	
EBT	2	3400	230	.14	320	.19	
EBR	0	0	320	.19	310		
WBL	1	1700	20	.01	140	.08	
WBT	2	3400	140	.06*	220	.09*	
WBR	0	0	60		90		
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.70	.83	

37. Gldn Lantern & Marina Hills

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	190	.11	150	.09*	
NBT	3	5100	1620	.32*	810	.16	
NBR	1	1700	520	.31	400	.24	
SBL	1	1700	260	.15*	290	.17	
SBT	3	5100	740	.15	1340	.26*	
SBR	1	1700	190	.11	390	.23	
EBL	2	3400	660	.19*	340	.10*	
EBT	2	3400	310	.18	170	.10	
EBR	0	0	300		190	.11	
WBL	2	3400	310	.09	660	.19	
WBT	2	3400	150	.09*	330	.19*	
WBR	0	0	220	.13	310		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.80		.69		

38. Cm Capistrano & Los Padres

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	380	.11*	620	.18*	
NBT	2	3400	30	.01	10	.00	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	30	.02*	
SBR	0	0	260	.15	650	.38	
EBL	1.5		500	{.18}*	250	{.12}*	
EBT	0	5100	0	{.18}	0	{.12}	
EBR	1.5		560		580		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.27*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.35	.64	

39. Cm Capistrano & J. Serra

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3400	250	.07*	260	.08*	
NBR	1	1700	1140	.67	790	.46	
SBL	2	3400	520	.15*	460	.14*	
SBT	2	3400	200	.06	490	.14	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	2	3400	840	.25*	1190	.35*	
WBT	0	0	0		0		
WBR	1	1700	290	.17	610	.36	
Right Turn Adjustment		NBR	.35*		NBR	.03*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .87 .65

40. Rancho Viejo & J. Serra

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	630	.19*	490	.14*	
NBT	2	3400	390	.12	220	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	220	{.09}*	380	{.16}*	
SBR	1.5		610		720		
EBL	1.5		670		500		
EBT	0.5	3400	30	.30*	10	.23*	
EBR	0		330		280		
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 .64 .59

41. Cm Capistrano & Oso Road

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	40		60	{.04}*	
NBT	2	3400	920	.28*	480	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.19	510	.30*	
SBR	0	0	110		590	.35	
EBL	1	1700	550	.32*	200	.12*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .65 .51

42. Cm Capistrano & Ortega

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	1	1700	540	.32*	520	.31*	
NBR	1	1700	80	.05	70	.04	
SBL	1	1700	150	.09*	160	.09*	
SBT	1	1700	550	.32	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	150	.09*	180	.11*	
WBT	0	0	0		0		
WBR	1	1700	150	.09	250	.15	
Clearance Interval			.05*		.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .56

43. Del Obispo & Ortega

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	50	.03*	110	.06*	
NBT	0	0	0		0		
NBR	2	3400	1000	.29	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	460	.16*	520	.19*	
EBR	0	0	100		130		
WBL	2	3400	970	.29*	1100	.32*	
WBT	1	1700	660	.39	720	.42	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.04*		NBR	.01*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.57		.63		

44. Rancho Viejo & Ortega

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		370		550	.16*	
NBT	1.5	5100	180	.12*	130	.11	
NBR	0		70		50		
SBL	1.5		240		400		
SBT	0.5	3400	130	.11*	180	.17*	
SBR	1	1700	120	.07	150	.09	
EBL	1	1700	170	.10	190	.11	
EBT	2	3400	1330	.39*	1820	.54*	
EBR	1	1700	690	.41	470	.28	
WBL	1	1700	90	.05*	80	.05*	
WBT	3	5100	1640	.32	1300	.25	
WBR	1	1700	810	.48	260	.15	
Right Turn Adjustment		WBR	.06*				
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.78		.97		

45. La Novia & Ortega

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	610	.18*	280	.08*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	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	1210	.36	1910	.56*	
EBR	1	1700	350	.21	350	.21	
WBL	1	1700	230	.14	120	.07*	
WBT	2	3400	1860	.55*	1320	.39	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.78		.76		

47. Alipaz & Del Obispo

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	20		30		
NBT	1	1700	80	.06*	50	.05*	
NBR	2	3400	660	.19	630	.19	
SBL	1	1700	60	.04	50	.03	
SBT	1	1700	60	.09*	170	.27*	
SBR	0	0	90		290		
EBL	1	1700	310	.18	120	.07	
EBT	2	3400	570	.18*	640	.20*	
EBR	0	0	40		40		
WBL	1	1700	470	.28*	410	.24*	
WBT	2	3400	680	.21	1040	.31	
WBR	0	0	40		10		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.66		.81		

48. Cm Capistrano & Del Obispo

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	650	.19*	490	.14*	
NBT	1	1700	690	.41	420	.25	
NBR	1	1700	230	.14	230	.14	
SBL	1	1700	40	.02	80	.05	
SBT	1	1700	440	.26*	710	.42*	
SBR	1	1700	650	.38	130	.08	
EBL	1	1700	230	.14	290	.17*	
EBT	2	3400	820	.24*	610	.18	
EBR	1	1700	440	.26	500	.29	
WBL	2	3400	240	.07*	320	.09	
WBT	2	3400	480	.16	700	.22*	
WBR	0	0	80		40		
Right Turn Adjustment Clearance Interval		SBR	.01*				
			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.82		1.00		

49. Cm Capistrano & San Juan C.

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	2	3400	530	.16*	740	.22*	
NBR	1	1700	490	.29	820	.48	
SBL	2	3400	230	.07*	870	.26*	
SBT	2	3400	650	.19	920	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1.5				1020		830
WBT	0	5100	0	{.36}* 0			0
WBR	1.5				920		650
Right Turn Adjustment Clearance Interval					NBR	.08*	
					.05*		.05*
TOTAL CAPACITY UTILIZATION			.64				.85

50. Valle & San Juan Creek

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		600	.18*	540	.16*	
NBT	0	5100	0		0		
NBR	1.5		190		280	{.12}	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	380	.21	1080	.50*	
EBR	0	0	350		610		
WBL	1	1700	260	.15	110	.06*	
WBT	2	3400	1350	.40*	930	.27	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.63		.77		

51. La Novia & San Juan Creek

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	170	.10	160	.09	
NBT	1	1700	250	.24*	140	.13*	
NBR	0	0	150		80		
SBL	1	1700	210	.12*	400	.24*	
SBT	1	1700	130	.08	180	.11	
SBR	1	1700	490	.29	290	.17	
EBL	1	1700	220	.13*	250	.15	
EBT	2	3400	280	.08	850	.25*	
EBR	d	1700	60	.04	150	.09	
WBL	1	1700	70	.04	110	.06*	
WBT	2	3400	920	.27*	440	.13	
WBR	d	1700	560	.33	220	.13	
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.81				.73

53. Del Obispo & Del Avion

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	190	.11*	170	.10*	
NBT	2	3400	330	.19	370	.17	
NBR	0	0	310		210		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	250	.15*	400	.24*	
SBR	0	0	420	.25	440	.26	
EBL	1.5		230		210		
EBT	1.5	5100	350	.12*	180	.11*	
EBR	0		10		160		
WBL	1	1700	320	.19*	180	.11*	
WBT	2	3400	200	.09	90	.05	
WBR	0	0	110		110	.06	
Right Turn Adjustment	SBR		.01*				
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .63 .61

54. Alipaz & Del Avion

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10		40	{.02}*	
NBT	1	1700	80	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	270	.16	170	.10	
EBL	1	1700	440	.26*	290	.17*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					.36		.30

55. Del Obispo & Stonehill

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	80	.05	150	.09	
NBT	2	3400	190	.09*	380	.15*	
NBR	0	0	110		130		
SBL	1	1700	320	.19*	260	.15*	
SBT	2	3400	410	.15	510	.18	
SBR	0	0	110		110		
EBL	1	1700	170	.10	210	.12*	
EBT	2	3400	760	.26*	660	.23	
EBR	0	0	110		110		
WBL	1	1700	90	.05*	230	.14	
WBT	2	3400	510	.15	910	.27*	
WBR	1	1700	210	.12	520	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.64		.74		

56. Los Mares & Las Ramblas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	50	.01*	20	.01*	
NBT	0	0	0		0		
NBR	1	1700	260	.15	100	.06	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	260	.08*	370	.11*	
EBR	1	1700	40	.02	130	.08	
WBL	1	1700	90	.05*	230	.14*	
WBT	2	3400	140	.04	160	.05	
WBR	0	0	0		0		
Right Turn Adjustment	NBR		.10*				
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.29		.31		

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		830		1190	
SBT	0	5100	0	{.30}*{.45}*	0	
SBR	1.5		820		1290	
EBL	0	0	0		0	
EBT	3	5100	1870	.37*	1850	.36*
EBR	f		190		210	
WBL	0	0	0		0	
WBT	3	5100	1320	.26	1140	.22
WBR	f		670		840	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.72		.86

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	120	.07*	230	.14*
NBT	0	0	0		0	
NBR	2	3400	450	.13	510	.15
SBL	2	3400	210	.06	530	.16*
SBT	2	3400	210	.06*	290	.09
SBR	1	1700	260	.15	300	.18
EBL	0	0	0		0	
EBT	2	3400	990	.29*	960	.28
EBR	1	1700	110	.06	180	.11
WBL	2	3400	200	.06*	250	.07
WBT	2	3400	560	.27	780	.36*
WBR	0	0	370		430	
Right Turn Adjustment	Multi		.04*		SBR	.02*
Clearance Interval			.05*			.05*
Note: Assumes N/S Split Phasing						

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	1.5		100	.03*	330	{.18}*
NBT	0	5100	0		0	.18
NBR	1.5		100	{.00}	580	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1100	.22	2520	.49*
EBR	f		1610		500	
WBL	0	0	0		0	
WBT	3	5100	1880	.37*	1660	.33
WBR	f		1470		740	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				45		72

103. I-5 NB/Muirlands & La Paz

TOTAL CAPACITY UTILIZATION .57 .73

104. I-5 SB Ramps & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	760	.22*	1130	.33*	
SBT	0	0	0		0		
SBR	1	1700	310	.18	440	.26	
EBL	0	0	0		0		
EBT	3	5100	1030	.20	2050	.40*	
EBR	f		430		800		
WBL	0	0	0		0		
WBT	3	5100	1990	.39*	1620	.32	
WBR	f		670		360		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.66		.78		

105. I-5 NB Ramps & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	510	.30*	520	.31*	
NBT	0	0	0		0		
NBR	1	1700	270	.16	510	.30	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1640	.32	2540	.50*	
EBR	f		260		640		
WBL	0	0	0		0		
WBT	3	5100	2150	.42*	1470	.29	
WBR	f		1270		730		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.77		.86		

106. I-5 SB Ramps & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1250	.25*	1810	.35*	
SBT	0	8500	0		0		
SBR	2.5		720	.21	1240	{.29}	
EBL	0	0	0		0		
EBT	4	6800	1640	.24	2520	.37*	
EBR	1	1700	280	.16	470	.28	
WBL	2	3400	460	.14	560	.16*	
WBT	3	5100	2120	.42*	1640	.32	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.93		

107. I-5 NB Ramps & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		660	{.25}*	210	.12*	
NBT	0	5100	0	.25	0		
NBR	1.5		620		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	2200	.43*	3400	.67*	
EBR	1.5		720	.42	900	.53	
WBL	0	0	0		0		
WBT	3	5100	1920	.38	1990	.39	
WBR	f		1500		1600		
Right Turn Adjustment						NBR	.02*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.73		.86		

108. I-5 SB Ramps & Avery

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	370	.11*	610	.18*	
SBT	0	0	0		0		
SBR	1	1700	330	.19	570	.34	
EBL	0	0	0		0		
EBT	1.5	5100	900	.26*	990	.29*	
EBR	1.5		210	.12	290	.17	
WBL	1	1700	270	.16*	180	.11*	
WBT	2	3400	640	.19	1090	.32	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.10*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.58			.73	

109. I-5 NB Ramps & Avery

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				270	.08*	350
NBT	0	5100			0		0
NBR	1.5				440	{ .06}	410 { .06}
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	1	1700			530	.31*	500
EBT	2	3400			770	.23	1100
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	2	3400			650	.19*	920
WBR	f				380		310
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.63	.71

110. I-5 SB Ramps & J. Serra

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		210		270	.16*	
SBT	0	5100	0	{ .06}* { .06}	0		
SBR	1.5		580		850	.25	
EBL	0	0	0		0		
EBT	2	3400	1300	.38*	970	.29*	
EBR	d	1700	350	.21	280	.16	
WBL	1	1700	250	.15*	340	.20*	
WBT	2	3400	550	.16	960	.28	
WBR	0	0	0		0		
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.64			.70	

111. I-5 NB Ramps & J. Serra

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	140	.04*	310	.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	780	.23*	660	.19*	
EBT	2	3400	740	.22	590	.17	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	660	{ .24}* { .24}	980	.29*	
WBR	1.5		590		250	.15	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.56			.62	

112. I-5 SB Ramps & Ortega

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1210		1550		
SBT	0	5100	0	{.38}*	0	{.46}*	
SBR	1.5		910		910		
EBL	0	0	0		0		
EBT	3	5100	1300	.25*	1300	.25*	
EBR	1	1700	170	.10	260	.15	
WBL	1	1700	210	.12*	200	.12*	
WBT	2	3400	720	.21	910	.27	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.80		.88		

113. I-5 NB Ramps & Ortega

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		260	{.13}* [*]	270	{.12}* [*]	
NBT	0	5100	0	{.13}	0	{.12}	
NBR	1.5		490		410		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	710	.21*	750	.22*	
EBT	3	5100	1800	.35	2090	.41	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	670	.20*	840	.25*	
WBR	f		1440		1250		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.64		

114. Cm Capistrano & I-5 SB

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	840	.25*	1090	.33*	
NBR	0	0	20		40		
SBL	2	3400	600	.18*	490	.14*	
SBT	2	3400	1070	.31	1260	.37	
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*	1150	.34*	
WBT	0	5100	0		0		
WBR	1.5		180		470	.28	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.86		

115. Valle & La Novia/I-5 NB

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	240	.14*	120	.07*	
NBT	1	1700	140	.08	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	170	.14*	250	.26*	
SBR	1	1700	340	.20	280	.16	
EBL	1	1700	430	.25*	530	.31*	
EBT	1	1700	40	.06	140	.12	
EBR	0	0	60		60		
WBL	0	0	30		30		
WBT	1	1700	280	.18*	80	.06*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.76		.75		

116. Cm Capistrano & Stonehill

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	290	.09	390	.11*	
NBT	2	3400	610	.28*	500	.29	
NBR	0	0	330		550	.32	
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	630	{.21}	1050	{.36}* <td></td>	
SBR	1.5		850		1180		
EBL	1	1700	530	.31*	520	.31*	
EBT	2	3400	620	.18	850	.25	
EBR	1	1700	260	.15	420	.25	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.83		

117. I-5 SB Ramps & Las Ramblas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3400	210	.06*	350	.10*	
SBT	0	0	0		0	0	
SBR	f		550		580		
EBL	0	0	0		0	0	
EBT	2	3400	530	.16	740	.22	
EBR	f		1010		1270		
WBL	0	0	0		0	0	
WBT	1	1700	350	.21*	370	.22*	
WBR	f		160		100		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.32		.37		

118. I-5 NB Ramps & Las Ramblas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	50		90		
NBT	1	1700	10	.04*	30	.07*	
NBR	1	1700	100	.06	160	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	340	.10	700	.21*	
EBR	f		340		260		
WBL	0	0	0		0		
WBT	3	5100	700	.14*	490	.10	
WBR	0	0	10		10		
Right Turn Adjustment	SBR		.02*	NBR	.02*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.27		.36		

150. Greenfield & SR-73 SB Ramps

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0	0	
NBT	2	3400	1130	.40*	690	.26*	
NBR	0	0	220		190		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	290	.09	260	.08	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.05}*	0	{.19}*	
EBR	1.5		570		860		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.52		.51		

151. Greenfield & SR-73 NB Ramps

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	1090	.32*	610	.18*
NBT	1	1700	50	.03	100	.06
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	80	.05*	90	.05*
SBR	1	1700	20	.01	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	260	.15*	190	.11*
WBT	0	0	0		0	
WBR	1	1700	30	.02	20	.01
Clearance Interval				.05*		.05*

152. SR-241 SB & S. Margarita

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	360		380	
NBT	1	1700	10	.22*	10	.23*
NBR	2	3400	540	.16	1730	.51
SBL	0	0	10		40	
SBT	1	1700	10	.01*	10	.03*
SBR	1	1700	10	.01	30	.02
EBL	1	1700	80	.05*	30	.02
EBT	3	5100	1830	.36	2540	.50*
EBR	1	1700	110	.06	100	.06
WBL	2	3400	30	.01	20	.01*
WBT	3	5100	2310	.46*	1280	.25
WBR	0	0	20		10	
Right Turn Adjustment					NBR	.27*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

153. SR-241 NB & S. Margarita

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	80	.02*	30	.01*
NBT	0	0	0		0	
NBR	f		10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	530	.16*	440	.13
EBT	3	5100	1850	.36	3920	.77*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2270	.45*	1280	.25
WBR	f		2620		750	
Clearance Interval				.05*		.05*

154. SR-241 SB Ramps & Antonio

2025 FEC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	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		150	{.01}	470	{.12}
EBL	0	0	0		0	
EBT	3	5100	1380	.27*	1650	.32*
EBR	1	1700	30	.02	90	.05
WBL	1	1700	140	.08*	150	.09*
WBT	3	5100	1290	.25	1020	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

155. SR-241 NB Ramps & Antonio

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		80	.02*	30	.02*	
NBT	0	5100	0		0		
NBR	1.5		150	{ .00 }	120	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	660	.19*	190	.06	
EBT	3	5100	900	.18	2250	.44*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1340	.26*	1160	.23	
WBR	1	1700	1520	.89	220	.13	
Right Turn Adjustment		WBR	.61*		NBR	.02*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			1.13		.53		

156. SR-241 SB Ramps & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		70	.02*	230		
SBT	0	5100	0		0		.11*
SBR	1.5		30	.02	330		
EBL	0	0	0		0		
EBT	2	3400	1010	.30	900	.26	
EBR	1	1700	370	.22	660	.39	
WBL	2	3400	130	.04	80	.02	
WBT	2	3400	1670	.49*	1030	.30*	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.03*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.56		.49

157. SR-241 NB Ramps & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		620	{ .20 }*	460	{ .17 }*	
NBT	0	3400	0	.20	0	.17	
NBR	0.5		50		130		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	450	.26*	30	.02	
EBT	2	3400	630	.19	1080	.32*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1180	.35*	620	.18	
WBR	1	1700	440	.26	80	.05	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.86		.54		

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	70	.04*	120	.08*	
NBT	1	1600	40	.03	90	.06	
NBR	1	1600	90	.06	80	.05	
SBL	0	0	20		10		
SBT	1	1600	110	.09*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	160	.10*	90	.06*	
EBR	0	0	230	.14	200	.13	
WBL	1	1600	110	.07*	120	.08*	
WBT	2	3200	110	.04	200	.07	
WBR	0	0	10		20		
Right Turn Adjustment		EBR	.01*		EBR	.01*	
TOTAL CAPACITY UTILIZATION			.31		.27		

59. La Pata & Del Rio

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	120	.08*	470	.29*	
NBT	2	3200	740	.23	630	.20	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	760	.24*	1070	.33*	
SBR	1	1600	10	.01	20	.01	
EBL	0.5		20		10	.01*	
EBT	0	3200	0	{.18}*	0		
EBR	1.5		650		350	{.00}	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.50		.63		

60. La Pata & Vista Hermosa

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	530	.17*	600	.19*	
NBT	3	4800	360	.08	880	.18	
NBR	1	1600	140	.09	350	.22	
SBL	1	1600	180	.11	150	.09	
SBT	3	4800	850	.18*	580	.12*	
SBR	1	1600	20	.01	130	.08	
EBL	1	1600	140	.09*	90	.06	
EBT	2	3200	390	.12	540	.17*	
EBR	1	1600	410	.26	280	.18	
WBL	1	1600	400	.25	270	.17*	
WBT	2	3200	820	.30*	550	.21	
WBR	0	0	150		110		
TOTAL CAPACITY UTILIZATION			.74		.65		

61. Talega & Vista Hermosa

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	10	.01	
NBT	1	1600	10	.04*	30	.09*	
NBR	0	0	50		120		
SBL	1	1600	280	.18*	100	.06*	
SBT	0.5	3200	20	{.21}	20	{.08}	
SBR	1.5		820		450		
EBL	2	3200	420	.13*	550	.17*	
EBT	2	3200	140	.05	240	.08	
EBR	0	0	10		10		
WBL	1	1600	70	.04	100	.06	
WBT	2	3200	290	.14*	210	.13*	
WBR	0	0	170		280	.18	
TOTAL CAPACITY UTILIZATION			.49		.45		

62. Vera Cruz & Los Mares

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	350	.22*	120	.08*	
NBT	1	1600	10	.04	10	.02	
NBR	0	0	50		20		
SBL	0	0	10		10		
SBT	1	1600	10	.03*	10	.02*	
SBR	0	0	20		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	310	.10*	230	.07	
EBR	1	1600	230	.14	260	.16	
WBL	1	1600	40	.03*	10	.01	
WBT	2	3200	120	.04	320	.10*	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .38 .21

63. Vera Cruz & Vista Hermosa

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	30	.02	
NBT	2	3200	50	.02*	160	.05*	
NBR	0	0	20		10		
SBL	1	1600	270	.17*	110	.07*	
SBT	2	3200	150	.08	50	.03	
SBR	0	0	110		90	.06	
EBL	1	1600	70	.04	100	.06*	
EBT	2	3200	1340	.43*	900	.30	
EBR	0	0	50		50		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	910	.31	1200	.44*	
WBR	0	0	80		220		

TOTAL CAPACITY UTILIZATION .63 .62

64. La Pata & Pico

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	60	.04*	300	.19	
NBT	2	3200	310	.10	770	.24*	
NBR	1	1600	220	.14	670	.42	
SBL	2	3200	420	.13	530	.17*	
SBT	2	3200	840	.26*	240	.08	
SBR	f		400		530		
EBL	1	1600	300	.19*	440	.28*	
EBT	3	4800	620	.13	940	.20	
EBR	1	1600	330	.21	130	.08	
WBL	2	3200	590	.18	230	.07	
WBT	2.5	6400	680	{.15}*	660	{.17}*	
WBR	1.5		530		660		
Right Turn Adjustment	EBR		.02*				

TOTAL CAPACITY UTILIZATION .66 .86

65. Vista Hermosa & Pico

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	20	.01	210	.13*	
NBT	2	3200	10	.01*	60	.02	
NBR	0	0	10		10		
SBL	2	3200	310	.10*	260	.08	
SBT	1	1600	60	.04	10	.01*	
SBR	1	1600	200	.13	60	.04	
EBL	2	3200	110	.03*	380	.12*	
EBT	3	4800	880	.18	1780	.37	
EBR	1	1600	280	.18	30	.02	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1600	.39*	1320	.34*	
WBR	0	0	270		300		
Right Turn Adjustment	SBR		.01*				

TOTAL CAPACITY UTILIZATION .54 .60

66. PCH & Camino Capistrano

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3200	450	.14*	610	.19	
NBR	1	1600	310	.19	390	.24	
SBL	1	1600	110	.07*	160	.10	
SBT	2	3200	490	.15	1110	.35*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	290	.18*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	40	.03	100	.06	
TOTAL CAPACITY UTILIZATION			.39		.51		

67. El Camino Real & Pico

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1600	10	.01	30	.02	
NBT	2	3200	490	.15*	550	.17*	
NBR	1	1600	110	.07	270	.17	
SBL	2	3200	440	.14*	540	.17*	
SBT	2	3200	430	.14	820	.28	
SBR	0	0	30		90		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	130	.04*	350	.11*	
WBT	1	1600	70	.04	150	.09	
WBR	1	1600	340	.21	490	.31	
Right Turn Adjustment						WBR	.01*
TOTAL CAPACITY UTILIZATION						.46	.57

68. El Cm. Real & Cristianitos

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	120	.08*	150	.09*	
SBT	0	0	0		0		
SBR	1	1600	90	.06	130	.08	
EBL	1	1600	90	.06*	140	.09*	
EBT	1	1600	300	.19	160	.10	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	280	.18*	580	.36*	
WBR	1	1600	30	.02	170	.11	
TOTAL CAPACITY UTILIZATION			.32		.54		

119. I-5 SB Ramps & Estrella

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	2	3200	700	.22*	800	.25*	
SBT	0	0	0		0		
SBR	1	1600	320	.20	360	.23	
EBL	0	0	0		0		0
EBT	2	3200	540	.17*	770	.24*	
EBR	1	1600	320	.20	280	.18	
WBL	1	1600	440	.28*	520	.33*	
WBT	2	3200	420	.13	570	.18	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION						.67	.82

120. I-5 NB Ramps & Estrella

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5		180		310		
NBT	0	3200	0	.16*	0	.27*	
NBR	1.5		340		540		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	890	.19*	1200	.25*	
EBR	1	1600	350	.22	360	.23	
WBL	0	0	0		0		
WBT	3	4800	580	.12	590	.12	
WBR	f		930		790		

TOTAL CAPACITY UTILIZATION .35 .52

121. I-5 SB Rmps & Vista Hermosa

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				1090	.34*	980
SBT	0	4800			0		0
SBR	1.5				190	.12	410
EBL	1	1600			10	.01	50
EBT	3	4800			380	.08*	520
EBR	0	0			0		0
WBL	0	0	0		0		
WBT	2	3200			160	.05	440
WBR	f				160		310

TOTAL CAPACITY UTILIZATION .42 .48

122. I-5 NB Ramps & Vista Hermosa

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		30	.02*	20	.01*	
NBT	0	4800	0		0		
NBR	1.5		250	.08	240	.08	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1320	.41*	1280	.40*	
EBR	f		160		230		
WBL	0	0	0		0		
WBT	1.5	4800	280	.18	730	.35	
WBR	1.5		1300	.41	960		
Right Turn Adjustment	NBR		.06*	NBR	.07*		

TOTAL CAPACITY UTILIZATION .49 .48

123. I-5 SB Ramps & Pico

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				1310	.41*	700
SBT	0	4800			0		0
SBR	1.5				210		450
EBL	0	0	0		0		
EBT	3	4800			990	.21*	1200
EBR	1	1600			160	.10	420
WBL	1	1600			250	.16*	600
WBT	2	3200			400	.13	940
WBR	0	0			0		0

TOTAL CAPACITY UTILIZATION .78 .85

124. I-5 NB Ramps & Pico

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	90	.06*	250	.16*	
NBT	0	0	0		0		
NBR	2	3200	690	.22	610	.19	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	290	.18	370	.23*	
EBT	2	3200	2050	.64*	1520	.48	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	570	.12	1290	.27*	
WBR	f		980		1290		
Right Turn Adjustment		NBR	.16*		NBR	.01*	
TOTAL CAPACITY UTILIZATION			.86		.67		

125. I-5 SB Ramp & El Cm Real

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	130	.08	140	.09	
NBT	0	0	0		0		
NBR	1	1600	210	.13	120	.08	
SBL	1	1600	180	.11*	300	.19*	
SBT	1	1600	50	.03	140	.09	
SBR	1	1600	130	.08	200	.13	
EBL	0	0	0		0		
EBT	2	3200	370	.14*	690	.26*	
EBR	0	0	90		130		
WBL	1	1600	20	.01*	50	.03*	
WBT	2	3200	420	.13	550	.17	
WBR	0	0	0		0		
Right Turn Adjustment		Multi	.15*		NBR	.06*	
TOTAL CAPACITY UTILIZATION			.41		.54		

126. I-5 NB Ramps & El Cm Real

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	100	.06*	250	.16*	
NBT	0	0	0		0		
NBR	1	1600	40	.03	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	180	.11*	100	.06*	
EBT	2	3200	440	.14	810	.25	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	370	.23*	410	.21*	
WBR	0	0	360		260		
TOTAL CAPACITY UTILIZATION			.40		.43		

127. I-5 SB Ramps & Cristianitos

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	160	.10*	130	.08*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	90	.06	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.24		.30		

128. I-5 NB Ramps & Cristianitos

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1600	30	.02*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	270	.17	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	140	.09*	80	.05*	
EBT	1	1600	120	.08	160	.10	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	130	.23*	270	.45*	
WBR	0	0	240		450		
TOTAL CAPACITY UTILIZATION			.34		.53		

130. I-5 NB Ramps & Basilone

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment			NBR		.02*		
TOTAL CAPACITY UTILIZATION			.24		.39		

129. I-5 SB Ramps & Basilone

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment			SBR		.08*		
TOTAL CAPACITY UTILIZATION			.30		.44		

174. Cristianitos & SR-241 Ramps

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	1	1600	270	.17*	110	.07	
NBR	1	1600	150	.09	200	.13	
SBL	1	1600	10	.01*	10	.01	
SBT	1	1600	80	.05	360	.23*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	230	.14*	390	.24*	
WBT	0	0	0		0		
WBR	1	1600	10	.01	10	.01	
Right Turn Adjustment			NBR		.02*		
TOTAL CAPACITY UTILIZATION			.32		.47		

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	920	.27*	800	.24*	
NBT	3	5100	1030	.20	940	.18	
NBR	1	1700	520	.31	610	.36	
SBL	2	3400	160	.05	110	.03	
SBT	3	5100	1230	.24*	1140	.22*	
SBR	f		1010		530		
EBL	2	3400	730	.21*	860	.25	
EBT	3	5100	820	.16	1390	.27*	
EBR	f		620		730		
WBL	2	3400	860	.25	740	.22*	
WBT	3	5100	1090	.21*	620	.12	
WBR	1	1700	320	.19	100	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.98		1.00		

31. Antonio & Crown Valley

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	990	.29*	1080	.32*	
NBT	3	5100	1710	.34	1390	.27	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1480	.29*	1510	.30*	
SBR	f		950		920		
EBL	2	3400	660	.19*	1060	.31*	
EBT	0	0	0		0		
EBR	2	3400	610	.18	1120	.33	
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			.82		1.00		

46. Antonio/La Pata & Ortega

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	170	.05*	140	.04	
NBT	2	3400	600	.18	1070	.31*	
NBR	1	1700	140	.08	290	.17	
SBL	2	3400	50	.01	110	.03*	
SBT	2	3400	1350	.40*	740	.22	
SBR	1	1700	1300	.76	830	.49	
EBL	2	3400	690	.20*	1150	.34*	
EBT	2	3400	160	.05	590	.17	
EBR	1	1700	100	.06	170	.10	
WBL	2	3400	270	.08	170	.05	
WBT	2	3400	390	.11*	310	.09*	
WBR	1	1700	90	.05	60	.04	
Right Turn Adjustment	SBR	.36*	SBR	.19*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		1.17		1.01			

52. La Pata & San Juan Creek

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	270	.16*	150	.09*	
NBT	2	3400	740	.22	880	.26	
NBR	0	0	10		10		
SBL	1	1700	30	.02	10	.01	
SBT	2	3400	1000	.29*	820	.24*	
SBR	1	1700	700	.41	260	.15	
EBL	1	1700	160	.09*	630	.37*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	120	.07	310	.18	
WBL	1	1700	10	.01	20	.01	
WBT	1	1700	0	.01*	10	.03*	
WBR	0	0	10		40		
Right Turn Adjustment	SBR	.12*					
Clearance Interval		.05*			.05*		
TOTAL CAPACITY UTILIZATION		.72			.78		

57. La Pata & Las Ramblas

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04*	60	.04*	
NBT	2	3400	680	.20	580	.17	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	620	.18*	830	.24*	
SBR	1	1700	150	.09	340	.20	
EBL	0.5		360	.21*	200		
EBT	0	3400	0		0	.14*	
EBR	1.5		150	.09	280		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.48		.47		

74. Antonio & North River

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	170	.10	
NBT	3	5100	630	.12*	1090	.21*	
NBR	f		620		1280		
SBL	2	3400	960	.28*	1180	.35*	
SBT	3	5100	1280	.25	920	.18	
SBR	d	1700	40	.02	140	.08	
EBL	1	1700	150	.09	70	.04	
EBT	1	1700	80	.05*	70	.04*	
EBR	1	1700	190	.11	90	.05	
WBL	2	3400	1170	.34*	790	.23*	
WBT	1	1700	40	.02	90	.05	
WBR	f		1270		1320		
Right Turn Adjustment				EBR	.06*	EBR	.01*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.90		.89		

160. SR-241 SB Ramps & C St

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		140	.08*	490		
SBT	0	5100	0		0	.22*	
SBR	1.5		380	.11	640		
EBL	0	0	0		0		
EBT	2	3400	1040	.31*	840	.25*	
EBR	0	0	10		10		
WBL	1	1700	40	.02*	40	.02*	
WBT	2	3400	350	.10	400	.12	
WBR	0	0	0		0		
Right Turn Adjustment	SBR		.03*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.49		.54		

161. SR-241 NB Ramps & C St

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	10	.01*	10	.01*	
NBT	0	0	0		0		
NBR	1	1700	30	.02	50	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	720	.21*	420	.12	
EBT	2	3400	460	.14	910	.27*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	380	.11*	430	.13	
WBR	1	1700	490	.29	240	.14	
Right Turn Adjustment	Multi		.19*		NBR	.02*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.57		.35		

162. SR-241 SB & North River

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1700	110	.06*	330	.19*	
SBT	0	0	0		0		
SBR	1	1700	30	.02	410	.24	
EBL	0	0	0		0		
EBT	2	3400	660	.22*	560	.18*	
EBR	0	0	80		40		
WBL	0	0	0		0		
WBT	2	3400	530	.16	450	.13	
WBR	1	1700	440	.26	340	.20	
Right Turn Adjustment		WBR	.04*	Multi	.07*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.37		.49		

163. SR-241 NB & North River

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	10	.01*	30	.02*	
NBT	0	0	0		0		
NBR	1	1700	310	.18	410	.24	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	500	.15	840	.25	
EBR	1	1700	270	.16	50	.03	
WBL	0	0	0		0		
WBT	2	3400	960	.42*	750	.28*	
WBR	0	0	470		210		
Right Turn Adjustment		NBR	.17*	NBR	.22*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.65		.57		

169. SR-241 SB Ramps & Pico

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		240		280		
SBT	0	5100	0	.12*	0	.11*	
SBR	1.5		380		270		
EBL	0	0	0		0		
EBT	2	3400	790	.23	1430	.42*	
EBR	1	1700	90	.05	230	.14	
WBL	1	1700	90	.05	100	.06*	
WBT	2	3400	1060	.31*	910	.27	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.48		.64		

170. SR-241 NB Ramps & Pico

2025 FEC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	50	.03*	90	.05*	
NBT	0	0	0		0		
NBR	1	1700	60	.04	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	800	.24*	1340	.39*	
EBR	1	1700	230	.14	360	.21	
WBL	1	1700	340	.20*	240	.14*	
WBT	2	3400	1110	.33	920	.27	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.01*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.53		.63		

ICU Data Set 10

**2025 FEC-Initial and Ultimate Alternatives
(Buildout Circulation System with OCP-2000 for RMV)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	160	.09*	
NBT	2	3400	1070	.31*	680	.20	
NBR	1	1700	400	.24	280	.16	
SBL	1	1700	70	.04*	200	.12	
SBT	2	3400	560	.16	840	.25*	
SBR	1	1700	460	.27	520	.31	
EBL	2	3400	50	.01*	560	.16*	
EBT	3	5100	1580	.31	2440	.48	
EBR	1	1700	110	.06	230	.14	
WBL	2	3400	160	.05	190	.06	
WBT	3	5100	2420	.47*	1960	.38*	
WBR	1	1700	20	.01	120	.07	
Right Turn Adjustment		SBR		.06*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .94 .93

2. Jeronimo & Alicia

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	490	.14	260	.08*	
NBT	2	3400	930	.29*	470	.17	
NBR	0	0	60		100		
SBL	2	3400	80	.02*	50	.01	
SBT	2	3400	410	.12	1080	.32*	
SBR	1	1700	300	.18	710	.42	
EBL	2	3400	450	.13*	380	.11	
EBT	3	5100	780	.15	1690	.33*	
EBR	d	1700	140	.08	410	.24	
WBL	2	3400	120	.04	150	.04*	
WBT	3	5100	1240	.24*	1070	.21	
WBR	d	1700	80	.05	130	.08	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .73 .82

3. Trabuco & Alicia

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	210	.06	310	.09	
NBT	2	3400	870	.26*	610	.18*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	230	.07*	690	.20*	
SBT	2	3400	430	.13	740	.22	
SBR	d	1700	90	.05	180	.11	
EBL	2	3400	170	.05*	180	.05	
EBT	3	5100	590	.12	1450	.28*	
EBR	d	1700	40	.02	130	.08	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1530	.30*	990	.19	
WBR	d	1700	480	.28	390	.23	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .73 .73

4. Marguerite & Alicia

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05*	50	.03	
NBT	2	3400	350	.10	500	.15*	
NBR	d	1700	50	.03	90	.05	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	600	.18*	360	.11	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	190	.06*	430	.13	
EBT	2	3400	750	.22	1370	.40*	
EBR	d	1700	40	.02	70	.04	
WBL	1	1700	110	.06	80	.05*	
WBT	3	5100	1250	.25*	780	.15	
WBR	d	1700	70	.04	70	.04	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .59 .70

5. Olympiad & Alicia

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	310	.18*	130	.08*	
NBT	2	3400	410	.12	520	.15	
NBR	d	1700	350	.21	380	.22	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	440	.15*	540	.18*	
SBR	0	0	70		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	750	.15*	1070	.21*	
EBR	d	1700	120	.07	290	.17	
WBL	1	1700	480	.28*	390	.23*	
WBT	3	5100	880	.17	760	.15	
WBR	d	1700	20	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.81		.75		

6. Santa Margarita & Alicia

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	1180	.35*	1250	.37*	
NBT	3	5100	1430	.28	1550	.30	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1410	.28*	1630	.32*	
SBR	1	1700	30	.02	120	.07	
EBL	2	3400	10	.00	120	.04*	
EBT	0	0	0		0		
EBR	2	3400	1020	.30	1720	.51	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							.10*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.68		.88		

7. Marguerite & Trabuco

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	710	.21*	560	.16*	
NBT	2	3400	550	.16	660	.19	
NBR	d	1700	20	.01	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	800	.24*	440	.13*	
SBR	d	1700	70	.04	80	.05	
EBL	1	1700	50	.03*	150	.09*	
EBT	1	1700	20	.01	60	.04	
EBR	1	1700	540	.32	720	.42	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	20	.01*	110	.03*	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment		EBR	.13*	EBR	.26*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.72		

8. Marguerite & Jeronimo

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	350	.21*	290	.17*	
NBT	2	3400	820	.24	1020	.30	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	160	.09	
SBT	2	3400	1090	.32*	820	.24*	
SBR	d	1700	90	.05	100	.06	
EBL	1	1700	200	.12*	100	.06	
EBT	2	3400	130	.04	380	.11*	
EBR	1	1700	350	.21	570	.34	
WBL	1	1700	270	.16	80	.05*	
WBT	2	3400	540	.16*	200	.06	
WBR	d	1700	120	.07	90	.05	
Right Turn Adjustment							.10*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.86		.72		

9. Olympiad & Jeronimo

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	370	.22*	160	.09*	
NBT	2	3400	650	.19	820	.24	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	710	.28*	770	.26*	
SBR	0	0	250		130		
EBL	1	1700	140	.08*	160	.09*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	240	.14	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.49		

10. Marguerite & La Paz

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	240	.07*	370	.11*	
NBT	2	3400	820	.24	1070	.31	
NBR	d	1700	140	.08	200	.12	
SBL	2	3400	120	.04	190	.06	
SBT	2	3400	990	.29*	1210	.36*	
SBR	1	1700	180	.11	90	.05	
EBL	2	3400	220	.06*	390	.11	
EBT	2	3400	320	.09	1040	.31*	
EBR	1	1700	100	.06	230	.14	
WBL	2	3400	370	.11	190	.06*	
WBT	2	3400	520	.15*	380	.11	
WBR	d	1700	240	.14	100	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.89		

11. Olympiad & La Paz

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	290	.17*	200	.12*	
NBT	2	3400	1000	.29	660	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	650	.27*	790	.30*	
SBR	0	0	260		220		
EBL	1	1700	130	.08*	380	.22*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	400	.24	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.57		.69		

12. Empresa & Santa Margarita

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		1200		1320		
NBT	0.5	3400	40	.36*	10	.39*	
NBR	1	1700	640	.38	350	.21	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1110	.22*	2070	.41*	
EBR	1	1700	1350	.79	810	.48	
WBL	2	3400	650	.19*	410	.12*	
WBT	3	5100	1640	.32	1000	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.30*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.1.13		.98		

13. Empresa & Banderas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1230	.42*	520	.17	
NBR	0	0	210		50		
SBL	1	1700	70	.04*	30	.02	
SBT	2	3400	540	.32	610	.36*	
SBR	0	0	600	.35	840	.49	
EBL	1	1700	710	.42*	460	.27*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		80	.05	
WBL	1	1700	20	.01	140	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	20		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.94		.75	

14. Empresa & Antonio

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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		530		
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140		340		
EBL	2	3400	930	.27*	150	.04*	
EBT	3	5100	900	.18	1050	.21	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	750	.15*	1110	.22*	
WBR	f		370		290		
Clearance Interval					.05*	.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.61	.49	

15. Banderas & Antonio

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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	430	.25	600	.35	
EBL	2	3400	620	.18	380	.11*	
EBT	3	5100	2370	.47*	1170	.23	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	940	.19	1600	.33*	
WBR	0	0	40		80		
Right Turn Adjustment				SBR	.22*		
Clearance Interval					.05*		
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.72		.74	

16. Cabot & Paseo De Valencia

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	630	.37*	400	.24*	
NBT	2	3400	500	.15	520	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	260	.09*	660	.21*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	320	.19	640	.38	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.19*		
Clearance Interval					.05*		
TOTAL CAPACITY UTILIZATION				.52		.70	

17. Cabot & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	200	.06	210	.06	
NBT	2	3400	770	.23*	360	.11*	
NBR	1	1700	200	.12	790	.46	
SBL	2	3400	290	.09*	740	.22*	
SBT	2	3400	280	.08	750	.22	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	140	.04*	130	.04	
EBT	3	5100	1020	.20	1550	.30*	
EBR	1	1700	140	.08	120	.07	
WBL	2	3400	320	.09	400	.12*	
WBT	3	5100	1630	.32*	1350	.26	
WBR	1	1700	470	.28	450	.26	
Right Turn Adjustment					NBR	.26*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		1.06		

18. Marguerite & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	440	.13	260	.08	
NBT	2	3400	930	.27*	780	.23*	
NBR	1	1700	50	.03	80	.05	
SBL	2	3400	260	.08*	690	.20*	
SBT	2	3400	660	.19	670	.20	
SBR	1	1700	340	.20	130	.08	
EBL	2	3400	140	.04*	300	.09*	
EBT	4	6800	1450	.21	1600	.24	
EBR	d	1700	110	.06	640	.38	
WBL	2	3400	100	.03	180	.05	
WBT	4	6800	2650	.39*	1590	.23*	
WBR	d	1700	100	.06	240	.14	
Right Turn Adjustment					Clearance Interval	.05*	.05*
Total Capacity Utilization						.83	.80

19. Felipe & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	90	.05	80	.05	
NBT	2	3400	430	.13*	360	.11*	
NBR	1	1700	100	.06	580	.34	
SBL	1	1700	330	.19*	600	.35*	
SBT	2	3400	480	.14	580	.17	
SBR	d	1700	110	.06	220	.13	
EBL	1	1700	150	.09*	210	.12	
EBT	3	5100	1630	.32	2260	.44*	
EBR	d	1700	90	.05	140	.08	
WBL	1	1700	350	.21	260	.15*	
WBT	3	5100	2270	.45*	1860	.36	
WBR	d	1700	670	.39	430	.25	
Right Turn Adjustment					NBR	.12*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.91		1.22		

21. Marguerite & Felipe

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	930	.27*	830	.24*	
NBR	d	1700	350	.21	1050	.62	
SBL	1	1700	140	.08*	400	.24*	
SBT	2	3400	810	.24	870	.26	
SBR	d	1700	30	.02	50	.03	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		40		
WBL	1.5		840		590		
WBT	0.5	3400	40	.26*	20	.18*	
WBR	1	1700	270	.16	160	.09	
Right Turn Adjustment					NBR	.24*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.71		1.00

22. Moulton & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	190	.06	260	.08	
NBT	3	5100	1370	.27*	1430	.28*	
NBR	1	1700	400	.24	160	.09	
SBL	2	3400	180	.05*	290	.09*	
SBT	3	5100	810	.16	1320	.26	
SBR	1	1700	170	.10	170	.10	
EBL	2	3400	420	.12	250	.07	
EBT	3	5100	870	.21*	850	.21*	
EBR	0	0	200		230		
WBL	2	3400	230	.07*	360	.11*	
WBT	3	5100	640	.13	970	.19	
WBR	1	1700	160	.09	160	.09	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.65		.74		

23. Greenfield & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	0.5		50		30		
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0		50		20		
SBL	2	3400	890	.26*	1190	.35*	
SBT	1	1700	50	.03	180	.11	
SBR	1	1700	40	.02	440	.26	
EBL	2	3400	590	.17*	240	.07	
EBT	3	5100	820	.16	1360	.28*	
EBR	0	0	20		50		
WBL	1	1700	10	.01	70	.04*	
WBT	3	5100	1220	.24*	1210	.24	
WBR	1	1700	580	.34	1080	.64	
Right Turn Adjustment							WBR .13*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.78	.88

24. Cabot & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	50	.03	110	.06*	
NBT	2	3400	270	.08*	230	.07	
NBR	1	1700	320	.19	180	.11	
SBL	2	3400	280	.08*	480	.14	
SBT	2	3400	130	.08	370	.18*	
SBR	0	0	140	.08	250		
EBL	2	3400	220	.06	350	.10	
EBT	3	5100	1660	.35*	2270	.45*	
EBR	0	0	130		10		
WBL	2	3400	280	.08*	630	.19*	
WBT	3	5100	1680	.33	2100	.41	
WBR	1	1700	390	.23	310	.18	
Right Turn Adjustment	NBR		.05*				SBR .06*
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.69		.93		

25. Forbes & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	70	.04	180	.11	
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	100	.06	210	.12	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	30	.02	30	.02	
SBR	1	1700	230	.14	420	.25	
EBL	1	1700	280	.16*	270	.16*	
EBT	4	6800	1670	.27	2630	.40	
EBR	0	0	140		90		
WBL	1	1700	310	.18	140	.08	
WBT	3	5100	2170	.53*	2530	.55*	
WBR	0	0	510		270		
Right Turn Adjustment							SBR .06*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.86		1.00

26. Puerta Real & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2.5		30	.01	430	
NBT	0.5	5100	60	.04*	30	.09*
NBR	1	1700	120	.07	220	.13
SBL	1	1700	170	.10*	190	.11*
SBT	1	1700	70	.04	60	.04
SBR	1	1700	350	.21	570	.34
EBL	2	3400	540	.16*	480	.14
EBT	4	6800	2200	.35	3370	.55*
EBR	0	0	160		400	
WBL	2	3400	90	.03	320	.09*
WBT	4	6800	3140	.48*	2860	.46
WBR	0	0	110		240	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

27. El Regateo & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		330	.10*		480	.14*
NBT	1.5	5100	30	.06		20	.13
NBR	0		70			200	
SBL	0.5		30			70	
SBT	1.5	3400	10	.02*		50	.07*
SBR	0		70	.04		150	.09
EBL	1	1700	190	.11*		110	.06
EBT	4	6800	2090	.31		3390	.50*
EBR	1	1700	220	.13		270	.16
WBL	1	1700	300	.18		260	.15*
WBT	4	6800	2950	.45*		2820	.42
WBR	0	0	140			60	
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							

28. Los Altos & Crown Valley

29. Bello gente & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK 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*	30	.02
EBT	4	6800	1880	.28	3950	.58*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3920	.59*	2730	.40
WBR	0	0	90		20	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .96

30. Marguerite & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	180	.05*	120	.04	
NBT	2	3400	570	.17	1140	.34*	
NBR	1	1700	430	.25	520	.31	
SBL	2	3400	200	.06	420	.12*	
SBT	2	3400	780	.23*	740	.22	
SBR	1	1700	1040	.61	360	.21	
EBL	2	3400	570	.17*	660	.19	
EBT	4	6800	1300	.19	3150	.46*	
EBR	1	1700	70	.04	210	.12	
WBL	2	3400	760	.22	660	.19*	
WBT	4	6800	2790	.41*	2280	.34	
WBR	1	1700	640	.38	220	.13	
Right Turn Adjustment		SBR		.25*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.16 1.16

32. Golden Lantern & P. Colinas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01	
NBT	3	5100	2200	.43*	950	.19*	
NBR	2	3400	850	.25	370	.11	
SBL	1	1700	410	.24*	270	.16*	
SBT	3	5100	820	.16	1370	.27	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		150		710		
WBT	0.5	3400	10	.05*	10	.21*	
WBR	1	1700	190	.11	370	.22	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
							.78
							.62

TOTAL CAPACITY UTILIZATION 1.16 1.16

33. Cabot & P. Colinas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	70	.02*	130	.04*	
SBT	0	0	0		0		
SBR	2	3400	210	.06	690	.20	
EBL	1	1700	540	.32*	230	.14*	
EBT	2	3400	590	.17	320	.09	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	160	.09*	430	.15*	
WBR	0	0	130		80		
Right Turn Adjustment			SBR		.05*		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.48		.43		

34. Cm Capistrano & P. Colinas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0.5	3400	350	.21*	310	{ .25 }	
NBR	1.5		260	.15	740		
SBL	1	1700	30	.02*	50	.03	
SBT	1	1700	140	.08	500	.29*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		420		510		
WBT	0	3400	0	.14*	0	.16*	
WBR	0.5		60		50		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.42		.50		

35. Camino Capistrano & Avery

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	30	.02*	40	.02*	
NBR	1	1700	570	.34	360	.21	
SBL	2	3400	550	.16*	1000	.29*	
SBT	1	1700	20	.01	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	470	.28*	700	.41*	
WBT	0	0	0		0		
WBR	2	3400	580	.17	1000	.29	
Right Turn Adjustment		NBR		.11*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.77		

36. Marguerite & Avery

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	490	.29*	350	.21*	
NBT	2	3400	520	.15	490	.14	
NBR	d	1700	170	.10	30	.02	
SBL	1	1700	100	.06	100	.06	
SBT	2	3400	380	.11*	700	.21*	
SBR	d	1700	470	.28	760	.45	
EBL	2	3400	670	.20*	1080	.32*	
EBT	2	3400	190	.11	330	.19	
EBR	0	0	320	.19	300		
WBL	1	1700	20	.01	200	.12	
WBT	2	3400	150	.06*	230	.09*	
WBR	0	0	50		90		
Right Turn Adjustment		SBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		.88		

37. Gldn Lantern & Marina Hills

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	190	.11	140	.08*	
NBT	3	5100	1660	.33*	810	.16	
NBR	1	1700	510	.30	410	.24	
SBL	1	1700	250	.15*	280	.16	
SBT	3	5100	760	.15	1330	.26*	
SBR	1	1700	190	.11	360	.21	
EBL	2	3400	640	.19	350	.10	
EBT	2	3400	300	.18*	150	.09*	
EBR	0	0	310	.18	190	.11	
WBL	2	3400	350	.10*	680	.20*	
WBT	2	3400	120	.07	320	.18	
WBR	0	0	220	.13	280		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.81		.68		

38. Cm Capistrano & Los Padres

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	350	.10*	580	.17*	
NBT	2	3400	30	.01	20	.01	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	40	.02*	
SBR	0	0	300	.18	660	.39	
EBL	1.5				510	{.17}* [*]	240
EBT	0	5100	0	{.17}	0	{.11}	
EBR	1.5				510		560
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.04*	SBR	.29*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.37		.64		

39. Cm Capistrano & J. Serra

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3400	250	.07*	260	.08*	
NBR	1	1700	1140	.67	790	.46	
SBL	2	3400	460	.14*	430	.13*	
SBT	2	3400	210	.06	490	.14	
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*	1220	.36*	
WBT	0	0	0		0		
WBR	1	1700	250	.15	560	.33	
Right Turn Adjustment		NBR	.35*		NBR	.02*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							
TOTAL CAPACITY UTILIZATION			.86		.64		

40. Rancho Viejo & J. Serra

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	680	.20*	450	.13*	
NBT	2	3400	350	.11	190	.06	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	220	{.09}*	370	{.15}*	
SBR	1.5		620		720		
EBL	1.5		670		500		
EBT	0.5	3400	30	.29*	10	.24*	
EBR	0		290		290		
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					.64		.58

41. Cm Capistrano & Oso Road

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	40		70	{.04}*	
NBT	2	3400	900	.28*	480	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	540	.19	550	.32*	
SBR	0	0	110		580	.34	
EBL	1	1700	560	.33*	190	.11*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.66		.52		

42. Cm Capistrano & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	510	.30*	530	.31*	
NBR	1	1700	60	.04	80	.05	
SBL	1	1700	160	.09*	180	.11*	
SBT	1	1700	560	.33	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*	170	.10*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	240	.14	
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.66		.52		.57

43. Del Obispo & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03*	110	.06*	
NBT	0	0	0		0		
NBR	2	3400	1000	.29	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	450	.16*	550	.20*	
EBR	0	0	100		120		
WBL	2	3400	980	.29*	1100	.32*	
WBT	1	1700	660	.39	690	.41	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.04*		NBR	.02*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.57		.65		

44. Rancho Viejo & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		330		410	.12*	
NBT	1.5	5100	170	.11*	100	.08	
NBR	0		60		40		
SBL	1.5		190		400		
SBT	0.5	3400	120	.09*	150	.16*	
SBR	1	1700	120	.07	170	.10	
EBL	1	1700	190	.11*	210	.12	
EBT	2	3400	1300	.38	2080	.61*	
EBR	1	1700	570	.34	390	.23	
WBL	1	1700	70	.04	50	.03*	
WBT	3	5100	1710	.34*	1360	.27	
WBR	1	1700	800	.47	220	.13	
Right Turn Adjustment		WBR	.06*				
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.76		.97		

45. La Novia & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	440	.13*	240	.07*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	150	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	1110	.33	2090	.61*	
EBR	1	1700	380	.22	400	.24	
WBL	1	1700	240	.14	130	.08*	
WBT	2	3400	2070	.61*	1350	.40	
WBR	0	0	0		0		
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.79		.81		

47. Alipaz & Del Obispo

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	20		30		
NBT	1	1700	80	.06*	60	.05*	
NBR	2	3400	640	.19	660	.19	
SBL	1	1700	60	.04	40	.02	
SBT	1	1700	50	.08*	170	.26*	
SBR	0	0	90		280		
EBL	1	1700	310	.18	100	.06	
EBT	2	3400	540	.17*	650	.20*	
EBR	0	0	40		40		
WBL	1	1700	480	.28*	370	.22*	
WBT	2	3400	690	.21	1080	.32	
WBR	0	0	40		10		
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.64		.78		

48. Cm Capistrano & Del Obispo

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	680	.20*	500	.15*	
NBT	1	1700	660	.39	440	.26	
NBR	1	1700	260	.15	250	.15	
SBL	1	1700	40	.02	80	.05	
SBT	1	1700	430	.25*	720	.42*	
SBR	1	1700	660	.39	120	.07	
EBL	1	1700	230	.14	300	.18*	
EBT	2	3400	790	.23*	650	.19	
EBR	1	1700	430	.25	490	.29	
WBL	2	3400	260	.08*	300	.09	
WBT	2	3400	480	.16	700	.22*	
WBR	0	0	80		50		
Right Turn Adjustment		SBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.84		1.02		

49. Cm Capistrano & San Juan C.

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	570	.17*	740	.22*	
NBR	1	1700	490	.29	840	.49	
SBL	2	3400	240	.07*	890	.26*	
SBT	2	3400	660	.19	910	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5				1070		.27*
WBT	0	5100	0	{.37}* ¹	0		
WBR	1.5				900		.21}
Right Turn Adjustment					NBR	.07*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.66		.87		

50. Valle & San Juan Creek

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		580	.17*	590	.17*	
NBT	0	5100	0		0		
NBR	1.5		200		280	.16	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	380	.22*	1190	.51*	
EBR	0	0	360		530		
WBL	1	1700	450	.26*	110	.06*	
WBT	2	3400	1400	.41	1010	.30	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.70		.79		

51. La Novia & San Juan Creek

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	150	.09	170	.10	
NBT	1	1700	220	.21*	130	.12*	
NBR	0	0	140		70		
SBL	1	1700	230	.14*	420	.25*	
SBT	1	1700	140	.08	200	.12	
SBR	1	1700	500	.29	300	.18	
EBL	1	1700	210	.12*	260	.15	
EBT	2	3400	290	.09	960	.28*	
EBR	d	1700	50	.03	160	.09	
WBL	1	1700	70	.04	100	.06*	
WBT	2	3400	1160	.34*	510	.15	
WBR	d	1700	400	.24	190	.11	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.86		.76		

53. Del Obispo & Del Avion

TOTAL CAPACITY UTILIZATION .65 .61

54. Alipaz & Del Avion

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	10		40	{.02}*
NBT	1	1700	70	.05*	50	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	30	.02	110	.06*
SBR	0	0	310	.18	150	.09
EBL	1	1700	440	.26*	310	.18*
EBT	0	0	0		0	
EBR	1	1700	10	.01	40	.02
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .36 .31

55. Del Obispo & Stonehill

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	70	.04	150	.09
NBT	2	3400	190	.09*	400	.16*
NBR	0	0	110		130	
SBL	1	1700	340	.20*	270	.16*
SBT	2	3400	420	.16	520	.19
SBR	0	0	130		110	
EBL	1	1700	190	.11	220	.13*
EBT	2	3400	730	.24*	660	.23
EBR	0	0	100		120	
WBL	1	1700	80	.05*	230	.14
WBT	2	3400	500	.15	910	.27*
WBR	1	1700	210	.12	520	.31
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .77

56. Los Mares & Las Ramblas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	20	.01*	10	.00
NBT	0	0	0		0	
NBR	1	1700	310	.18	110	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	330	.10*	330	.10*
EBR	1	1700	40	.02	100	.06
WBL	1	1700	80	.05*	250	.15*
WBT	2	3400	100	.03	190	.06
WBR	0	0	0		0	
Right Turn Adjustment	NBR		.13*			
Clearance Interval			.05*			.05*

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		820		1180		
SBT	0	5100	0	{.29}*	0	{.45}*	
SBR	1.5		810		1310		
EBL	0	0	0		0		
EBT	3	5100	1870	.37*	1870	.37*	
EBR	f		200		210		
WBL	0	0	0		0		
WBT	3	5100	1330	.26	1150	.23	
WBR	f		670		700		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.87	

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5				100	.03*	310 {.17}*}
NBT	0	5100			0		0 .17
NBR	1.5				100	{.00}	560
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1090	.21	2560	.50*	
EBR	f		1590		480		
WBL	0	0	0		0		
WBT	3	5100	1900	.37*	1540	.30	
WBR	f		1540		750		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.45		.72	

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	110	.06*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	430	.13	520	.15	
SBL	2	3400	200	.06	570	.17*	
SBT	2	3400	230	.07*	270	.08	
SBR	1	1700	250	.15	270	.16	
EBL	0	0	0		0		
EBT	2	3400	960	.28*	1000	.29*	
EBR	1	1700	110	.06	190	.11	
WBL	2	3400	210	.06*	350	.10*	
WBT	2	3400	580	.27	780	.35	
WBR	0	0	330		400		
Right Turn Adjustment	Multi		.05*				
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.57		.75		

103. I-5 NB/Muirlands & La Paz

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5				80	.05	90 .05
NBT	1	6800	780	.23*	190	.11*	
NBR	1.5				120		380 .11
SBL	2	3400	550	.16*	910	.27*	
SBT	0	0	0		0		
SBR	2	3400	390	.11	400	.12	
EBL	2	3400	220	.06*	290	.09*	
EBT	2	3400	850	.25	1230	.36	
EBR	f		380		320		
WBL	0	0	0		0		
WBT	3	5100	1330	.36*	1040	.31*	
WBR	0	0	530		600	.35	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.86		.83	

104. I-5 SB Ramps & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	790	.23*	990	.29*	
SBT	0	0	0		0		
SBR	1	1700	300	.18	510	.30	
EBL	0	0	0		0		
EBT	3	5100	1080	.21	2280	.45*	
EBR	f		430		800		
WBL	0	0	0		0		
WBT	3	5100	2110	.41*	1680	.33	
WBR	f		640		330		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.69		.79	

105. I-5 NB Ramps & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	650	.38*	530	.31*	
NBT	0	0	0		0		
NBR	1	1700	260	.15	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	1720	.34	2640	.52*	
EBR	f		260		620		
WBL	0	0	0		0		
WBT	3	5100	2100	.41*	1480	.29	
WBR	f		1490		760		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.84		.88	

106. I-5 SB Ramps & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1290	.25*	2250	.44*	
SBT	0	8500	0		0		
SBR	2.5		690	.20	1220	.36	
EBL	0	0	0		0		
EBT	4	6800	1670	.25	2600	.38*	
EBR	1	1700	290	.17	510	.30	
WBL	2	3400	440	.13	570	.17*	
WBT	3	5100	2290	.45*	1740	.34	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.75		1.04	

107. I-5 NB Ramps & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		650	{.24}* [*]	230	{.12}* [*]	
NBT	0	5100	0	.24	0	.12	
NBR	1.5		590		390		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2.5	6800	2260	.44*	3880	.76*	
EBR	1.5		730	.43	940	.55	
WBL	0	0	0		0		
WBT	3	5100	2080	.41	2070	.41	
WBR	f		1500		1800		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.73		.93	

108. I-5 SB Ramps & Avery

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	390	.11*	560	.16*	
SBT	0	0	0		0		
SBR	1	1700	330	.19	570	.34	
EBL	0	0	0		0		
EBT	1.5	5100	900	.26*	1080	.32*	
EBR	1.5		200	.12	280	.16	
WBL	1	1700	270	.16*	190	.11*	
WBT	2	3400	720	.21	1110	.33	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.10*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.74		

109. I-5 NB Ramps & Avery

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		260	.08*	350	{.12}* <td></td>	
NBT	0	5100	0		0	{.12}	
NBR	1.5		420	{.01}	460		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	540	.32*	400	.24*	
EBT	2	3400	780	.23	1250	.37	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	740	.22*	940	.28*	
WBR	f		400		410		
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.67	.69

110. I-5 SB Ramps & J. Serra

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		230		290	.17*	
SBT	0	5100	0	{.07}* <td></td> <td>0</td> <td></td>		0	
SBR	1.5		570		920	.27	
EBL	0	0	0		0		
EBT	2	3400	1240	.36*	960	.28*	
EBR	d	1700	340	.20	270	.16	
WBL	1	1700	250	.15*	360	.21*	
WBT	2	3400	530	.16	860	.25	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.63		.71		

111. I-5 NB Ramps & J. Serra

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	120	.04*	290	.09*	
NBT	0	0	0		0		
NBR	1	1700	320	.19	200	.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	590	.17	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	660	{.25}* <td></td> <td>920</td> <td>.27*</td>		920	.27*
WBR	1.5		650		260	.15	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.63		.71		

112. I-5 SB Ramps & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1110		1600	.47*	
SBT	0	5100	0	{.35}* [*]	0		
SBR	1.5		890		920	{.44}	
EBL	0	0	0		0		
EBT	3	5100	1280	.25*	1380	.27*	
EBR	1	1700	180	.11	270	.16	
WBL	1	1700	230	.14*	200	.12*	
WBT	2	3400	760	.22	880	.26	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.91		

113. I-5 NB Ramps & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		250	{.12}* [*]	260	{.14}* [*]	
NBT	0	5100	0	{.12}	0	.14	
NBR	1.5		490		470		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	710	.21*	750	.22*	
EBT	3	5100	1680	.33	2220	.44	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	740	.22*	810	.24*	
WBR	f		1390		1220		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.60		.65		

114. Cm Capistrano & I-5 SB

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	880	.26*	1110	.34*	
NBR	0	0	20		40		
SBL	2	3400	640	.19*	530	.16*	
SBT	2	3400	1090	.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		790	.23*	1140	.34*	
WBT	0	5100	0		0		
WBR	1.5		190		470	.28	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73		.89		

115. Valle & La Novia/I-5 NB

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	180	.11*	140	.08*	
NBT	1	1700	100	.06	170	.10	
NBR	1	1700	10	.01	30	.02	
SBL	0	0	80		180		
SBT	1	1700	170	.15*	170	.21*	
SBR	1	1700	530	.31	280	.16	
EBL	1	1700	440	.26*	530	.31*	
EBT	1	1700	90	.07	190	.13	
EBR	0	0	30		30		
WBL	0	0	10		20		
WBT	1	1700	230	.14*	90	.06*	
WBR	1	1700	190	.11	80	.05	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.71		.71		

116. Cm Capistrano & Stonehill

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	270	.08	400	.12*	
NBT	2	3400	650	.29*	510	.30	
NBR	0	0	330		570	.34	
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	640	{ .22 }	1070	{ .36 }*	
SBR	1.5		860		1180		
EBL	1	1700	520	.31*	520	.31*	
EBT	2	3400	590	.17	850	.25	
EBR	1	1700	270	.16	430	.25	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .69 .84

117. I-5 SB Ramps & Las Ramblas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3400	180	.05*	420	.12*	
SBT	0	0	0		0	0	
SBR	f		580		590		
EBL	0	0	0		0	0	
EBT	2	3400	540	.16	760	.22*	
EBR	f		1020		1260		
WBL	0	0	0		0	0	
WBT	1	1700	390	.23*	360	.21	
WBR	f		170		100		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .33 .39

118. I-5 NB Ramps & Las Ramblas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	30		90		
NBT	1	1700	10	.02*	30	.07*	
NBR	1	1700	100	.06	160	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	330	.10	780	.23*	
EBR	f		340		250		
WBL	0	0	0		0		
WBT	3	5100	870	.17*	500	.10	
WBR	0	0	10		10		
Right Turn Adjustment	SBR		.03*	NBR	.02*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .29 .38

150. Greenfield & SR-73 SB Ramps

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	1190	.41*	740	.27*	
NBR	0	0	210		180		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	290	.09	250	.07	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{ .05 }*	0	{ .21 }*	
EBR	1.5		580		950		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .53 .54

151. Greenfield & SR-73 NB Ramps

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3400	1160	.34*		660	.19*		
NBT	1	1700	50	.03		100	.06		
NBR	0	0	0			0			
SBL	0	0	0			0			
SBT	1	1700	80	.05*		90	.05*		
SBR	1	1700	20	.01		10	.01		
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	1	1700	30	.02		20	.01		
Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.59			.40			

152. SR-241 SB & S. Margarita

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	370			370			
NBT	1	1700	10	.22*		10	.22*		
NBR	2	3400	530	.16		1850	.54		
SBL	0	0	10			40			
SBT	1	1700	10	.01*		10	.03*		
SBR	1	1700	10	.01		30	.02		
EBL	1	1700	80	.05*		30	.02		
EBT	3	5100	1740	.34		2420	.47*		
EBR	1	1700	100	.06		100	.06		
WBL	2	3400	20	.01		20	.01*		
WBT	3	5100	2230	.44*		1130	.22		
WBR	0	0	20			10			
Right Turn Adjustment						NBR			.31*
Clearance Interval			.05*			.05*			.05*
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.77			1.09			

153. SR-241 NB & S. Margarita

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3400	70	.02*		20	.01*		
NBT	0	0	0			0			
NBR	f		10			20			
SBL	0	0	0			0			
SBT	0	0	0			0			
SBR	0	0	0			0			
EBL	2	3400	570	.17*		450	.13		
EBT	3	5100	1710	.34		3910	.77*		
EBR	0	0	0			0			
WBL	0	0	0			0			
WBT	3	5100	2200	.43*		1150	.23		
WBR	f		2760			780			
Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.67			.83			

154. SR-241 SB Ramps & Antonio

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	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		130	{ .02 }		570	{ .19 }		
EBL	0	0	0			0			
EBT	3	5100	1340	.26*		1580	.31*		
EBR	1	1700	20	.01		80	.05		
WBL	1	1700	100	.06*		130	.08*		
WBT	3	5100	1220	.24		1000	.20		
WBR	0	0	0			0			
Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.43			.69			

155. SR-241 NB Ramps & Antonio

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		70	.02*		20	.01*
NBT	0	5100	0		0		
NBR	1.5		130	{ .00}		80	.02
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	610	.18*		180	.05
EBT	3	5100	930	.18		2210	.43*
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1250	.25*		1120	.22
WBR	1	1700	1490	.88		240	.14
Right Turn Adjustment		WBR		.62*		NBR	.01*
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION 1.12 .50

156. SR-241 SB Ramps & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		70	.02*		250	
SBT	0	5100	0		0		.13*
SBR	1.5		40	{ .00}		390	
EBL	0	0	0		0		0
EBT	2	3400	1110	.33*		630	.19
EBR	1	1700	200	.12		490	.29
WBL	2	3400	20	.01*		10	.00
WBT	2	3400	1030	.30		650	.19*
WBR	0	0	0		0		0
Clearance Interval						.05*	.05*

TOTAL CAPACITY UTILIZATION .41 .37

157. SR-241 NB Ramps & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		250	{ .08}*		280	{ .09}*
NBT	0	3400	0	.08		0	.09
NBR	0.5		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	600	.35*		60	.04
EBT	2	3400	580	.17		810	.24*
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	800	.24*		360	.11
WBR	1	1700	450	.26		90	.05
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .72 .38

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	70	.04*	120	.08*	
NBT	1	1600	30	.02	80	.05	
NBR	1	1600	80	.05	80	.05	
SBL	0	0	20		10		
SBT	1	1600	100	.08*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	180	.11*	100	.06*	
EBR	0	0	250	.16	200	.13	
WBL	1	1600	120	.08*	90	.06*	
WBT	2	3200	110	.04	200	.07	
WBR	0	0	10		30		
Right Turn Adjustment		EBR	.02*		EBR	.01*	
TOTAL CAPACITY UTILIZATION			.33		.25		

59. La Pata & Del Rio

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	100	.06*	450	.28*	
NBT	2	3200	780	.24	770	.24	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	980	.31*	1130	.35*	
SBR	1	1600	10	.01	30	.02	
EBL	0.5		20		10	.01*	
EBT	0	3200	0	{.19}*	0		
EBR	1.5		660		340	{.00}	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.56		.64		

60. La Pata & Vista Hermosa

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	550	.17*	640	.20*	
NBT	3	4800	380	.08	970	.20	
NBR	1	1600	140	.09	340	.21	
SBL	1	1600	190	.12	150	.09	
SBT	3	4800	970	.20*	570	.12*	
SBR	1	1600	70	.04	130	.08	
EBL	1	1600	130	.08*	110	.07	
EBT	2	3200	380	.12	500	.16*	
EBR	1	1600	440	.28	330	.21	
WBL	1	1600	380	.24	260	.16*	
WBT	2	3200	800	.29*	550	.21	
WBR	0	0	120		120		
Right Turn Adjustment		EBR	.02*				
TOTAL CAPACITY UTILIZATION			.76		.64		

61. Talega & Vista Hermosa

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.11*	
NBR	0	0	60		140		
SBL	1	1600	260	.16	120	.08*	
SBT	0.5	3200	20	{.20}*	20	{.09}	
SBR	1.5		780		450		
EBL	2	3200	420	.13*	520	.16*	
EBT	2	3200	150	.05	220	.07	
EBR	0	0	10		10		
WBL	1	1600	80	.05	110	.07	
WBT	2	3200	270	.13*	220	.14*	
WBR	0	0	160		240	.15	
TOTAL CAPACITY UTILIZATION			.47		.49		

62. Vera Cruz & Los Mares

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	330	.21*	120	.08*	
NBT	1	1600	10	.04	10	.02	
NBR	0	0	50		20		
SBL	0	0	10		10		
SBT	1	1600	10	.02*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	330	.10*	230	.07	
EBR	1	1600	250	.16	220	.14	
WBL	1	1600	40	.03*	10	.01	
WBT	2	3200	130	.04	290	.09*	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .36 .20

63. Vera Cruz & Vista Hermosa

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	50	.03	
NBT	2	3200	50	.03*	160	.05*	
NBR	0	0	30		10		
SBL	1	1600	270	.17*	90	.06*	
SBT	2	3200	170	.09	50	.03	
SBR	0	0	120		100	.06	
EBL	1	1600	70	.04	90	.06*	
EBT	2	3200	1330	.43*	910	.29	
EBR	0	0	40		30		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	930	.32	1240	.45*	
WBR	0	0	90		210		

TOTAL CAPACITY UTILIZATION .64 .62

64. La Pata & Pico

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	60	.04*	290	.18	
NBT	2	3200	310	.10	770	.24*	
NBR	1	1600	250	.16	690	.43	
SBL	2	3200	560	.18	490	.15*	
SBT	2	3200	850	.27*	240	.08	
SBR	f		410		540		
EBL	1	1600	330	.21*	440	.28*	
EBT	3	4800	680	.14	910	.19	
EBR	1	1600	290	.18	120	.08	
WBL	2	3200	580	.18	260	.08	
WBT	2.5	6400	670	{.15}* [*]	810	{.21}*	
WBR	1.5		530		740		

TOTAL CAPACITY UTILIZATION .67 .88

65. Vista Hermosa & Pico

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	30	.02	240	.15*	
NBT	2	3200	10	.01*	50	.02	
NBR	0	0	10		10		
SBL	2	3200	350	.11*	280	.09	
SBT	1	1600	50	.03	10	.01*	
SBR	1	1600	180	.11	70	.04	
EBL	2	3200	110	.03*	330	.10*	
EBT	3	4800	1120	.23	1770	.37	
EBR	1	1600	280	.18	40	.03	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1590	.39*	1560	.40*	
WBR	0	0	260		340		

TOTAL CAPACITY UTILIZATION .54 .66

66. PCH & Camino Capistrano

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	2	3200	430	.13*	600	.19	
NBR	1	1600	300	.19	380	.24	
SBL	1	1600	110	.07*	160	.10	
SBT	2	3200	510	.16	1080	.34*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	290	.18*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	100	.06	

TOTAL CAPACITY UTILIZATION .38 .50

67. El Camino Real & Pico

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	470	.15*	540	.17*	
NBR	1	1600	120	.08	270	.17	
SBL	2	3200	450	.14*	520	.16*	
SBT	2	3200	440	.15	800	.28	
SBR	0	0	30		90		
EBL	1	1600	70	.04	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	160	.05*	370	.12*	
WBT	1	1600	70	.04	150	.09	
WBR	1	1600	340	.21	470	.29	

TOTAL CAPACITY UTILIZATION .47 .56

68. El Cm. Real & Cristianitos

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	140	.09*	150	.09*	
SBT	0	0	0		0		
SBR	1	1600	80	.05	140	.09	
EBL	1	1600	90	.06*	130	.08*	
EBT	1	1600	310	.19	180	.11	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	310	.19*	590	.37*	
WBR	1	1600	30	.02	160	.10	

TOTAL CAPACITY UTILIZATION .34 .54

119. I-5 SB Ramps & Estrella

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	740	.23*	830	.26*	
SBT	0	0	0		0		
SBR	1	1600	340	.21	350	.22	
EBL	0	0	0		0		
EBT	2	3200	560	.18*	760	.24*	
EBR	1	1600	320	.20	290	.18	
WBL	1	1600	430	.27*	510	.32*	
WBT	2	3200	410	.13	560	.18	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .68 .82

120. I-5 NB Ramps & Estrella

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0.5		180		280		
NBT	0	3200	0	.17*	0	.26*	
NBR	1.5		350		540		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	930	.19*	1200	.25*	
EBR	1	1600	370	.23	380	.24	
WBL	0	0	0		0		
WBT	3	4800	570	.12	620	.13	
WBR	f		950		780		

TOTAL CAPACITY UTILIZATION .36 .51

121. I-5 SB Rmps & Vista Hermosa

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				1110	.35*	980 .31*
SBT	0	4800			0		0
SBR	1.5				210	.13	440 .28
EBL	1	1600			10	.01	40 .03*
EBT	3	4800			370	.08*	510 .11
EBR	0	0			0		0
WBL	0	0	0		0		0
WBT	2	3200			160	.05	430 .13*
WBR	f				170		330

TOTAL CAPACITY UTILIZATION .43 .47

122. I-5 NB Ramps & Vista Hermosa

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		30	.02*	20	.01*	
NBT	0	4800	0		0		
NBR	1.5		240	.08	220	.07	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1320	.41*	1250	.39*	
EBR	f		160		240		
WBL	0	0	0		0		
WBT	1.5	4800	310	.19	740	.37	
WBR	1.5		1290	.40	1030		
Right Turn Adjustment	NBR		.06*	NBR	.06*		

TOTAL CAPACITY UTILIZATION .49 .46

123. I-5 SB Ramps & Pico

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				1350	.42*	690 .22*
SBT	0	4800			0		0
SBR	1.5				220	440 { .00}	
EBL	0	0	0		0		0
EBT	3	4800			1000	.21*	1180 .25*
EBR	1	1600			140	.09	410 .26
WBL	1	1600			320	.20*	710 .44*
WBT	2	3200			420	.13	940 .29
WBR	0	0			0		0

TOTAL CAPACITY UTILIZATION .83 .91

124. I-5 NB Ramps & Pico

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL	V/C				VOL	V/C				
NBL	1	1600	90	.06*	250	.16*	NBL	1	1600	130	.08	140	.09
NBT	0	0	0		0		NBT	0	0	0		0	
NBR	2	3200	660	.21	600	.19	NBR	1	1600	210	.13	130	.08
SBL	0	0	0		0		SBL	1	1600	200	.13*	370	.23*
SBT	0	0	0		0		SBT	1	1600	60	.04	160	.10
SBR	0	0	0		0		SBR	1	1600	170	.11	240	.15
EBL	1	1600	280	.18	360	.23*	EBL	0	0	0		0	
EBT	2	3200	2070	.65*	1480	.46	EBT	2	3200	370	.14*	690	.25*
EBR	0	0	0		0		EBR	0	0	90		120	
WBL	0	0	0		0		WBL	1	1600	20	.01*	50	.03*
WBT	3	4800	650	.14	1400	.29*	WBT	2	3200	380	.12	500	.16
WBR	f		860		1300		WBR	0	0	0		0	
Right Turn Adjustment		NBR	.15*				Right Turn Adjustment	Multi	.16*	NBR	.06*		
TOTAL CAPACITY UTILIZATION			.86		.68		TOTAL CAPACITY UTILIZATION		.44		.57		

125. I-5 SB Ramp & El Cm Real

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL	V/C				VOL	V/C				
NBL	1	1600	130	.08	140	.09	NBL	1	1600	130	.08	140	.09
NBT	0	0	0		0		NBT	0	0	0		0	
NBR	1	1600	210	.13	130	.08*	NBR	1	1600	210	.13	130	.08*
SBL	1	1600	200	.13*	370	.23*	SBL	1	1600	170	.11*	140	.09*
SBT	1	1600	60	.04	160	.10	SBT	0	0	0		0	
SBR	1	1600	170	.11	240	.15	SBR	1	1600	50	.03	90	.06
EBL	0	0	0		0		EBL	0	0	0		0	
EBT	2	3200	370	.14*	690	.25*	EBT	1	1600	110	.09*	110	.08*
EBR	0	0	90		120		EBR	0	0	40		20	
WBL	1	1600	20	.01*	50	.03*	WBL	1	1600	80	.05*	230	.14*
WBT	2	3200	380	.12	500	.16	WBT	1	1600	80	.05	80	.05
WBR	0	0	0		0		WBR	0	0	0		0	
Right Turn Adjustment		Multi	.16*		NBR	.06*							
TOTAL CAPACITY UTILIZATION			.44		.57		TOTAL CAPACITY UTILIZATION		.44		.57		

126. I-5 NB Ramps & El Cm Real

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL	V/C				VOL	V/C				
NBL	1	1600	80	.05*	210	.13*	NBL	0	0	0		0	
NBT	0	0	0		0		NBT	0	0	0		0	
NBR	1	1600	20	.01	70	.04	NBR	0	0	0		0	
SBL	0	0	0		0		SBL	1	1600	170	.11*	140	.09*
SBT	0	0	0		0		SBT	0	0	0		0	
SBR	0	0	0		0		SBR	1	1600	50	.03	90	.06
EBL	1	1600	170	.11*	120	.08*	EBL	0	0	0		0	
EBT	2	3200	440	.14	870	.27	EBT	1	1600	110	.09*	110	.08*
EBR	0	0	0		0		EBR	0	0	40		20	
WBL	0	0	0		0		WBL	1	1600	80	.05*	230	.14*
WBT	2	3200	350	.22*	390	.20*	WBT	1	1600	80	.05	80	.05
WBR	0	0	360	.23	260		WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION			.38		.41		TOTAL CAPACITY UTILIZATION		.25		.31		

127. I-5 SB Ramps & Cristianitos

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)													
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		LANES	CAPACITY	AM PK HOUR	PM PK HOUR				
			VOL	V/C				VOL	V/C				
NBL	0	0	0		0		NBL	0	0	0		0	
NBT	0	0	0		0		NBT	0	0	0		0	
NBR	0	0	0		0		NBR	0	0	0		0	
SBL	1	1600	170	.11*	140	.09*	SBL	1	1600	170	.11*	140	.09*
SBT	0	0	0		0		SBT	0	0	0		0	
SBR	1	1600	50	.03	90	.06	SBR	1	1600	50	.03	90	.06
EBL	0	0	0		0		EBL	1	1600	110	.09*	110	.08*
EBT	1	1600	110	.09*	110	.08*	EBT	1	1600	110	.09*	110	.08*
EBR	0	0	40		20		EBR	0	0	40		20	
WBL	1	1600	80	.05*	230	.14*	WBL	1	1600	80	.05	80	.05
WBT	1	1600	80	.05	80	.05	WBT	1	1600	80	.05	80	.05
WBR	0	0	0		0		WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION			.25		.31		TOTAL CAPACITY UTILIZATION		.25		.31		

128. I-5 NB Ramps & Cristianitos

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	30	.02*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	270	.17	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	140	.09*	80	.05*	
EBT	1	1600	140	.09	170	.11	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	130	.24*	270	.46*	
WBR	0	0	260		460		
TOTAL CAPACITY UTILIZATION			.35		.54		

129. I-5 SB Ramps & Basilone

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		0
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment			SBR		.08*		
TOTAL CAPACITY UTILIZATION			.30			.44	

130. I-5 NB Ramps & Basilone

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment			NBR		.02*		
TOTAL CAPACITY UTILIZATION			.24		.39		

174. Cristianitos & SR-241 Ramps

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	1	1600	270	.17*	110	.07	
NBR	1	1600	180	.11	220	.14	
SBL	1	1600	10	.01*	10	.01	
SBT	1	1600	80	.05	360	.23*	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1	1600	260	.16*	390	.24*	
WBT	0	0	0		0		
WBR	1	1600	10	.01	10	.01	
TOTAL CAPACITY UTILIZATION			.34			.47	

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1380	.41*	1080	.32*	
NBT	3	5100	1110	.22	900	.18	
NBR	1	1700	330	.19	270	.16	
SBL	2	3400	150	.04	140	.04	
SBT	3	5100	1150	.23*	1240	.24*	
SBR	f		960		570		
EBL	2	3400	810	.24*	800	.24	
EBT	3	5100	770	.15	1490	.29*	
EBR	f		730		1140		
WBL	2	3400	490	.14	450	.13*	
WBT	3	5100	1040	.20*	540	.11	
WBR	1	1700	390	.23	90	.05	
Right Turn Adjustment		WBR		.03*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.16 1.03

31. Antonio & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	580	.17	370	.11*	
NBT	3	5100	1460	.29*	1470	.29	
NBR	1	1700	340	.20	440	.26	
SBL	2	3400	430	.13*	190	.06	
SBT	3	5100	1100	.22	1860	.36*	
SBR	f		580		610		
EBL	2	3400	440	.13*	520	.15	
EBT	3	5100	640	.13	1940	.38*	
EBR	f		280		210		
WBL	2	3400	410	.12	420	.12*	
WBT	3	5100	1310	.26*	1350	.26	
WBR	1	1700	850	.50	420	.25	
Right Turn Adjustment		WBR		.24*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.10 1.02

46. Antonio/La Pata & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	170	.05*	120	.04	
NBT	2	3400	550	.16	950	.28*	
NBR	1	1700	200	.12	890	.52	
SBL	2	3400	80	.02	510	.15*	
SBT	2	3400	1020	.30*	680	.20	
SBR	1	1700	550	.32	350	.21	
EBL	2	3400	380	.11*	460	.14	
EBT	2	3400	360	.11	1430	.42*	
EBR	1	1700	150	.09	180	.11	
WBL	2	3400	850	.25	400	.12*	
WBT	2	3400	1260	.37*	840	.25	
WBR	1	1700	480	.28	220	.13	
Right Turn Adjustment		SBR		.02*	NBR	.24*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .90 1.26

52. La Pata & San Juan Creek

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	200	.12*	160	.09*	
NBT	2	3400	800	.24	1080	.32	
NBR	0	0	10		20		
SBL	1	1700	10	.01	10	.01	
SBT	2	3400	1160	.34*	940	.28*	
SBR	1	1700	850	.50	300	.18	
EBL	1	1700	150	.09*	860	.51*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	140	.08	230	.14	
WBL	1	1700	20	.01	10	.01	
WBT	1	1700	20	.02*	10	.01*	
WBR	0	0	10		10		
Right Turn Adjustment		SBR		.16*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .78 .94

57. La Pata & Las Ramblas

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	40	.02*	60	.04*	
NBT	2	3400	760	.22	720	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	790	.23*	900	.26*	
SBR	1	1700	150	.09	380	.22	
EBL	0.5		440	.26*	180		
EBT	0	3400	0		0	.13*	
EBR	1.5		190	.11	260		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.56		.48		

158. SR-241 SB & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		400	{.13}*	220	{.09}*	
NBT	0	3400	0	.13	0	.09	
NBR	0.5		40		80		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	100	.02	510	.10*	
EBR	1	1700	470	.28	70	.04	
WBL	1	1700	110	.06	10	.01*	
WBT	2	3400	400	.12*	310	.09	
WBR	0	0	0		0		
Right Turn Adjustment	EBR		.22*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.22		.22		

159. SR-241 NB & Crown Valley

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		400	{.13}*	220	{.09}*	
NBT	0	3400	0	.13	0	.09	
NBR	0.5		40		80		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	100	.02	510	.10*	
EBR	1	1700	470	.28	70	.04	
WBL	1	1700	110	.06	10	.01*	
WBT	2	3400	400	.12*	310	.09	
WBR	0	0	0		0		
Right Turn Adjustment	EBR		.22*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.52		.25		

164. SR-241 SB & Ortega Access

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	2	3400	360	.11*	2080	.61*	
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	0	0	0		0		0
WBR	f		860		470		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.16		.66		

165. SR-241 NB & Ortega Access

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	f		400		760		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	360	.11	2080	.61*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	860	.51*	470	.28	
WBR	f		2280		840		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.56		.66		

166. SR-241 Access Rd & Ortega

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	610	.18*	1260	.37*	
SBT	0	0	0		0		
SBR	2	3400	500	.15	630	.19	
EBL	2	3400	470	.14*	490	.14*	
EBT	2	3400	60	.02	690	.20	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	480	.14*	250	.07*	
WBR	2	3400	1390	.41	870	.26	
Right Turn Adjustment					WBR	.09*	
Clearance Interval						.05*	.05*
Note: Assumes Right-Turn Overlap for WBR							
TOTAL CAPACITY UTILIZATION			.60		.63		

169. SR-241 SB Ramps & Pico

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		330		300		
SBT	0	5100	0	.18*	0	.12*	
SBR	1.5		580		310		
EBL	0	0	0		0		
EBT	2	3400	1270	.37*	1730	.51*	
EBR	1	1700	80	.05	200	.12	
WBL	1	1700	80	.05*	120	.07*	
WBT	2	3400	940	.28	1270	.37	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.65		.75		

170. SR-241 NB Ramps & Pico

2025 FEC Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	1	1700	40	.02*	70	.04*	
NBT	0	0	0		0		
NBR	1	1700	90	.05	100	.06	
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*	1510	.44*	
EBR	1	1700	240	.14	520	.31	
WBL	1	1700	270	.16*	280	.16*	
WBT	2	3400	990	.29	1320	.39	
WBR	0	0	0		0		
Right Turn Adjustment					NBR	.03*	NBR .02*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.66		.71		

ICU Data Set 11

**2025 FEC-Ultimate Alternative
(Buildout Toll-Free Circulation System with OCP-2000 for RMV)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	240	.14	170	.10*	
NBT	2	3400	720	.21*	480	.14	
NBR	1	1700	350	.21	340	.20	
SBL	1	1700	100	.06*	230	.14	
SBT	2	3400	300	.09	660	.19*	
SBR	1	1700	450	.26	580	.34	
EBL	2	3400	310	.09*	460	.14	
EBT	3	5100	1470	.29	2460	.48*	
EBR	1	1700	110	.06	300	.18	
WBL	2	3400	150	.04	200	.06*	
WBT	3	5100	2300	.45*	1830	.36	
WBR	1	1700	70	.04	110	.06	
Right Turn Adjustment		SBR	.06*		SBR	.01*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.92			.89	

2. Jeronimo & Alicia

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	560	.16*	260	.08*	
NBT	2	3400	820	.26	380	.14	
NBR	0	0	60		110		
SBL	2	3400	50	.01	80	.02	
SBT	2	3400	370	.11*	960	.28*	
SBR	1	1700	290	.17	720	.42	
EBL	2	3400	430	.13*	310	.09	
EBT	3	5100	600	.12	1610	.32*	
EBR	d	1700	160	.09	490	.29	
WBL	2	3400	120	.04	150	.04*	
WBT	3	5100	1070	.21*	790	.15	
WBR	d	1700	100	.06	90	.05	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.66		.77

3. Trabuco & Alicia

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	220	.06	300	.09	
NBT	2	3400	640	.19*	510	.15*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	140	.04*	830	.24*	
SBT	2	3400	340	.10	520	.15	
SBR	d	1700	100	.06	150	.09	
EBL	2	3400	190	.06*	190	.06	
EBT	3	5100	360	.07	1210	.24*	
EBR	d	1700	50	.03	170	.10	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1320	.26*	690	.14	
WBR	d	1700	580	.34	280	.16	
Right Turn Adjustment		WBR	.05*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.65		.70		

4. Marguerite & Alicia

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	140	.08*	70	.04	
NBT	2	3400	310	.09	470	.14*	
NBR	d	1700	50	.03	120	.07	
SBL	1	1700	40	.02	80	.05*	
SBT	2	3400	560	.16*	350	.10	
SBR	d	1700	390	.23	180	.11	
EBL	2	3400	170	.05*	420	.12	
EBT	2	3400	450	.13	1240	.36*	
EBR	d	1700	30	.02	120	.07	
WBL	1	1700	140	.08	80	.05*	
WBT	3	5100	1080	.21*	440	.09	
WBR	d	1700	60	.04	60	.04	
Right Turn Adjustment		SBR	.03*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION					.58		.65

5. Olympiad & Alicia

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	340	.20*	110	.06*	
NBT	2	3400	360	.11	470	.14	
NBR	d	1700	410	.24	360	.21	
SBL	1	1700	10	.01	40	.02	
SBT	2	3400	410	.14*	500	.16*	
SBR	0	0	60		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	470	.09*	950	.19*	
EBR	d	1700	110	.06	310	.18	
WBL	1	1700	390	.23*	380	.22*	
WBT	3	5100	710	.14	400	.08	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.71		.68		

6. Santa Margarita & Alicia

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	940	.28*	930	.27*	
NBT	3	5100	1230	.24	880	.17	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	730	.14*	1310	.26*	
SBR	1	1700	20	.01	120	.07	
EBL	2	3400	10	.00	110	.03*	
EBT	0	0	0		0		
EBR	2	3400	910	.27	1610	.47	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							EBR .17*
Clearance Interval						.05*	.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.47		.78		

7. Marguerite & Trabuco

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	500	.15*	490	.14*	
NBT	2	3400	520	.15	670	.20	
NBR	d	1700	20	.01	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	780	.23*	450	.13*	
SBR	d	1700	40	.02	60	.04	
EBL	1	1700	50	.03*	100	.06	
EBT	1	1700	20	.01	70	.04*	
EBR	1	1700	460	.27	600	.35	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment	EBR	.13*	EBR	.20*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.60		.64			

8. Marguerite & Jeronimo

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	470	.28*	270	.16*	
NBT	2	3400	650	.19	970	.29	
NBR	d	1700	40	.02	140	.08	
SBL	1	1700	90	.05	120	.07	
SBT	2	3400	990	.29*	770	.23*	
SBR	d	1700	80	.05	80	.05	
EBL	1	1700	160	.09	100	.06	
EBT	2	3400	130	.04*	350	.10*	
EBR	1	1700	340	.20	510	.30	
WBL	1	1700	270	.16*	70	.04*	
WBT	2	3400	350	.10	150	.04	
WBR	d	1700	100	.06	90	.05	
Right Turn Adjustment	EBR	.08*					
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.82		.66			

9. Olympiad & Jeronimo

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	150	.09*	120	.07*			
NBT	2	3400	680	.20	740	.22			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	2	3400	570	.24*	730	.25*			
SBR	0	0	230		120				
EBL	1	1700	140	.08*	130	.08*			
EBT	0	0	0		0				
EBR	1	1700	70	.04	200	.12			
WBL	0	0	0		0				
WBT	0	0	0		0				
WBR	0	0	0		0				
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION				.46		.45			

10. Marguerite & La Paz

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3400	240	.07*	310	.09*			
NBT	2	3400	740	.22	990	.29			
NBR	d	1700	150	.09	200	.12			
SBL	2	3400	130	.04	200	.06			
SBT	2	3400	890	.26*	1070	.31*			
SBR	1	1700	170	.10	130	.08			
EBL	2	3400	180	.05*	410	.12			
EBT	2	3400	290	.09	890	.26*			
EBR	1	1700	70	.04	280	.16			
WBL	2	3400	320	.09	180	.05*			
WBT	2	3400	510	.15*	340	.10			
WBR	d	1700	300	.18	100	.06			
Clearance Interval					.05*	.05*			
TOTAL CAPACITY UTILIZATION					.58		.76		

11. Olympiad & La Paz

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	380	.22*	110	.06*			
NBT	2	3400	810	.24	570	.17			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	2	3400	570	.22*	720	.27*			
SBR	0	0	180		200				
EBL	1	1700	130	.08*	350	.21*			
EBT	0	0	0		0				
EBR	1	1700	100	.06	270	.16			
WBL	0	0	0		0				
WBT	0	0	0		0				
WBR	0	0	0		0				
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION				.57		.59			

12. Empresa & Santa Margarita

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1.5		1020			760			
NBT	0.5	3400	40	.31*	10	.23*			
NBR	1	1700	670	.39	550	.32			
SBL	1	1700	20	.01	20	.01			
SBT	1	1700	10	.01*	10	.01*			
SBR	1	1700	10	.01	10	.01			
EBL	1	1700	80	.05	40	.02			
EBT	3	5100	950	.19*	1760	.35*			
EBR	1	1700	760	.45	710	.42			
WBL	2	3400	740	.22*	420	.12*			
WBT	3	5100	1390	.27	640	.13			
WBR	d	1700	50	.03	10	.01			
Right Turn Adjustment					EBR	.03*			
Clearance Interval						.05*		.05*	
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION					.81		.76		

13. Empresa & Banderas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	60	.04	60	.04*	
NBT	2	3400	1050	.38*	360	.12	
NBR	0	0	230		50		
SBL	1	1700	60	.04*	30	.02	
SBT	2	3400	350	.21	530	.31*	
SBR	0	0	480	.28	820	.48	
EBL	1	1700	740	.44*	440	.26*	
EBT	2	3400	60	.03	10	.01	
EBR	0	0	40		60	.04	
WBL	1	1700	20	.01	120	.07	
WBT	2	3400	10	.01*	80	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.92		.69	

14. Empresa & Antonio

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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		130		490		
SBT	0.5	3400	50	.05*	20	.15*	
SBR	f		90		270		
EBL	2	3400	700	.21*	120	.04*	
EBT	3	5100	1250	.25	1090	.21	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	840	.16*	1320	.26*	
WBR	f		470		180		
Clearance Interval					.05*	.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.53	.52	

15. Banderas & Antonio

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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*	50	.03*	
SBT	2	3400	130	.04	30	.01	
SBR	1	1700	290	.17	540	.32	
EBL	2	3400	590	.17	250	.07*	
EBT	3	5100	2410	.48*	1100	.22	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	870	.18	1670	.35*	
WBR	0	0	40		100		
Right Turn Adjustment				SBR	.22*		
Clearance Interval					.05*		
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.73	.73		

16. Cabot & Paseo De Valencia

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	470	.28*	320	.19*	
NBT	2	3400	450	.13	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	200	.07*	560	.18*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	250	.15	500	.29	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.14*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.41	.57	

17. Cabot & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	100	.03	120	.04	
NBT	2	3400	620	.18*	260	.08*	
NBR	1	1700	160	.09	760	.45	
SBL	2	3400	250	.07*	590	.17*	
SBT	2	3400	210	.06	650	.19	
SBR	1	1700	50	.03	110	.06	
EBL	2	3400	140	.04*	130	.04	
EBT	3	5100	990	.19	1370	.27*	
EBR	1	1700	80	.05	80	.05	
WBL	2	3400	320	.09	340	.10*	
WBT	3	5100	1810	.35*	1340	.26	
WBR	1	1700	390	.23	440	.26	
Right Turn Adjustment					NBR	.29*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.96		

18. Marguerite & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	460	.14*	250	.07	
NBT	2	3400	830	.24	670	.20*	
NBR	1	1700	50	.03	100	.06	
SBL	2	3400	220	.06	470	.14*	
SBT	2	3400	550	.16*	710	.21	
SBR	1	1700	310	.18	160	.09	
EBL	2	3400	160	.05*	290	.09*	
EBT	4	6800	1350	.20	1710	.25	
EBR	d	1700	100	.06	600	.35	
WBL	2	3400	100	.03	180	.05	
WBT	4	6800	2580	.38*	1530	.23*	
WBR	d	1700	120	.07	260	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.78		.71

19. Felipe & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05	90	.05	
NBT	2	3400	360	.11*	330	.10*	
NBR	1	1700	120	.07	550	.32	
SBL	1	1700	320	.19*	510	.30*	
SBT	2	3400	420	.12	480	.14	
SBR	d	1700	110	.06	190	.11	
EBL	1	1700	130	.08	180	.11	
EBT	3	5100	1500	.29*	2200	.43*	
EBR	d	1700	90	.05	140	.08	
WBL	1	1700	410	.24*	280	.16*	
WBT	3	5100	2220	.44	1800	.35	
WBR	d	1700	660	.39	300	.18	
Right Turn Adjustment					NBR	.10*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.88		1.14		

21. Marguerite & Felipe

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	860	.25*	720	.21*	
NBR	d	1700	360	.21	1020	.60	
SBL	1	1700	130	.08*	390	.23*	
SBT	2	3400	710	.21	860	.25	
SBR	d	1700	30	.02	50	.03	
EBL	1	1700	80	.05	60	.04	
EBT	1	1700	50	.05*	40	.05*	
EBR	0	0	30		40		
WBL	1.5		890		550		
WBT	0.5	3400	30	.27*	10	.16*	
WBR	1	1700	250	.15	160	.09	
Right Turn Adjustment					NBR	.27*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.70		.97

22. Moulton & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	270	.08	
NBT	3	5100	1330	.26*	1390	.27*	
NBR	1	1700	410	.24	160	.09	
SBL	2	3400	130	.04*	240	.07*	
SBT	3	5100	760	.15	1290	.25	
SBR	1	1700	260	.15	180	.11	
EBL	2	3400	440	.13	280	.08	
EBT	3	5100	760	.19*	850	.20*	
EBR	0	0	210		180		
WBL	2	3400	230	.07*	400	.12*	
WBT	3	5100	620	.12	930	.18	
WBR	1	1700	120	.07	90	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.61		.71		

23. Greenfield & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL		0.5			50		30
NBT	1.5	3400	110	.06*	60	.03*	
NBR	0		50		20		
SBL	2	3400	970	.29*	1120	.33*	
SBT	1	1700	50	.03	190	.11	
SBR	1	1700	50	.03	480	.28	
EBL	2	3400	560	.16*	200	.06	
EBT	3	5100	700	.14	1370	.28*	
EBR	0	0	20		40		
WBL	1	1700	10	.01	70	.04*	
WBT	3	5100	1160	.23*	1100	.22	
WBR	1	1700	650	.38	1160	.68	
Right Turn Adjustment							WBR .17*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.79		.90		

24. Cabot & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	120	.07*	
NBT	2	3400	220	.06*	170	.05	
NBR	1	1700	290	.17	170	.10	
SBL	2	3400	210	.06*	300	.09	
SBT	2	3400	110	.06	400	.18*	
SBR	0	0	120	.07	220		
EBL	2	3400	150	.04	310	.09	
EBT	3	5100	1690	.36*	2230	.44*	
EBR	0	0	130		10		
WBL	2	3400	260	.08*	580	.17*	
WBT	3	5100	1720	.34	2110	.41	
WBR	1	1700	280	.16	210	.12	
Right Turn Adjustment	NBR		.05*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.66		.91		

25. Forbes & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	70	.04	180	.11	
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	100	.06	200	.12	
SBL	1	1700	190	.11*	300	.18*	
SBT	1	1700	30	.02	30	.02	
SBR	1	1700	220	.13	420	.25	
EBL	1	1700	260	.15*	250	.15*	
EBT	4	6800	1620	.26	2390	.36	
EBR	0	0	140		90		
WBL	1	1700	310	.18	140	.08	
WBT	3	5100	2070	.51*	2370	.52*	
WBR	0	0	510		290		
Right Turn Adjustment							SBR .05*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.83		.97		

26. Puerta Real & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2.5		30	.01	520	
NBT	0.5	5100	50	.03*	30	.11*
NBR	1	1700	130	.08	200	.12
SBL	1	1700	160	.09*	170	.10*
SBT	1	1700	70	.04	60	.04
SBR	1	1700	350	.21	570	.34
EBL	2	3400	560	.16*	470	.14
EBT	4	6800	2200	.35	3340	.55*
EBR	0	0	180		400	
WBL	2	3400	90	.03	340	.10*
WBT	4	6800	3130	.48*	2720	.44
WBR	0	0	110		240	
Right Turn Adjustment					SBR	.08*
Clearance Interval						.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .81 .99

27. El Regateo & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1.5		340	.10*	400	
NBT	1.5	5100	30	.05	20	.12*
NBR	0		60		280	.16
SBL	0.5		30		70	
SBT	1.5	3400	10	.02*	50	.07*
SBR	0		70	.04	170	.10
EBL	1	1700	190	.11*	110	.06
EBT	4	6800	2080	.31	3330	.49*
EBR	1	1700	220	.13	280	.16
WBL	1	1700	290	.17	250	.15*
WBT	4	6800	2930	.45*	2740	.41
WBR	0	0	130		60	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .73 .88

28. Los Altos & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	20	.01	300	.18*
NBT	1	1700	10	.04*	10	.11
NBR	0	0	50		180	
SBL	0	0	40		240	
SBT	1	1700	10	.03*	10	.15*
SBR	1	1700	50	.03	110	.06
EBL	1	1700	150	.09*	70	.04
EBT	4	6800	1870	.30	3610	.53*
EBR	0	0	140		10	
WBL	1	1700	300	.18	90	.05*
WBT	4	6800	3290	.53*	2640	.39
WBR	0	0	300		30	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .74 .96

29. Bellorente & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	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*	30	.02
EBT	4	6800	1850	.27	3980	.59*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3860	.58*	2650	.39
WBR	0	0	80		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .72

30. Marguerite & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	170	.05*	140	.04	
NBT	2	3400	550	.16	1010	.30*	
NBR	1	1700	420	.25	470	.28	
SBL	2	3400	190	.06	330	.10*	
SBT	2	3400	780	.23*	740	.22	
SBR	1	1700	980	.58	370	.22	
EBL	2	3400	590	.17*	660	.19	
EBT	4	6800	1260	.19	3180	.47*	
EBR	1	1700	70	.04	190	.11	
WBL	2	3400	750	.22	660	.19*	
WBT	4	6800	2790	.41*	2170	.32	
WBR	1	1700	530	.31	210	.12	
Right Turn Adjustment		SBR		.22*			
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.13 1.11

32. Golden Lantern & P. Colinas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	10	.01	10	.01	
NBT	3	5100	2150	.42*	900	.18*	
NBR	2	3400	870	.26	340	.10	
SBL	1	1700	410	.24*	240	.14*	
SBT	3	5100	760	.15	1340	.26	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		150		710		
WBT	0.5	3400	10	.05*	10	.21*	
WBR	1	1700	180	.11	380	.22	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .77 .59

33. Cabot & P. Colinas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	60	.02*	140	.04*	
SBT	0	0	0		0		
SBR	2	3400	190	.06	670	.20	
EBL	1	1700	460	.27*	200	.12*	
EBT	2	3400	720	.21	300	.09	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	170	.09*	460	.15*	
WBR	0	0	130		50		
Right Turn Adjustment		SBR		.07*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .43 .43

34. Cm Capistrano & P. Colinas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0.5	3400	350	.21*	290	{.24}	
NBR	1.5		260	.15	740		
SBL	1	1700	30	.02*	40	.02	
SBT	1	1700	140	.08	470	.28*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		510		500		
WBT	0	3400	0	.17*	0	.16*	
WBR	0.5		70		50		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .45 .49

35. Camino Capistrano & Avery

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0		0		
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	570	.34	350	.21	
SBL	2	3400	640	.19*	950	.28*	
SBT	1	1700	20	.01	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	500	.29*	670	.39*	
WBT	0	0	0		0		
WBR	2	3400	590	.17	970	.29	
Right Turn Adjustment		NBR	.11*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.65		.74		

36. Marguerite & Avery

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	460	.27*	340	.20*	
NBT	2	3400	450	.13	480	.14	
NBR	d	1700	170	.10	30	.02	
SBL	1	1700	100	.06	100	.06	
SBT	2	3400	370	.11*	600	.18*	
SBR	d	1700	460	.27	810	.48	
EBL	2	3400	730	.21*	960	.28*	
EBT	2	3400	180	.11	320	.18	
EBR	0	0	310	.18	280		
WBL	1	1700	20	.01	210	.12	
WBT	2	3400	150	.06*	210	.09*	
WBR	0	0	50		80		
Right Turn Adjustment						SBR	.09*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.70		.89

37. Gldn Lantern & Marina Hills

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	190	.11	140	.08*	
NBT	3	5100	1540	.30*	760	.15	
NBR	1	1700	550	.32	410	.24	
SBL	1	1700	220	.13*	230	.14	
SBT	3	5100	700	.14	1270	.25*	
SBR	1	1700	180	.11	350	.21	
EBL	2	3400	660	.19	350	.10	
EBT	2	3400	270	.16*	150	.09*	
EBR	0	0	310	.18	190	.11	
WBL	2	3400	370	.11*	680	.20*	
WBT	2	3400	120	.07	330	.16	
WBR	0	0	190	.11	230		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.75		.67		

38. Cm Capistrano & Los Padres

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	2	3400	320	.09*	580	.17*	
NBT	2	3400	20	.01	20	.01	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	30	.02*	
SBR	0	0	330	.19	640	.38	
EBL	1.5		480	{.18}*	230	{.11}*	
EBT	0	5100	0	{.18}	0	{.11}	
EBR	1.5		530		530		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.04*		SBR	.28*	
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.37		.63		

39. Cm Capistrano & J. Serra

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	210	.06*	240	.07*	
NBR	1	1700	1120	.66	750	.44	
SBL	2	3400	480	.14*	420	.12*	
SBT	2	3400	200	.06	460	.14	
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*	1210	.36*	
WBT	0	0	0		0		
WBR	1	1700	240	.14	580	.34	
Right Turn Adjustment		NBR	.35*		NBR	.01*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .85 .61

40. Rancho Viejo & J. Serra

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	720	.21*	440	.13*	
NBT	2	3400	290	.09	180	.06	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	210	{.10}*	350	{.14}*	
SBR	1.5		620		670		
EBL	1.5		620		500		
EBT	0.5	3400	30	.27*	10	.23*	
EBR	0		280		260		
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 .64 .56

41. Cm Capistrano & Oso Road

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	40		70	{.04}*	
NBT	2	3400	860	.26*	430	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	530	.19	520	.31*	
SBR	0	0	110		590	.35	
EBL	1	1700	550	.32*	170	.10*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	60	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .63 .50

42. Cm Capistrano & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	460	.27*	480	.28*	
NBR	1	1700	60	.04	100	.06	
SBL	1	1700	170	.10*	170	.10*	
SBT	1	1700	530	.31	430	.25	
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*	200	.12*	
WBT	0	0	0		0		
WBR	1	1700	170	.10	250	.15	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .50 .55

43. Del Obispo & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	50	.03*	110	.06*
NBT	0	0	0		0	
NBR	2	3400	1020	.30	1110	.33
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*	570	.20*
EBR	0	0	100		120	
WBL	2	3400	950	.28*	1130	.33*
WBT	1	1700	670	.39	730	.43
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*	NBR	.02*
Clearance Interval				.05*		.05*

44. Rancho Viejo & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1.5		330		410	.12*
NBT	1.5	5100	170	.11*	90	.08
NBR	0		60		40	
SBL	1.5		180		370	
SBT	0.5	3400	120	.09*	140	.15*
SBR	1	1700	120	.07	170	.10
EBL	1	1700	170	.10*	210	.12
EBT	2	3400	1250	.37	2030	.60*
EBR	1	1700	570	.34	400	.24
WBL	1	1700	70	.04	50	.03*
WBT	3	5100	1640	.32*	1330	.26
WBR	1	1700	810	.48	200	.12
Right Turn Adjustment			WBR		.09*	
Clearance Interval					.05*	
Note: Assumes N/S Split Phasing						.05*

45. La Novia & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	450	.13*	210	.06*
NBT	0	0	0		0	
NBR	1	1700	50	.03	160	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1040	.31	2040	.60*
EBR	1	1700	370	.22	370	.22
WBL	1	1700	240	.14	120	.07*
WBT	2	3400	2010	.59*	1330	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

47. Alipaz & Del Obispo

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	0	0	20		30	
NBT	1	1700	70	.05*	50	.05*
NBR	2	3400	650	.19	650	.19
SBL	1	1700	60	.04	40	.02
SBT	1	1700	50	.08*	160	.26*
SBR	0	0	90		290	
EBL	1	1700	300	.18	90	.05
EBT	2	3400	550	.17*	670	.21*
EBR	0	0	40		30	
WBL	1	1700	480	.28*	400	.24*
WBT	2	3400	690	.21	1050	.31
WBR	0	0	40		10	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

48. Cm Capistrano & Del Obispo

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	2	3400	710	.21*	480	.14*	
NBT	1	1700	590	.35	400	.24	
NBR	1	1700	230	.14	230	.14	
SBL	1	1700	40	.02	80	.05	
SBT	1	1700	410	.24*	700	.41*	
SBR	1	1700	650	.38	140	.08	
EBL	1	1700	230	.14	300	.18*	
EBT	2	3400	800	.24*	660	.19	
EBR	1	1700	430	.25	490	.29	
WBL	2	3400	240	.07*	280	.08	
WBT	2	3400	440	.15	720	.23*	
WBR	0	0	80		50		
Right Turn Adjustment		SBR	.02*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.83		1.01		

49. Cm Capistrano & San Juan C.

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	2	3400	550	.16*	720	.21*	
NBR	1	1700	500	.29	840	.49	
SBL	2	3400	240	.07*	860	.25*	
SBT	2	3400	620	.18	910	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5				1110		900
WBT	0	5100	0	{ .37}* [*]	0		0
WBR	1.5				890		650
Right Turn Adjustment						NBR	.08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.65		.85

50. Valle & San Juan Creek

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	1.5		550	.16*	590	.17*	
NBT	0	5100	0		0		
NBR	1.5		190		280	.16	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	380	.22	1150	.50*	
EBR	0	0	370		550		
WBL	1	1700	340	.20	120	.07*	
WBT	2	3400	1460	.43*	950	.28	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.64		.79		

51. La Novia & San Juan Creek

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	1	1700	180	.11	170	.10	
NBT	1	1700	220	.21*	130	.12*	
NBR	0	0	140		70		
SBL	1	1700	230	.14*	370	.22*	
SBT	1	1700	140	.08	210	.12	
SBR	1	1700	500	.29	290	.17	
EBL	1	1700	210	.12*	270	.16	
EBT	2	3400	280	.08	940	.28*	
EBR	d	1700	50	.03	140	.08	
WBL	1	1700	70	.04	100	.06*	
WBT	2	3400	1090	.32*	480	.14	
WBR	d	1700	430	.25	170	.10	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.84		.73		

53. Del Obispo & Del Avion

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	180	.11*	150	.09*	
NBT	2	3400	320	.19	350	.16	
NBR	0	0	320		210		
SBL	1	1700	60	.04	60	.04	
SBT	2	3400	280	.16*	400	.24*	
SBR	0	0	370	.22	430	.25	
EBL	1.5		220		220		
EBT	1.5	5100	330	.11*	180	.11*	
EBR	0		20		150		
WBL	1	1700	350	.21*	170	.10*	
WBT	2	3400	210	.09	90	.05	
WBR	0	0	110		110	.06	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.64		.59		

54. Alipaz & Del Avion

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	10		40	{.02}* <td></td>	
NBT	1	1700	80	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	310	.18	160	.09	
EBL	1	1700	430	.25*	290	.17*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	40	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.35			.30	

55. Del Obispo & Stonehill

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	70	.04	150	.09	
NBT	2	3400	180	.09*	400	.16*	
NBR	0	0	110		150		
SBL	1	1700	340	.20*	260	.15*	
SBT	2	3400	410	.16	510	.18	
SBR	0	0	130		110		
EBL	1	1700	190	.11	210	.12*	
EBT	2	3400	730	.25*	670	.23	
EBR	0	0	110		110		
WBL	1	1700	80	.05*	230	.14	
WBT	2	3400	510	.15	900	.26*	
WBR	1	1700	210	.12	510	.30	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.74		

56. Los Mares & Las Ramblas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	20	.01*	10	.00	
NBT	0	0	0		0		
NBR	1	1700	300	.18	110	.06	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	330	.10*	300	.09*	
EBR	1	1700	40	.02	80	.05	
WBL	1	1700	70	.04*	250	.15*	
WBT	2	3400	80	.02	200	.06	
WBR	0	0	0		0		
Right Turn Adjustment					NBR	.14*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.34				.29

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		670		1050		
SBT	0	5100	0	{.29}*	0	{.39}*	
SBR	1.5		870		1150		
EBL	0	0	0		0		
EBT	3	5100	1780	.35*	1960	.38*	
EBR	f		220		220		
WBL	0	0	0		0		
WBT	3	5100	1510	.30	1140	.22	
WBR	f		660		800		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.82		

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5				110	.03*	320 {.17}*}
NBT	0	5100			0		0 .17
NBR	1.5				170	{.00}	570
SBL	0		0		0		0
SBT	0		0		0		0
SBR	0		0		0		0
EBL	0		0		0		0
EBT	3	5100	1140	.22	2550	.50*	
EBR	f		1320		470		
WBL	0		0		0		0
WBT	3	5100	2050	.40*	1630	.32	
WBR	f		1220		610		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.48		.72		

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	110	.06*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	400	.12	510	.15	
SBL	2	3400	250	.07*	520	.15*	
SBT	2	3400	220	.06	310	.09	
SBR	1	1700	260	.15	280	.16	
EBL	0	0	0		0		
EBT	2	3400	950	.28*	1010	.30*	
EBR	1	1700	100	.06	180	.11	
WBL	2	3400	190	.06*	230	.07*	
WBT	2	3400	500	.21	740	.35	
WBR	0	0	230		440		
Right Turn Adjustment	NBR		.01*				
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.53		.71		

103. I-5 NB/Muirlands & La Paz

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5				90	.05	100 .06
NBT	1	6800	460	.14*	200	.12*	
NBR	1.5				160		410 .12
SBL	2	3400	440	.13*	820	.24*	
SBT	0	0	0		0		
SBR	2	3400	200	.06	290	.09	
EBL	2	3400	260	.08*	240	.07*	
EBT	2	3400	850	.25	1160	.34	
EBR	f		340		390		
WBL	0	0	0		0		
WBT	3	5100	1250	.33*	1100	.31*	
WBR	0	0	430		480		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.73		.79		

104. I-5 SB Ramps & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	2	3400	670	.20*	1170	.34*	
SBT	0	0	0	0			
SBR	1	1700	310	.18	460	.27	
EBL	0	0	0	0			
EBT	3	5100	1080	.21	2130	.42*	
EBR	f		320		590		
WBL	0	0	0	0			
WBT	3	5100	2220	.44*	1670	.33	
WBR	f		620		340		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.81		

105. I-5 NB Ramps & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	440	.26*	500	.29*	
NBT	0	0	0	0			
NBR	1	1700	230	.14	420	.25	
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	2730	.54*	
EBR	f		220		570		
WBL	0	0	0	0			
WBT	3	5100	2390	.47*	1510	.30	
WBR	f		1160		690		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.78		.88		

106. I-5 SB Ramps & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	2.5		1300	.25*	2440	.48*	
SBT	0	8500	0	0			
SBR	2.5		660	.19	1050	.31	
EBL	0	0	0	0			
EBT	4	6800	1630	.24	2400	.35*	
EBR	1	1700	280	.16	490	.29	
WBL	2	3400	400	.12	560	.16*	
WBT	3	5100	2230	.44*	1770	.35	
WBR	0	0	0	0			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.74		1.04		

107. I-5 NB Ramps & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1.5		660	{ .25}* [*]	240	{ .12}* [*]	
NBT	0	5100	0	.25	0	.12	
NBR	1.5		590		360		
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	0	0	0	0			
EBT	2.5	6800	2300	.45*	3860	.76*	
EBR	1.5		650	.38	960	.56	
WBL	0	0	0	0			
WBT	3	5100	1990	.39	2090	.41	
WBR	f		1570		1730		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.75		.93		

108. I-5 SB Ramps & Avery

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	410	.12*	530	.16*	
SBT	0	0	0		0		
SBR	1	1700	380	.22	580	.34	
EBL	0	0	0		0		
EBT	1.5	5100	990	.29*	1030	.30*	
EBR	1.5		200	.12	280	.16	
WBL	1	1700	260	.15*	200	.12*	
WBT	2	3400	710	.21	1040	.31	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.10*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.61		.73		

109. I-5 NB Ramps & Avery

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5				250	.07*	340 {.11}*}
NBT	0	5100			0		0 {.11}
NBR	1.5				440	{.00}	440
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	1	1700			640	.38*	440 .26*
EBT	2	3400			790	.23	1130 .33
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	2	3400			740	.22*	900 .26*
WBR	f				350		460
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.72		.68

110. I-5 SB Ramps & J. Serra

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		240		310	.18*	
SBT	0	5100	0	{.07}* [*]	0		
SBR	1.5		570		940	.28	
EBL	0	0	0		0		
EBT	2	3400	1240	.36*	900	.26*	
EBR	d	1700	350	.21	280	.16	
WBL	1	1700	250	.15*	310	.18*	
WBT	2	3400	530	.16	860	.25	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.67		

111. I-5 NB Ramps & J. Serra

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	120	.04*	320	.09*	
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	2	3400	820	.24*	640	.19*	
EBT	2	3400	660	.19	570	.17	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	660	{.26}* [*]	850	.25*	
WBR	1.5		700		280	.16	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.59		.58

112. I-5 SB Ramps & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1080		1590	.47*	
SBT	0	5100	0	{.35}* [*]	0		
SBR	1.5		910		920	{.45}	
EBL	0	0	0		0		
EBT	3	5100	1290	.25*	1380	.27*	
EBR	1	1700	190	.11	280	.16	
WBL	1	1700	210	.12*	200	.12*	
WBT	2	3400	700	.21	920	.27	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.77		.91		

113. I-5 NB Ramps & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5				250	{.12}* [*]	
NBT	0	5100	0	{.12}	0	{.13}	
NBR	1.5				470		450
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	740	.22*	790	.23*	
EBT	3	5100	1630	.32	2200	.43	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	660	.19*	830	.24*	
WBR	f		1410		1160		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.65		

114. Cm Capistrano & I-5 SB

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	2	3400	860	.26*	1130	.34*	
NBR	0	0	20		40		
SBL	2	3400	620	.18*	530	.16*	
SBT	2	3400	1110	.33	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		810	.24*	1150	.34*	
WBT	0	5100	0		0		
WBR	1.5		190		440	.26	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		.89		

115. Valle & La Novia/I-5 NB

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	190	.11*	150	.09*	
NBT	1	1700	100	.06	160	.09	
NBR	1	1700	10	.01	30	.02	
SBL	0	0	70		180		
SBT	1	1700	170	.14*	170	.21*	
SBR	1	1700	440	.26	300	.18	
EBL	1	1700	430	.25*	540	.32*	
EBT	1	1700	90	.07	200	.14	
EBR	0	0	30		30		
WBL	0	0	10		20		
WBT	1	1700	240	.15*	90	.06*	
WBR	1	1700	160	.09	80	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		.73		

116. Cm Capistrano & Stonehill

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	260	.08	390	.11*	
NBT	2	3400	620	.28*	500	.29	
NBR	0	0	340		590	.35	
SBL	1	1700	70	.04*	270	.16	
SBT	1.5	5100	660	{ .22 }	1060	{ .36 }*	
SBR	1.5		870		1190		
EBL	1	1700	530	.31*	540	.32*	
EBT	2	3400	610	.18	900	.26	
EBR	1	1700	260	.15	400	.24	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.68		.84	

117. I-5 SB Ramps & Las Ramblas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3400	180	.05*	450	.13*	
SBT	0	0	0		0		
SBR	f		610		620		
EBL	0	0	0		0		
EBT	2	3400	550	.16	740	.22*	
EBR	f		1030		1260		
WBL	0	0	0		0		
WBT	1	1700	350	.21*	340	.20	
WBR	f		170		110		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.31		.40	

118. I-5 NB Ramps & Las Ramblas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	20		90		
NBT	1	1700	10	.02*	30	.07*	
NBR	1	1700	100	.06	170	.10	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	320	.09	750	.22*	
EBR	f		370		300		
WBL	0	0	0		0		
WBT	3	5100	860	.17*	500	.10	
WBR	0	0	10		10		
Right Turn Adjustment	SBR		.02*	NBR	.03*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.28		.38		

150. Greenfield & SR-73 SB Ramps

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	1320	.44*	900	.30*	
NBR	0	0	160		110		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	220	.06	210	.06	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{ .07 }*	0	{ .21 }*	
EBR	1.5		750		1010		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.58		.57	

151. Greenfield & SR-73 NB Ramps

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	1280	.38*	830	.24*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	90	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	180	.11*	130	.08*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	10	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.59		.42	

152. SR-241 SB & S. Margarita

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	680				480
NBT	1	1700	10	.41*	10	.29*	
NBR	2	3400	860	.25	2510	.74	
SBL	0	0	10				40
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1640	.32	2370	.46*	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	30	.01	40	.01*	
WBT	3	5100	2020	.40*	780	.15	
WBR	0	0	20				10
Right Turn Adjustment							NBR .44*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.92			1.28

153. SR-241 NB & S. Margarita

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	120	.04*	30	.01*	
NBT	0	0	0		0		
NBR	f		20		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	890	.26*	1010	.30	
EBT	3	5100	1660	.33	4080	.80*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1950	.38*	820	.16	
WBR	f		3160		1190		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.73		.86	

154. SR-241 SB Ramps & Antonio

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0				0
NBT	0	0	0				0
NBR	0	0	0				0
SBL	1.5				440	.13*	910
SBT	0	5100			0		{.28}*
SBR	1.5				400	{.12}	840
EBL	0	0	0				0
EBT	3	5100			1580	.31*	1530
EBR	1	1700			20	.01	140
WBL	1	1700			140	.08*	180
WBT	3	5100			1160	.23	820
WBR	0	0			0		0
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION				.57			.74

155. SR-241 NB Ramps & Antonio

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1.5		220	.06*	30	.02*	
NBT	0	5100	0		0		
NBR	1.5		170	{ .00}	120	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	1040	.31*	220	.06	
EBT	3	5100	980	.19	2140	.42*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1080	.21*	990	.19	
WBR	1	1700	1640	.96	400	.24	
Right Turn Adjustment		WBR	.70*		NBR	.02*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION 1.33 .51

156. SR-241 SB Ramps & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0		0	0	0
NBT	0	0	0		0	0	0
NBR	0	0	0		0	0	0
SBL	1.5				80	260	
SBT	0	5100	0		.03*	0	.12*
SBR	1.5				70	360	
EBL	0	0	0		0	0	
EBT	2	3400	870	.26	600	.18	
EBR	1	1700	370	.22	610	.36	
WBL	2	3400	40	.01	30	.01	
WBT	2	3400	1170	.34*	730	.21*	
WBR	0	0	0		0	0	
Right Turn Adjustment					EBC	.07*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .42 .45

157. SR-241 NB Ramps & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1.5		570	{ .17}* [*]	420	{ .14}* [*]	
NBT	0	3400	0	.17	0	.14	
NBR	0.5		10		40		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	400	.24*	110	.06	
EBT	2	3400	550	.16	740	.22*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	630	.19*	310	.09	
WBR	1	1700	540	.32	120	.07	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .65 .41

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	70	.04*		120	.08*		
NBT	1	1600	30	.02		80	.05		
NBR	1	1600	80	.05		60	.04		
SBL	0	0	20			10			
SBT	1	1600	100	.08*		40	.04*		
SBR	0	0	10			10			
EBL	1	1600	10	.01		10	.01		
EBT	2	3200	170	.11*		100	.06*		
EBR	0	0	250	.16		200	.13		
WBL	1	1600	120	.08*		70	.04*		
WBT	2	3200	100	.03		190	.07		
WBR	0	0	10			30			
Right Turn Adjustment		EBR	.02*			EBR	.01*		
TOTAL CAPACITY UTILIZATION			.33			.23			

59. La Pata & Del Rio

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	100	.06*		430	.27*		
NBT	2	3200	680	.21		580	.18		
NBR	0	0	0			0			
SBL	0	0	0			0			
SBT	2	3200	810	.25*		990	.31*		
SBR	1	1600	10	.01		30	.02		
EBL	0.5		20			10	.01*		
EBT	0	3200	0	{.19}*		0			
EBR	1.5		660			320	{.00}		
WBL	0	0	0			0			
WBT	0	0	0			0			
WBR	0	0	0			0			
TOTAL CAPACITY UTILIZATION			.50			.59			

60. La Pata & Vista Hermosa

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3200	560	.18*		650	.20*		
NBT	3	4800	340	.07		820	.17		
NBR	1	1600	140	.09		350	.22		
SBL	1	1600	190	.12		130	.08		
SBT	3	4800	830	.17*		480	.10*		
SBR	1	1600	30	.02		90	.06		
EBL	1	1600	90	.06		80	.05		
EBT	2	3200	380	.12*		500	.16*		
EBR	1	1600	420	.26		340	.21		
WBL	1	1600	400	.25*		260	.16*		
WBT	2	3200	810	.29		550	.20		
WBR	0	0	110			80			
TOTAL CAPACITY UTILIZATION			.72			.62			

61. Talega & Vista Hermosa

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	10	.01*		10	.01		
NBT	1	1600	10	.04		30	.11*		
NBR	0	0	60			140			
SBL	1	1600	260	.16		120	.08*		
SBT	0.5	3200	20	{.20}*		20	{.09}		
SBR	1.5		780			450			
EBL	2	3200	420	.13*		520	.16*		
EBT	2	3200	150	.05		210	.07		
EBR	0	0	10			10			
WBL	1	1600	80	.05		110	.07		
WBT	2	3200	250	.13*		180	.11*		
WBR	0	0	160			240	.15		
TOTAL CAPACITY UTILIZATION			.47			.46			

62. Vera Cruz & Los Mares

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1	1600	330	.21*	100	.06*			
NBT	1	1600	10	.04	10	.02			
NBR	0	0	50		20				
SBL	0	0	10		10				
SBT	1	1600	10	.02*	10	.02*			
SBR	0	0	10		10				
EBL	1	1600	10	.01	20	.01*			
EBT	2	3200	320	.10*	230	.07			
EBR	1	1600	240	.15	220	.14			
WBL	1	1600	40	.03*	10	.01			
WBT	2	3200	120	.04	280	.09*			
WBR	0	0	10		10				

TOTAL CAPACITY UTILIZATION .36 .18

63. Vera Cruz & Vista Hermosa

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1	1600	10	.01	80	.05			
NBT	2	3200	50	.03*	120	.04*			
NBR	0	0	30		10				
SBL	1	1600	270	.17*	80	.05*			
SBT	2	3200	160	.09	40	.03			
SBR	0	0	120		100	.06			
EBL	1	1600	70	.04	110	.07*			
EBT	2	3200	1270	.42*	890	.29			
EBR	0	0	60		40				
WBL	1	1600	10	.01*	20	.01			
WBT	2	3200	910	.31	1210	.44*			
WBR	0	0	90		200				

TOTAL CAPACITY UTILIZATION .63 .60

64. La Pata & Pico

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1	1600	60	.04*	290	.18			
NBT	2	3200	300	.09	700	.22*			
NBR	1	1600	270	.17	740	.46			
SBL	2	3200	500	.16	470	.15*			
SBT	2	3200	790	.25*	220	.07			
SBR	f		420		530				
EBL	1	1600	320	.20*	440	.28*			
EBT	3	4800	670	.14	900	.19			
EBR	1	1600	290	.18	120	.08			
WBL	2	3200	640	.20	280	.09			
WBT	2.5	6400	630	{.15}*	820	{.21}*			
WBR	1.5		550		730				
Right Turn Adjustment				NBR	.01*				

TOTAL CAPACITY UTILIZATION .64 .87

65. Vista Hermosa & Pico

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
			VOL	V/C	VOL	V/C			
NBL	1	1600	30	.02	220	.14*			
NBT	2	3200	10	.01*	30	.01			
NBR	0	0	10		10				
SBL	2	3200	370	.12*	290	.09			
SBT	1	1600	60	.04	10	.01*			
SBR	1	1600	180	.11	70	.04			
EBL	2	3200	110	.03*	340	.11*			
EBT	3	4800	1100	.23	1820	.38			
EBR	1	1600	240	.15	40	.03			
WBL	1	1600	10	.01	10	.01			
WBT	3	4800	1640	.40*	1590	.40*			
WBR	0	0	260		330				

TOTAL CAPACITY UTILIZATION .56 .66

66. PCH & Camino Capistrano

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0	0	0							
NBT	2	3200	410	.13*	560	.18					
NBR	1	1600	300	.19	380	.24					
SBL	1	1600	110	.07*	150	.09					
SBT	2	3200	480	.15	1040	.33*					
SBR	0	0	0	0							
EBL	0	0	0	0							
EBT	0	0	0	0							
EBR	0	0	0	0							
WBL	1	1600	290	.18*	250	.16*					
WBT	0	0	0	0							
WBR	1	1600	50	.03	100	.06					

TOTAL CAPACITY UTILIZATION .38 .49

67. El Camino Real & Pico

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1600	20	.01	40	.03					
NBT	2	3200	450	.14*	510	.16*					
NBR	1	1600	130	.08	280	.18					
SBL	2	3200	420	.13*	510	.16*					
SBT	2	3200	430	.14	780	.27					
SBR	0	0	30		90						
EBL	1	1600	70	.04	80	.05					
EBT	1	1600	190	.13*	140	.11*					
EBR	0	0	20		30						
WBL	2	3200	150	.05*	370	.12*					
WBT	1	1600	70	.04	150	.09					
WBR	1	1600	350	.22	460	.29					

TOTAL CAPACITY UTILIZATION .45 .55

68. El Cm. Real & Cristianitos

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0	0	0							
NBT	0	0	0	0							
NBR	0	0	0	0							
SBL	1	1600	160	.10*	160	.10*					
SBT	0	0	0	0							
SBR	1	1600	90	.06	140	.09					
EBL	1	1600	90	.06*	130	.08*					
EBT	1	1600	320	.20	200	.13					
EBR	0	0	0	0							
WBL	0	0	0	0							
WBT	1	1600	350	.22*	620	.39*					
WBR	1	1600	40	.03	160	.10					

TOTAL CAPACITY UTILIZATION .38 .57

119. I-5 SB Ramps & Estrella

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0	0	0							
NBT	0	0	0	0							
NBR	0	0	0	0							
SBL	2	3200	740	.23*	850	.27*					
SBT	0	0	0	0							
SBR	1	1600	340	.21	350	.22					
EBL	0	0	0	0							
EBT	2	3200	560	.18*	760	.24*					
EBR	1	1600	320	.20	290	.18					
WBL	1	1600	430	.27*	520	.33*					
WBT	2	3200	420	.13	560	.18					
WBR	0	0	0	0							

TOTAL CAPACITY UTILIZATION .68 .84

120. I-5 NB Ramps & Estrella

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5		190		300		
NBT	0	3200	0	.17*	0	.26*	
NBR	1.5		350		540		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	920	.19*	1200	.25*	
EBR	1	1600	380	.24	380	.24	
WBL	0	0	0		0		
WBT	3	4800	560	.12	600	.13	
WBR	f		960		780		

TOTAL CAPACITY UTILIZATION .36 .51

121. I-5 SB Ramps & Vista Hermosa

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1070		940		.29*
SBT	0	4800	0		0		
SBR	1.5		220		440		.28
EBL	1	1600	20		40		.03*
EBT	3	4800	380	.08*	510		.11
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	130	.04	410		.13*
WBR	f		160		330		

TOTAL CAPACITY UTILIZATION .41 .45

122. I-5 NB Ramps & Vista Hermosa

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		20	.01*	20	.01*	
NBT	0	4800	0		0		
NBR	1.5		240	.08	220	.07	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1270	.40*	1210	.38*	
EBR	f		170		240		
WBL	0	0	0		0		
WBT	1.5	4800	270	.17	730	.37	
WBR	1.5		1290	.40	1050		
Right Turn Adjustment	NBR		.07*	NBR	.06*		

TOTAL CAPACITY UTILIZATION .48 .45

123. I-5 SB Ramps & Pico

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1360		720		.23*
SBT	0	4800	0		0		
SBR	1.5		230		460	{.00}	
EBL	0	0	0		0		
EBT	3	4800	980	.20*	1170		.24*
EBR	1	1600	140	.09	410		.26
WBL	1	1600	330	.21*	700		.44*
WBT	2	3200	440	.14	930		.29
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .84 .91

124. I-5 NB Ramps & Pico

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	90	.06*	250	.16*	
NBT	0	0	0		0		
NBR	2	3200	650	.20	590	.18	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	290	.18	350	.22*	
EBT	2	3200	2050	.64*	1500	.47	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	670	.14	1380	.29*	
WBR	f		820		1330		
Right Turn Adjustment		NBR		.14*			
TOTAL CAPACITY UTILIZATION			.84		.67		

125. I-5 SB Ramp & E1 Cm Real

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	120	.08	140	.09	
NBT	0	0	0		0		
NBR	1	1600	210	.13	130	.08	
SBL	1	1600	200	.13*	370	.23*	
SBT	1	1600	60	.04	150	.09	
SBR	1	1600	180	.11	250	.16	
EBL	0	0	0		0		
EBT	2	3200	380	.15*	690	.25*	
EBR	0	0	90		120		
WBL	1	1600	20	.01*	50	.03*	
WBT	2	3200	370	.12	490	.15	
WBR	0	0	0		0		
Right Turn Adjustment		Multi		.15*	NBR	.06*	
TOTAL CAPACITY UTILIZATION			.44		.57		

126. I-5 NB Ramps & E1 Cm Real

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	90	.06*	220	.14*	
NBT	0	0	0		0		
NBR	1	1600	20	.01	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	170	.11*	120	.08*	
EBT	2	3200	430	.13	850	.27	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	330	.21*	370	.20*	
WBR	0	0	350	.22	260		
TOTAL CAPACITY UTILIZATION			.38		.42		

127. I-5 SB Ramps & Cristianitos

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	180	.11*	160	.10*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	90	.06	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.25		.32		

128. I-5 NB Ramps & Cristianitos

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	30	.02*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	270	.17	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	140	.09*	80	.05*	
EBT	1	1600	140	.09	190	.12	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	130	.28*	270	.48*	
WBR	0	0	310		490		

TOTAL CAPACITY UTILIZATION .39 .56

129. I-5 SB Ramps & Basilone

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		

Right Turn Adjustment SBR .08*

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	

Right Turn Adjustment NBR .02*

TOTAL CAPACITY UTILIZATION .24 .39

174. Cristianitos & SR-241 Ramps

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1600	270	.17*	110	.07	
NBR	1	1600	210	.13	250	.16	
SBL	1	1600	10	.01*	10	.01	
SBT	1	1600	80	.05	360	.23*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	300	.19*	420	.26*	
WBT	0	0	0		0		
WBR	1	1600	10	.01	10	.01	

TOTAL CAPACITY UTILIZATION .37 .49

.49

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1270	.37*	960	.28*	
NBT	3	5100	1260	.25	740	.15	
NBR	1	1700	210	.12	270	.16	
SBL	2	3400	150	.04	120	.04	
SBT	3	5100	1030	.20*	1300	.25*	
SBR	f		850		480		
EBL	2	3400	680	.20*	720	.21	
EBT	3	5100	880	.17	1510	.30*	
EBR	f		630		1020		
WBL	2	3400	420	.12	440	.13*	
WBT	3	5100	1270	.25*	610	.12	
WBR	1	1700	340	.20	80	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.07		1.01		

31. Antonio & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	430	.13	330	.10*	
NBT	3	5100	1560	.31*	1280	.25	
NBR	1	1700	330	.19	460	.27	
SBL	2	3400	330	.10*	130	.04	
SBT	3	5100	960	.19	1830	.36*	
SBR	f		530		620		
EBL	2	3400	390	.11*	440	.13	
EBT	3	5100	650	.13	2010	.39*	
EBR	f		260		170		
WBL	2	3400	410	.12	460	.14*	
WBT	3	5100	1420	.28*	1320	.26	
WBR	1	1700	720	.42	390	.23	
Right Turn Adjustment					WBR	.14*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.99	1.04

46. Antonio/La Pata & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	120	.04*	130	.04	
NBT	2	3400	460	.14	770	.23*	
NBR	1	1700	160	.09	810	.48	
SBL	2	3400	60	.02	480	.14*	
SBT	2	3400	860	.25*	590	.17	
SBR	1	1700	520	.31	370	.22	
EBL	2	3400	370	.11*	460	.14	
EBT	2	3400	300	.09	1380	.41*	
EBR	1	1700	150	.09	160	.09	
WBL	2	3400	740	.22	340	.10*	
WBT	2	3400	1250	.37*	760	.22	
WBR	1	1700	450	.26	160	.09	
Right Turn Adjustment		SBR	.06*	NBR	.25*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.88		1.18		

52. La Pata & San Juan Creek

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	240	.14*	120	.07*	
NBT	2	3400	620	.19	890	.27	
NBR	0	0	10		20		
SBL	1	1700	10	.01	10	.01	
SBT	2	3400	990	.29*	790	.23*	
SBR	1	1700	760	.45	280	.16	
EBL	1	1700	140	.08*	800	.47*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	130	.08	230	.14	
WBL	1	1700	20	.01	10	.01	
WBT	1	1700	20	.02*	10	.01*	
WBR	0	0	10		10		
Right Turn Adjustment					SBR	.16*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.74	.83

57. La Pata & Las Ramblas

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	30	.02*	70	.04*	
NBT	2	3400	620	.18	530	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	620	.18*	760	.22*	
SBR	1	1700	140	.08	370	.22	
EBL	0.5		430	.25*	150		
EBT	0	3400	0		0	.12*	
EBR	1.5		190	.11	260		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.50		.43		

158. SR-241 SB & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1.5		140	{.04}* [*]	600	{.21}* [*]	
NBT	0	3400	0	.04	0	.21	
NBR	0.5		10		120		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	750	.15*	530	.10*	
EBR	1	1700	200	.12	560	.33	
WBL	1	1700	120	.07*	50	.03*	
WBT	3	5100	950	.19	570	.11	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.23*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.31		.62

159. SR-241 NB & Crown Valley

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1.5		600	{.19}* [*]	370	{.14}* [*]	
NBT	0	3400	0	.19	0	.14	
NBR	0.5		50		100		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	90	.02	440	.09*	
EBR	1	1700	670	.39	220	.13	
WBL	1	1700	100	.06	10	.01*	
WBT	2	3400	470	.14*	250	.07	
WBR	0	0	0		0		
Right Turn Adjustment	EBR	.31*	EBR	.04*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.69		.33			

164. SR-241 SB & Ortega Access

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	600	.18*	2460	.72*	
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	f		870		520		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.23		.77

165. SR-241 NB & Ortega Access

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	f		460		800		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	600	.18	2460	.72*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	870	.51*	520	.31	
WBR	f		2660		1120		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.56		.77		

166. SR-241 Access Rd & Ortega

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	620	.18*	1500	.44*	
SBT	0	0	0		0		
SBR	2	3400	500	.15	510	.15	
EBL	2	3400	350	.10*	470	.14*	
EBT	2	3400	20	.01	550	.16	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	250	.07*	140	.04*	
WBR	2	3400	1600	.47	1000	.29	
Right Turn Adjustment						.22*	
Clearance Interval						.05*	.05*
Note: Assumes Right-Turn Overlap for WBR							
TOTAL CAPACITY UTILIZATION			.62		.67		

169. SR-241 SB Ramps & Pico

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		400		320		
SBT	0	5100	0	.23*	0	.15*	
SBR	1.5		750		430		
EBL	0	0	0		0		
EBT	2	3400	1300	.38*	1830	.54*	
EBR	1	1700	80	.05	210	.12	
WBL	1	1700	80	.05*	120	.07*	
WBT	2	3400	890	.26	1200	.35	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.71		.81		

170. SR-241 NB Ramps & Pico

2025 FEC Alt. (Buildout Toll-Free w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	1	1700	50	.03*	70	.04*	
NBT	0	0	0		0		
NBR	1	1700	100	.06	100	.06	
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*	1470	.43*	
EBR	1	1700	350	.21	680	.40	
WBL	1	1700	310	.18*	330	.19*	
WBT	2	3400	930	.27	1250	.37	
WBR	0	0	0		0		
Right Turn Adjustment						.03*	.02*
Clearance Interval						.05*	.05*
Note: Assumes Right-Turn Overlap for WBR							
TOTAL CAPACITY UTILIZATION			.69		.73		

ICU Data Set 12

**2025 FEC-TV-Initial and Ultimate Alternatives
(Committed Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1130	.33*	680	.20	
NBR	1	1700	440	.26	300	.18	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	590	.17	870	.26*	
SBR	1	1700	470	.28	610	.36	
EBL	2	3400	40	.01*	520	.15*	
EBT	3	5100	1620	.32	2460	.48	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	160	.05	200	.06	
WBT	3	5100	2370	.46*	2030	.40*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.05*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.94		.95		

2. Jeronimo & Alicia

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	530	.16	260	.08*	
NBT	2	3400	870	.28*	470	.16	
NBR	0	0	70		90		
SBL	1	1700	60	.04*	50	.03	
SBT	2	3400	420	.12	1010	.30*	
SBR	1	1700	320	.19	720	.42	
EBL	1	1700	470	.28*	350	.21*	
EBT	3	5100	820	.16	1640	.32	
EBR	d	1700	140	.08	450	.26	
WBL	1	1700	110	.06	160	.09	
WBT	3	5100	1140	.22*	1020	.20*	
WBR	d	1700	60	.04	110	.06	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		.84

3. Trabuco & Alicia

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	200	.12	300	.18	
NBT	2	3400	840	.25*	640	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	210	.12*	670	.39*	
SBT	2	3400	420	.12	720	.21	
SBR	d	1700	90	.05	150	.09	
EBL	1	1700	190	.11*	170	.10	
EBT	3	5100	600	.12	1370	.27*	
EBR	d	1700	40	.02	160	.09	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1400	.27*	970	.19	
WBR	d	1700	440	.26	350	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.80		.95		

4. Marguerite & Alicia

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	110	.06*	60	.04	
NBT	2	3400	350	.10	480	.14*	
NBR	d	1700	70	.04	120	.07	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	610	.18*	420	.12	
SBR	d	1700	360	.21	180	.11	
EBL	2	3400	210	.06	450	.13	
EBT	2	3400	740	.22*	1220	.36*	
EBR	d	1700	30	.02	90	.05	
WBL	1	1700	200	.12*	110	.06*	
WBT	3	5100	1080	.21	730	.14	
WBR	d	1700	50	.03	60	.04	
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION					.63		.65

5. Olympiad & Alicia

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	170	.10*		70	.04		
NBT	2	3400	330	.10		470	.14*		
NBR	d	1700	320	.19		280	.16		
SBL	1	1700	20	.01		50	.03*		
SBT	2	3400	420	.14*		370	.13		
SBR	0	0	70			60			
EBL	1	1700	30	.02		120	.07		
EBT	3	5100	780	.15*		1070	.21*		
EBR	d	1700	100	.06		130	.08		
WBL	1	1700	310	.18*		290	.17*		
WBT	3	5100	900	.18		780	.15		
WBR	d	1700	10	.01		20	.01		
Clearance Interval				.05*			.05*		
TOTAL CAPACITY UTILIZATION				.62			.60		

6. Santa Margarita & Alicia

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3400	1040	.31*		1240	.36*		
NBT	3	5100	1310	.26		1570	.31		
NBR	0	0	0			0			
SBL	0	0	0			0			
SBT	3	5100	1430	.28*		1580	.31*		
SBR	1	1700	30	.02		90	.05		
EBL	2	3400	10	.00		120	.04*		
EBT	0	0	0			0			
EBR	2	3400	1050	.31		1640	.48		
WBL	0	0	0			0			
WBT	0	0	0			0			
WBR	0	0	0			0			
Right Turn Adjustment						EBR	.08*		
Clearance Interval				.05*			.05*		
Note: Assumes Right-Turn Overlap for EBR									
TOTAL CAPACITY UTILIZATION				.64			.64		

7. Marguerite & Trabuco

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	670	.39*		580	.34*		
NBT	2	3400	580	.17		680	.20		
NBR	d	1700	30	.02		60	.04		
SBL	1	1700	20	.01		110	.06		
SBT	2	3400	900	.26*		540	.16*		
SBR	d	1700	50	.03		80	.05		
EBL	1	1700	50	.03*		130	.08		
EBT	1	1700	20	.01		60	.04*		
EBR	1	1700	530	.31		730	.43		
WBL	1	1700	20	.01		130	.08*		
WBT	2	3400	20	.01*		110	.03		
WBR	d	1700	10	.01		120	.07		
Right Turn Adjustment				EBR			.14*		
Clearance Interval				.05*			.05*		
TOTAL CAPACITY UTILIZATION							.74		
							.81		

8. Marguerite & Jeronimo

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	390	.23*		280	.16		
NBT	2	3400	770	.23		1070	.31*		
NBR	d	1700	50	.03		150	.09		
SBL	1	1700	90	.05		200	.12*		
SBT	2	3400	1160	.34*		900	.26		
SBR	d	1700	100	.06		90	.05		
EBL	1	1700	190	.11*		110	.06		
EBT	2	3400	140	.04		410	.12*		
EBR	1	1700	350	.21		480	.28		
WBL	1	1700	270	.16		80	.05*		
WBT	2	3400	370	.11*		190	.06		
WBR	d	1700	160	.09		90	.05		
Right Turn Adjustment				EBR			.03*		
Clearance Interval				.05*			.05*		
TOTAL CAPACITY UTILIZATION							.84		
							.68		

9. Olympiad & Jeronimo

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	220	.13*	130	.08*	
NBT	2	3400	430	.13	640	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	500	.22*	450	.17*	
SBR	0	0	260		140		
EBL	1	1700	130	.08*	190	.11*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	220	.13	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.48		.41		

10. Marguerite & La Paz

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	230	.07*	340	.10*	
NBT	2	3400	810	.24	1120	.33	
NBR	d	1700	140	.08	170	.10	
SBL	2	3400	130	.04	220	.06	
SBT	2	3400	1020	.30*	1140	.34*	
SBR	1	1700	210	.12	130	.08	
EBL	2	3400	220	.06*	350	.10	
EBT	2	3400	320	.09	1100	.32*	
EBR	1	1700	100	.06	200	.12	
WBL	2	3400	340	.10	190	.06*	
WBT	2	3400	460	.14*	370	.11	
WBR	d	1700	370	.22	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.87		

11. Olympiad & La Paz

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	380	.22*	230	.14*	
NBT	2	3400	660	.19	560	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.21*	520	.20*	
SBR	0	0	190		150		
EBL	1	1700	120	.07*	260	.15*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	580	.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			.55		.62		

12. Empresa & Santa Margarita

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		1000		1230		
NBT	0.5	3400	40	.31*	10	.36*	
NBR	1	1700	640	.38	450	.26	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1210	.24*	1970	.39*	
EBR	1	1700	1250	.74	700	.41	
WBL	2	3400	680	.20*	520	.15*	
WBT	3	5100	1520	.30	1000	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment			EBR		.27*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.55		.62		

TOTAL CAPACITY UTILIZATION .1.08 .96

13. Empresa & Banderas

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1200	.41*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	620	.36*	
SBR	0	0	570	.34	800	.47	
EBL	1	1700	530	.31*	450	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		90	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.83		.74	

14. Empresa & Antonio

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	60		60		.20
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5		210		550		
SBT	0.5	3400	50	.08*	20	.17*	
SBR	f		140		330		
EBL	2	3400	870	.26*	140	.04*	
EBT	3	5100	960	.19	1100	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	800	.16*	1010	.20*	
WBR	f		380		300		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.61		.48

15. Banderas & Antonio

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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	390	.23	570	.34	
EBL	2	3400	400	.12	360	.11*	
EBT	3	5100	2350	.47*	1180	.23	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	940	.19	1440	.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				.72		.70	

16. Cabot & Paseo De Valencia

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	630	.37*	380	.22*	
NBT	2	3400	470	.14	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	510	.16*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	310	.18	630	.37	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBC	.19*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.51		.63

17. Cabot & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	220	.06	
NBT	2	3400	720	.21*	330	.10*	
NBR	1	1700	280	.16	760	.45	
SBL	2	3400	280	.08*	720	.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	1040	.20	1430	.28*	
EBR	1	1700	140	.08	120	.07	
WBL	2	3400	370	.11	440	.13*	
WBT	3	5100	1560	.31*	1340	.26	
WBR	1	1700	460	.27	450	.26	
Right Turn Adjustment					NBR	.25*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		1.02		

18. Marguerite & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	430	.13	250	.07	
NBT	2	3400	910	.27*	890	.26*	
NBR	1	1700	60	.04	100	.06	
SBL	2	3400	230	.07*	550	.16*	
SBT	2	3400	680	.20	940	.28	
SBR	1	1700	350	.21	180	.11	
EBL	2	3400	150	.04*	220	.06	
EBT	4	6800	1420	.21	1900	.28*	
EBR	d	1700	110	.06	440	.26	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2540	.37*	1570	.23	
WBR	d	1700	100	.06	220	.13	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.80	.79

19. Felipe & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	100	.06	90	.05	
NBT	2	3400	340	.10*	380	.11*	
NBR	1	1700	60	.04	260	.15	
SBL	1	1700	310	.18*	510	.30*	
SBT	2	3400	390	.11	370	.11	
SBR	d	1700	130	.08	190	.11	
EBL	1	1700	140	.08	220	.13	
EBT	3	5100	1580	.31*	2300	.45*	
EBR	d	1700	90	.05	190	.11	
WBL	1	1700	300	.18*	230	.14*	
WBT	3	5100	2110	.41	1750	.34	
WBR	d	1700	580	.34	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.82		1.05		

21. Marguerite & Felipe

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	920	.27*	990	.29*	
NBR	d	1700	230	.14	780	.46	
SBL	1	1700	120	.07*	420	.25*	
SBT	2	3400	830	.24	910	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		750		440		
WBT	0.5	3400	30	.23*	10	.13*	
WBR	1	1700	240	.14	140	.08	
Right Turn Adjustment					NBR	.07*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.67		.84

22. Moulton & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	200	.06	
NBT	3	5100	1320	.26*	1390	.27*	
NBR	1	1700	570	.34	180	.11	
SBL	2	3400	190	.06*	270	.08*	
SBT	3	5100	790	.15	1390	.27	
SBR	1	1700	180	.11	120	.07	
EBL	2	3400	460	.14	240	.07	
EBT	3	5100	1020	.24*	940	.23*	
EBR	0	0	200		210		
WBL	2	3400	220	.06*	560	.16*	
WBT	3	5100	670	.13	1230	.24	
WBR	1	1700	160	.09	150	.09	
Right Turn Adjustment		NBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		.79		

23. Greenfield & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				40		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0		60		20		
SBL	2	3400	870	.26*	1090	.32*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	80	.05	610	.36	
EBL	2	3400	610	.18*	300	.09*	
EBT	3	5100	1130	.23	1410	.29	
EBR	0	0	20		50		
WBL	1	1700	10	.01	60	.04	
WBT	3	5100	1210	.24*	1530	.30*	
WBR	1	1700	560	.33	1000	.59	
Right Turn Adjustment					WBR	.05*	
Clearance Interval					.05*	.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.79		.84		

24. Cabot & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	170	.10*	
NBT	2	3400	240	.07*	210	.06	
NBR	1	1700	300	.18	250	.15	
SBL	2	3400	280	.08*	350	.10	
SBT	2	3400	140	.08	330	.19*	
SBR	0	0	160	.09	300		
EBL	2	3400	310	.09	310	.09	
EBT	3	5100	1840	.39*	2260	.45*	
EBR	0	0	170		10		
WBL	2	3400	400	.12*	600	.18*	
WBT	3	5100	1620	.32	2230	.44	
WBR	1	1700	360	.21	300	.18	
Right Turn Adjustment		NBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		.97		

25. Forbes & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	290	.17*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	450	.26	
EBL	1	1700	320	.19*	250	.15*	
EBT	4	6800	1780	.28	2560	.39	
EBR	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2200	.52*	2540	.55*	
WBR	0	0	430		270		
Right Turn Adjustment					SBR	.08*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.88		1.02		

26. Puerta Real & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2.5		30	.01	490		
NBT	0.5	5100	60	.04*	30	.10*	
NBR	1	1700	120	.07	300	.18	
SBL	1	1700	150	.09*	190	.11*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	560	.33	
EBL	2	3400	560	.16*	490	.14	
EBT	4	6800	2210	.35	3130	.52*	
EBR	0	0	190		390		
WBL	2	3400	70	.02	280	.08*	
WBT	4	6800	3070	.46*	2660	.43	
WBR	0	0	90		230		
Right Turn Adjustment		SBR		.01*	Multi	.11*	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .81 .97

27. El Regateo & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		330	.10*	490	.14*	
NBT	1.5	5100	30	.05	20	.11	
NBR	0		50		170		
SBL	0.5		30		70		
SBT	1.5	3400	10	.02*	40	.06*	
SBR	0		70	.04	170	.10	
EBL	1	1700	180	.11*	120	.07	
EBT	4	6800	2070	.30	3240	.48*	
EBR	1	1700	230	.14	260	.15	
WBL	1	1700	270	.16	240	.14*	
WBT	4	6800	2840	.44*	2510	.38	
WBR	0	0	130		70		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .72 .87

28. Los Altos & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		220		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1830	.29	3370	.50*	
EBR	0	0	160		20		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3180	.51*	2380	.35	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .72 .93

29. Bellojente & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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	1810	.27	3710	.55*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3730	.56*	2380	.35	
WBR	0	0	90		30		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .68

30. Marguerite & Crown Valley

TOTAL CAPACITY UTILIZATION 1.12 1.02

32. Golden Lantern & P. Colinas

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	10	.01	10	.01*
NBT	2	3400	2250	.66*	920	.27
NBR	1	1700	1100	.65	620	.36
SBL	1	1700	370	.22*	240	.14
SBT	2	3400	800	.24	1530	.45*
SBR	0	0	10		10	
EBL	1	1700	20	.01*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1.5		370		1000	
WBT	0.5	3400	10	.11*	10	.30*
WBR	1	1700	210	.12	260	.15
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			1.05			.82

33. Cabot & P. Colinas

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	110	.03*	140	.04*
SBT	0	0	0		0	
SBR	2	3400	320	.09	630	.19
EBL	1	1700	470	.28*	270	.16*
EBT	2	3400	860	.25	520	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	330	.14*	690	.24*
WBR	0	0	140		110	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .52

34. Cm Capistrano & P. Colinas

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	300	{.18}*	300	{.32}*
NBR	1.5		450	{.10}	1090	
SBL	1	1700	30	.02*	70	.04*
SBT	1	1700	150	.09	420	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		670		760	
WBT	0	3400	0	.22*	0	.24*
WBR	0.5		80		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.47		.65

35. Camino Capistrano & Avery

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	20	.01*	80	.05*	
NBR	1	1700	130	.08	160	.09	
SBL	2	3400	780	.23*	1190	.35*	
SBT	1	1700	40	.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	210	.12*	100	.06*	
WBT	0	0	0		0		
WBR	2	3400	720	.21	1300	.38	
Right Turn Adjustment					WBR	.06*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.41		.57		

36. Marguerite & Avery

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	520	.31*	370	.22*	
NBT	2	3400	560	.16	530	.16	
NBR	d	1700	140	.08	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	410	.12*	790	.23*	
SBR	d	1700	420	.25	560	.33	
EBL	2	3400	640	.19*	870	.26*	
EBT	2	3400	170	.10	330	.19	
EBR	0	0	320	.19	350	.21	
WBL	1	1700	20	.01	110	.06	
WBT	2	3400	140	.06*	240	.10*	
WBR	0	0	60		90		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.73		.86

37. Gldn Lantern & Marina Hills

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	200	.12	180	.11*	
NBT	2	3400	1950	.57*	1160	.34	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	1040	.31	1860	.55*	
SBR	1	1700	230	.14	460	.27	
EBL	1.5		720	.21*	370	.11*	
EBT	1.5	5100	10	.01	10	.01	
EBR	1	1700	330	.19	200	.12	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.85		.83		

39. Cm Capistrano & J. Serra

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	90	.05*	90	.05	
NBR	1	1700	1110	.65	870	.51	
SBL	1	1700	100	.06*	140	.08	
SBT	1	1700	80	.05	260	.15*	
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*	1190	.70*	
WBT	0	0	0		0		
WBR	1	1700	100	.06	190	.11	
Right Turn Adjustment		NBR	.23*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.88		.90		

40. Rancho Viejo & J. Serra

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	450	.13*	360	.11*	
NBT	2	3400	300	.09	230	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}* [*]	320	{.17}* [*]	
SBR	1.5		610		800		
EBL	1.5		730		490		
EBT	0.5	3400	30	.29*	10	.21*	
EBR	0		220		210		
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			.57		.55		

42. Cm Capistrano & Ortega

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	770	.45*	630	.37*	
NBR	1	1700	120	.07	80	.05	
SBL	1	1700	140	.08*	140	.08*	
SBT	1	1700	570	.34	710	.42	
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*	260	.15*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	220	.13	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73		.65		

41. Cm Capistrano & Oso Road

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	50		70	{.04}* [*]	
NBT	2	3400	1130	.35*	510	.17	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	460	.15	700	.25*	
SBR	0	0	50		150		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.49		.38		

43. Del Obispo & Ortega

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	50	.03*	90	.05*	
NBT	0	0	0		0		
NBR	2	3400	1160	.34	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	500	.17*	530	.19*	
EBR	0	0	80		120		
WBL	2	3400	1240	.36*	1260	.37*	
WBT	1	1700	780	.46	800	.47	
WBR	0	0	0		0		
Right Turn Adjustment			NBR		.04*		
Clearance Interval			NBR		.06*		
TOTAL CAPACITY UTILIZATION			.65		.72		

44. Rancho Viejo & Ortega

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		380		580	.17*	
NBT	1.5	5100	180	.12*	110	.09	
NBR	0		60		40		
SBL	1.5		140		240		
SBT	0.5	3400	130	.08*	170	.12*	
SBR	1	1700	140	.08	170	.10	
EBL	1	1700	190	.11*	210	.12	
EBT	2	3400	1390	.41	1860	.55*	
EBR	1	1700	710	.42	480	.28	
WBL	1	1700	80	.05	70	.04*	
WBT	3	5100	1840	.36*	1390	.27	
WBR	1	1700	520	.31	140	.08	
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.93		

45. La Novia & Ortega

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	320	.09*	230	.07*	
NBT	0	0	0		0		
NBR	1	1700	250	.15	360	.21	
SBL	0		0		0		
SBT	0		0		0		
SBR	0		0		0		
EBL	0		0		0		
EBT	2	3400	1180	.35	1920	.56*	
EBR	1	1700	340	.20	190	.11	
WBL	1	1700	400	.24	320	.19*	
WBT	2	3400	2040	.60*	1320	.39	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.74		.87		

47. Alipaz & Del Obispo

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	20		30		
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	790	.23	760	.22	
SBL	1	1700	90	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0	0	30		30		
EBL	1	1700	20	.01	30	.02	
EBT	2	3400	810	.25*	740	.23*	
EBR	0	0	40		40		
WBL	1	1700	560	.33*	590	.35*	
WBT	2	3400	760	.24	1310	.39	
WBR	0	0	40		30		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.69		

48. Cm Capistrano & Del Obispo

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	550	.16	440	.13*	
NBT	1	1700	750	.44*	440	.26	
NBR	1	1700	180	.11	300	.18	
SBL	1	1700	30	.02*	70	.04	
SBT	1	1700	490	.29	700	.41*	
SBR	1	1700	720	.42	510	.30	
EBL	1	1700	450	.26*	380	.22*	
EBT	2	3400	990	.29	770	.23	
EBR	1	1700	430	.25	430	.25	
WBL	1	1700	290	.17	320	.19	
WBT	2	3400	650	.21*	810	.25*	
WBR	0	0	60		40		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.98		1.06		

49. Cm Capistrano & San Juan C.

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	760	.22*	840	.25*	
NBR	1	1700	490	.29	530	.31	
SBL	2	3400	220	.06*	590	.17*	
SBT	2	3400	740	.22	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		900		820	.24*	
WBT	0	5100	0	{.27}* [*]	0		
WBR	1.5		570		530	{.18}	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.60		.71		

50. Valle & San Juan Creek

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	530	.31*	500	.29*	
NBT	0	0	0		0		
NBR	1	1700	280	.16	360	.21	
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	570	.34	
EBR	1	1700	350	.21	550	.32	
WBL	1	1700	270	.16	170	.10	
WBT	1	1700	950	.56*	850	.50*	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.92		.84		

51. La Novia & San Juan Creek

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	180	.11*	160	.09*	
NBT	1	1700	260	.21	150	.12	
NBR	0	0	90		50		
SBL	1	1700	230	.14	230	.14	
SBT	1	1700	140	.44*	230	.38*	
SBR	0	0	610		420		
EBL	1	1700	330	.19*	400	.24*	
EBT	1	1700	230	.14	300	.18	
EBR	1	1700	60	.04	130	.08	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	400	.24*	280	.16*	
WBR	1	1700	320	.19	220	.13	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.03		.92		

53. Del Obispo & Del Avion

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	180	.11*	170	.10*	
NBT	2	3400	210	.12	360	.17	
NBR	0	0	350	.21	230		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	250	.15*	350	.21*	
SBR	0	0	470	.28	540	.32	
EBL	1.5		310		250		
EBT	1.5	5100	410	.14*	260	.13*	
EBR	0		10		170		
WBL	1	1700	350	.21*	180	.11*	
WBT	2	3400	250	.11	130	.08	
WBR	0	0	110		130		
Right Turn Adjustment			SBR	.02*	SBR	.01*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.68		.61		

54. Alipaz & Del Avion

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	10		40	{.02}*	
NBT	1	1700	70	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	350	.21	210	.12	
EBL	1	1700	520	.31*	380	.22*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.41		.35		

55. Del Obispo & Stonehill

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	80	.05	150	.09	
NBT	2	3400	200	.09*	390	.16*	
NBR	0	0	110		140		
SBL	1	1700	330	.19*	250	.15*	
SBT	2	3400	430	.16	520	.19	
SBR	0	0	120		120		
EBL	1	1700	140	.08	220	.13	
EBT	1	1700	810	.54*	650	.45*	
EBR	0	0	110		120		
WBL	1	1700	90	.05*	230	.14*	
WBT	2	3400	490	.14	950	.28	
WBR	1	1700	220	.13	530	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.92		.95		

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		840		1180		
SBT	0	5100	0	{.30}* ¹	0	{.46}* ¹	
SBR	1.5		830		1310		
EBL	0	0	0		0		
EBT	3	5100	1880	.37*	1840	.36*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1340	.26	1170	.23	
WBR	f		680		830		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.87		

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		110	.03*	330	{.18}* ¹	
NBT	0	5100	0		0	.18	
NBR	1.5		110	{.00}	590		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1120	.22	2510	.49*	
EBR	f		1600		510		
WBL	0	0	0		0		
WBT	3	5100	1910	.37*	1680	.33	
WBR	f		1480		740		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.45		.72		

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	110	.06*	220	.13*	
NBT	0	0	0		0		
NBR	2	3400	420	.12	520	.15	
SBL	1.5		210	.12	540		
SBT	1.5	5100	210	.12*	250	.23*	
SBR	0		280	.16	380		
EBL	0	0	0		0		
EBT	2	3400	980	.29*	990	.29*	
EBR	1	1700	110	.06	180	.11	
WBL	1	1700	200	.12*	230	.14*	
WBT	2	3400	560	.27	790	.36	
WBR	0	0	370		430		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .64 .84

103. I-5 NB Muirlands & La Paz

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1.5		80	.05	90		
NBT	1	6800	850	.25*	240	{.08}* <td></td>	
NBR	1.5		140		330		
SBL	2	3400	560	.16*	1030	.30*	
SBT	0	0	0		0		
SBR	2	3400	440	.13	310	.09	
EBL	2	3400	210	.06*	310	.09*	
EBT	2	3400	840	.25	1150	.34	
EBR	f		420		360		
WBL	0	0	0		0		
WBT	3	5100	1290	.35*	1090	.32*	
WBR	0	0	490		550	.32	
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .87 .84

104. I-5 SB Ramps & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	790	.23*	1160	.34*	
SBT	0	0	0		0		
SBR	1	1700	320	.19	520	.31	
EBL	0	0	0		0		
EBT	3	5100	1160	.23	2070	.41*	
EBR	f		440		820		
WBL	0	0	0		0		
WBT	3	5100	2070	.41*	1710	.34	
WBR	f		690		360		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .69 .80

105. I-5 NB Ramps & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	530	.31*	560	.33*	
NBT	0	0	0		0		
NBR	1	1700	260	.15	510	.30	
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	2610	.51*	
EBR	f		380		620		
WBL	0	0	0		0		
WBT	3	5100	2230	.44*	1510	.30	
WBR	f		1280		740		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .80 .89

106. I-5 SB Ramps & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1240	.24*	1820	.36*	
SBT	0	8500	0		0		
SBR	2.5		790	.23	1230	{.29}	
EBL	0	0	0		0		
EBT	4	6800	1730	.25	2560	.38*	
EBR	1	1700	320	.19	480	.28	
WBL	2	3400	530	.16	560	.16*	
WBT	3	5100	2140	.42*	1740	.34	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.95	

107. I-5 NB Ramps & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1.5				670	{.26}* [*]	210
NBT	0	5100	0	.26	0		
NBR	1.5				640		620
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2.5	6800	2280	.45*	3390	.66*	
EBR	1.5		720	.42	980	.58	
WBL	0	0	0		0		
WBT	3	5100	2010	.39	2090	.41	
WBR	f		1500		1630		
Right Turn Adjustment							NBR .06*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION				.76		.89	

108. I-5 SB Ramps & Avery

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		450		620		
SBT	0	3400	0	.20*	0	.28*	
SBR	0.5		230		340		
EBL	0	0	0		0		
EBT	2	3400	620	.27*	990	.40	
EBR	0	0	290		360		
WBL	1	1700	320	.19*	190	.11	
WBT	1	1700	710	.42	1040	.61*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.94	

109. I-5 NB Ramps & Avery

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	330	.19*	410	.24*	
NBT	0	0	0		0		
NBR	1	1700	430	.25	430	.25	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	370	.22*	490	.29*	
EBT	2	3400	710	.21	1110	.33	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	720	.42*	820	.48*	
WBR	1	1700	380	.22	340	.20	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION				.88		.96	

110. I-5 SB Ramps & J. Serra

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		250	.07*	300		
SBT	0	5100	0		0	{.13}* .13*	
SBR	1.5		570	.17	790		
EBL	0	0	0		0		
EBT	2	3400	1080	.32*	870	.26*	
EBR	d	1700	130	.08	150	.09	
WBL	1	1700	260	.15*	400	.24*	
WBT	2	3400	370	.11	580	.17	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.68		

111. I-5 NB Ramps & J. Serra

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	50	.01*	120	.04*	
NBT	0	0	0		0		
NBR	1	1700	350	.21	210	.12	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	700	.21*	660	.19*	
EBT	2	3400	630	.19	510	.15	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	580	.21*	870	.26*	
WBR	1.5		490		310	.18	
Right Turn Adjustment	NBR			.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.51		.54		

112. I-5 SB Ramps & Ortega

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1170		1370		
SBT	0	5100	0	{.37}* .37*	0	{.41}* .41*	
SBR	1.5		1000		990		
EBL	0	0	0		0		
EBT	3	5100	1500	.33*	1590	.36*	
EBR	0	0	170		270		
WBL	1	1700	300	.18*	290	.17*	
WBT	2	3400	1030	.30	1080	.32	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		.99		

113. I-5 NB Ramps & Ortega

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5		280		280		
NBT	0	3400	0	{.24}* .24*	0	.22*	
NBR	1.5		560		470		
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	1840	.54	2120	.62*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1050	.31*	1080	.32	
WBR	1	1700	1270	.75	1170	.69	
Right Turn Adjustment	WBR		.32*		WBR	.19*	
Clearance Interval			.05*		.05*	.05*	
TOTAL CAPACITY UTILIZATION			1.16		1.08		

114. Cm Capistrano & I-5 SB

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1060	.31*	960	.29*	
NBR	0	0	10		20		
SBL	2	3400	660	.19*	580	.17*	
SBT	2	3400	980	.29	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		830	.24*	1130	.33*	
WBT	0	5100	0		0		
WBR	1.5		200		410	.24	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.84		

115. Valle & La Novia/I-5 NB

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	230	.14*	120	.07*	
NBT	1	1700	120	.07	140	.08	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	210	.16*	270	.27*	
SBR	1	1700	300	.18	260	.15	
EBL	1	1700	470	.28*	580	.34*	
EBT	1	1700	50	.06	160	.14	
EBR	0	0	60		70		
WBL	0	0	50		50		
WBT	1	1700	310	.21*	80	.08*	
WBR	1	1700	210	.12	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.84		.81		

116. Cm Capistrano & Stonehill

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	300	.09	400	.12	
NBT	1	1700	740	.63*	450	.59*	
NBR	0	0	330		550		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	630	.19	1050	.31	
SBR	1	1700	820	.48	1240	.73	
EBL	1	1700	640	.38*	440	.26	
EBT	1	1700	620	.36	890	.52*	
EBR	1	1700	270	.16	470	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.10		1.32		

117. I-5 SB Ramps & Las Ramblas

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	310	.09*	350	.10*	
SBT	0	0	0		0		
SBR	f		550		620		
EBL	0	0	0		0		
EBT	2	3400	560	.16	690	.20*	
EBR	f		880		1290		
WBL	0	0	0		0		
WBT	1	1700	300	.18*	310	.18	
WBR	f		210		160		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.32		.35		

118. I-5 NB Ramps & Las Ramblas

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	60		70		
NBT	1	1700	10	.04*	30	.06*	
NBR	1	1700	120	.07	170	.10	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	420	.12	580	.17*	
EBR	f		400		340		
WBL	0	0	0		0		
WBT	3	5100	680	.14*	540	.11	
WBR	0	0	10		10		
Right Turn Adjustment	Multi		.04*		NBR	.04*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.29		.33		

150. Greenfield & SR-73 SB Ramps

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	1090	.42*	660	.27*	
NBR	0	0	340		250		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	340	.10	420	.12	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}* [*]	0	{.20}* [*]	
EBR	1.5		560		850		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.53		.53

151. Greenfield & SR-73 NB Ramps

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1050	.31*	590	.17*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	80	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	300	.18*	350	.21*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.59		.48		

152. SR-241 SB & S. Margarita

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	360		380		
NBT	1	1700	10	.22*	10	.23*	
NBR	2	3400	550	.16	1730	.51	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1800	.35	2520	.49*	
EBR	1	1700	150	.09	110	.06	
WBL	2	3400	40	.01	20	.01*	
WBT	3	5100	2330	.46*	1300	.26	
WBR	0	0	20		10		
Right Turn Adjustment					NBR	.27*	
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.79		.108

153. SR-241 NB & S. Margarita

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		80	.02*	40	.01*	
NBT	0	5100	0		0		
NBR	1.5		10		20	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	520	.31*	440	.26	
EBT	3	5100	1850	.36	3920	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2300	.45*	1290	.25	
WBR	1	1700	2620	1.54	740	.44	
Right Turn Adjustment		WBR	1.07*				
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			1.90		.83		

154. SR-241 SB Ramps & Antonio

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		180		70	.05*	.24*
SBT	0	5100	0		0		
SBR	1.5		150	{ .00}	480	{ .12}	
EBL	0	0	0		0		
EBT	3	5100	1370	.27*	1620	.32*	
EBR	1	1700	30	.02	100	.06	
WBL	1	1700	180	.11*	170	.10*	
WBT	3	5100	1260	.25	1010	.20	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.48		.71

155. SR-241 NB Ramps & Antonio

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		100	.03*	40	.02*	
NBT	0	5100	0		0		
NBR	1.5		180	{ .00}	150	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	680	.40*	190	.11	
EBT	3	5100	880	.17	2220	.44*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1340	.26*	1160	.23	
WBR	1	1700	1510	.89	220	.13	
Right Turn Adjustment		WBR	.61*	NBR	.02*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.35		.53		

156. SR-241 SB Ramps & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		70		230		
SBT	0	5100	0		0		.11*
SBR	1.5		20	.01	320		
EBL	0	0	0		0		
EBT	2	3400	970	.29	860	.25	
EBR	1	1700	370	.22	720	.42	
WBL	2	3400	170	.05	100	.03	
WBT	2	3400	1670	.49*	1050	.31*	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.06*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.56		.53

157. SR-241 NB Ramps & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		660	{.21}*	490	{.19}*	
NBT	0	3400	0	.21	0	.19	
NBR	0.5		60		160		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	410	.24*	30	.02	
EBT	2	3400	630	.19	1050	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1180	.35*	620	.18	
WBR	1	1700	430	.25	80	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.85		.55		

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	90	.06*	50	.03*	
NBT	1	1600	20	.01	30	.02	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	50	.04*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	20	.01	10	.01	
EBT	2	3200	20	.01*	80	.05*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	70	.03	50	.02	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.01*			

TOTAL CAPACITY UTILIZATION .15 .13

60. La Pata & Vista Hermosa

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	560	.18*	620	.19*	
NBT	3	4800	140	.03	220	.05	
NBR	1	1600	260	.16	530	.33	
SBL	1	1600	90	.06	40	.03	
SBT	3	4800	10	.00*	10	.00*	
SBR	1	1600	10	.01	10	.01	
EBL	1	1600	30	.02	40	.03	
EBT	2	3200	470	.15*	720	.23*	
EBR	1	1600	450	.28	360	.23	
WBL	1	1600	600	.38*	330	.21*	
WBT	2	3200	870	.29	720	.25	
WBR	0	0	50		80		
Right Turn Adjustment			NBR	.01*			

TOTAL CAPACITY UTILIZATION .71 .64

61. Talega & Vista Hermosa

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.10*	
NBR	0	0	50		130		
SBL	1	1600	280	.18	140	.09*	
SBT	0.5	3200	20	{.27}* [*]	20	{.08}	
SBR	1.5		1010		510		
EBL	2	3200	430	.13*	730	.23*	
EBT	2	3200	400	.13	380	.12	
EBR	0	0	10		10		
WBL	1	1600	90	.06	100	.06	
WBT	2	3200	360	.18*	550	.28*	
WBR	0	0	230		330		
TOTAL CAPACITY UTILIZATION			.59		.70		

TOTAL CAPACITY UTILIZATION .59 .70

62. Vera Cruz & Los Mares

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	380	.24*	170	.11*	
NBT	1	1600	10	.04	10	.06	
NBR	0	0	60		90		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01	
EBT	2	3200	60	.02*	160	.05*	
EBR	1	1600	370	.23	410	.26	
WBL	1	1600	90	.06*	30	.02*	
WBT	2	3200	120	.04	170	.06	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.03*	EBR	.13*	

TOTAL CAPACITY UTILIZATION .38 .33

63. Vera Cruz & Vista Hermosa

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	10	.01	
NBT	2	3200	80	.03*	310	.10*	
NBR	0	0	20		10		
SBL	1	1600	640	.40*	350	.22*	
SBT	2	3200	440	.17	130	.07	
SBR	0	0	100		100		
EBL	1	1600	70	.04	70	.04*	
EBT	2	3200	1280	.40*	1070	.34	
EBR	0	0	10		10		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	940	.35	1090	.51*	
WBR	0	0	180		540		

TOTAL CAPACITY UTILIZATION .84 .87

64. La Pata & Pico

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	60	.04*	310	.19	
NBT	2	3200	260	.08	580	.18*	
NBR	1	1600	240	.15	750	.47	
SBL	2	3200	170	.05	240	.08*	
SBT	2	3200	620	.19*	180	.06	
SBR	f		250		330		
EBL	1	1600	360	.23*	340	.21*	
EBT	3	4800	590	.12	800	.17	
EBR	1	1600	410	.26	130	.08	
WBL	2	3200	390	.12	160	.05	
WBT	2.5	6400	710	{.15}*	710	{.16}*	
WBR	1.5		400	{.14}	390		

Right Turn Adjustment NBR .14*

TOTAL CAPACITY UTILIZATION .61 .77

65. Vista Hermosa & Pico

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	20	.01*	200	.13	
NBT	2	3200	60	.02	290	.09*	
NBR	0	0	10		10		
SBL	2	3200	520	.16	630	.20*	
SBT	1	1600	320	.20*	110	.07	
SBR	1	1600	340	.21	120	.08	
EBL	2	3200	240	.08*	750	.23*	
EBT	3	4800	580	.12	1120	.23	
EBR	1	1600	200	.13	10	.01	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1150	.36*	1010	.32*	
WBR	0	0	740	.46	560	.35	

TOTAL CAPACITY UTILIZATION .65 .84

66. PCH & Camino Capistrano

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1600	510	.32*	630	.39	
NBR	1	1600	290	.18	400	.25	
SBL	1	1600	110	.07*	240	.15	
SBT	1	1600	490	.31	1150	.72*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	320	.20*	290	.18*	
WBT	0	0	0		0		
WBR	1	1600	30	.02	80	.05	

TOTAL CAPACITY UTILIZATION .59 .90

67. El Camino Real & Pico

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	510	.19*	570	.25*	
NBR	0	0	100		220		
SBL	1	1600	450	.28*	600	.38*	
SBT	2	3200	440	.14	850	.29	
SBR	0	0	20		80		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	180	.13*	140	.11*	
EBR	0	0	20		30		
WBL	1	1600	120	.08*	330	.21*	
WBT	1	1600	80	.05	160	.10	
WBR	1	1600	360	.23	480	.30	

TOTAL CAPACITY UTILIZATION .68 .95

68. El Cm. Real & Cristianitos

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	140	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .30

69. Del Cerro & Pico

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3200	620	.19	530	.17	
NBT	2	3200	110	.03*	180	.06*	
NBR	d	1600	20	.01	60	.04	
SBL	1	1600	410	.26*	440	.28*	
SBT	2	3200	150	.05	120	.04	
SBR	d	1600	100	.06	100	.06	
EBL	1	1600	120	.08	170	.11*	
EBT	3	4800	1610	.34*	770	.16	
EBR	1	1600	650	.41	740	.46	
WBL	1	1600	60	.04*	60	.04	
WBT	3	4800	500	.10	1640	.34*	
WBR	d	1600	310	.19	400	.25	

TOTAL CAPACITY UTILIZATION .67 .79

119. I-5 SB Ramps & Estrella

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	740	.23*	1010	.32*	
SBT	0	0	0		0		
SBR	1	1600	330	.21	360	.23	
EBL	0	0	0		0		
EBT	2	3200	540	.17*	740	.23*	
EBR	1	1600	310	.19	340	.21	
WBL	1	1600	450	.28*	510	.32*	
WBT	2	3200	390	.12	540	.17	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .68 .87

120. I-5 NB Ramps & Estrella

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0.5		180		270		
NBT	0	3200	0	.16*	0	.27*	
NBR	1.5		330		580		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	900	.19*	1400	.29*	
EBR	1	1600	390	.24	370	.23	
WBL	0	0	0		0		
WBT	3	4800	490	.10	1280	.27	
WBR	f		1100		930		

TOTAL CAPACITY UTILIZATION .35 .56

121. I-5 SB Ramps & Vista Hermosa

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1.5				1250	.39*	1250
SBT	0	4800			0		0
SBR	1.5				200	.13	400
EBL	1	1600			10	.01	100
EBT	3	4800			340	.07*	430
EBR	0	0			0		0
WBL	0	0	0		0		0
WBT	2	3200			120	.04	300
WBR	f				10		40

TOTAL CAPACITY UTILIZATION .46 .54

122. I-5 NB Ramps & Vista Hermosa

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	1.5		10		10	.01*	
NBT	0	4800	0		0		
NBR	1.5		10		30	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1460	.46*	1480	.46*	
EBR	f		150		200		
WBL	0	0	0		0		
WBT	1.5	4800	120	.08	430	.27	
WBR	1.5		1450	.45	1160	.36	

TOTAL CAPACITY UTILIZATION .46 .47

123. I-5 SB Ramps & Pico

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3200			1490	.47*	940
SBT	2	3200			1330	.42	2240
SBR	1	1600			230	.14	460
EBL	0	0	0		0		0
EBT	3	4800			990	.21*	1210
EBR	1	1600			130	.08	420
WBL	2	3200			10	.00	340
WBT	2	3200			440	.14	1020
WBR	0	0			0		0
Right Turn Adjustment						EBR	.01*

TOTAL CAPACITY UTILIZATION .68 1.07

124. I-5 NB Ramps & Pico

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	150	.09	370	.23	
NBT	2	3200	2180	.68*	1710	.53*	
NBR	1	1600	400	.25	10	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3200	310	.10	380	.12*	
EBT	3	4800	2160	.45*	1750	.36	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2.5	6400	240	.08	970	.30*	
WBR	1.5		1130	.35	1240	.39	
Right Turn Adjustment					WBR	.09*	

TOTAL CAPACITY UTILIZATION 1.13 1.04

125. I-5 SB Ramps & El Cm Real

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	120	.08	130	.08	
NBT	1	1600	10	.01*	20	.01*	
NBR	1	1600	190	.12	120	.08	
SBL	1	1600	280	.18*	450	.28*	
SBT	1	1600	70	.04	250	.16	
SBR	1	1600	210	.13	300	.19	
EBL	1	1600	60	.04*	40	.03	
EBT	2	3200	240	.10	620	.23*	
EBR	0	0	90		120		
WBL	1	1600	20	.01	50	.03*	
WBT	2	3200	370	.12*	480	.16	
WBR	0	0	10		20		
Right Turn Adjustment					NBR	.06*	NBR

TOTAL CAPACITY UTILIZATION .41 .60

126. I-5 NB Ramps & El Cm Real

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	50	.03*	170	.11*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	30	.02	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	180	.11*	180	.11*	
EBT	2	3200	520	.16	1000	.31	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	340	.21*	410	.23*	
WBR	0	0	470	.29	340		
Right Turn Adjustment					WBR	.06*	

TOTAL CAPACITY UTILIZATION .41 .45

127. I-5 SB Ramps & Cristianitos

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .25

128. I-5 NB Ramps & Cristianitos

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment		NBR	.04*				
TOTAL CAPACITY UTILIZATION			.23		.34		

129. I-5 SB Ramps & Basilone

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.08*				
TOTAL CAPACITY UTILIZATION			.30		.44		

130. I-5 NB Ramps & Basilone

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment		NBR	.02*				
TOTAL CAPACITY UTILIZATION			.24		.39		

171. SR-241 SB Ramps & Hermosa

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	550	.34*	420	.26*	
SBT	0	0	0		0		
SBR	1	1600	240	.15	390	.24	
EBL	0	0	0		0		
EBT	2	3200	570	.18*	520	.16	
EBR	1	1600	180	.11	200	.13	
WBL	0	0	0		0		
WBT	2	3200	350	.11	510	.16*	
WBR	1	1600	260	.16	320	.20	
Right Turn Adjustment							
TOTAL CAPACITY UTILIZATION			.52		.42		

172. SR-241 NB Ramps & Hermosa

173. SR-241 Ramps & Del Cerro

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	100	.06*	170	.11*	
NBT	0	0	0		0		
NBR	1	1600	260	.16	390	.24	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	830	.26*	690	.22*	
EBR	1	1600	300	.19	250	.16	
WBL	0	0	0		0		
WBT	2	3200	510	.16	660	.21	
WBR	1	1600	580	.36	710	.44	
Right Turn Adjustment	Multi		.15*	Multi		.27*	

TOTAL CAPACITY UTILIZATION .47 .60

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	2	3200	290	.09	490	.15	
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	2	3200	380	.12	170	.05	
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	1.5	4800	410	.13*	520	.16*	
WBR	1.5		140	.09	230	.14	
Right Turn Adjustment		NBR	.08*	NBR		.07*	

TOTAL CAPACITY UTILIZATION .21 .23

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	950	.28*	830	.24*	
NBT	3	5100	1000	.20	820	.16	
NBR	1	1700	480	.28	570	.34	
SBL	2	3400	170	.05	130	.04	
SBT	3	5100	1090	.21*	1090	.21*	
SBR	f		1020		560		
EBL	2	3400	760	.22*	910	.27	
EBT	3	5100	800	.16	1410	.28*	
EBR	1	1700	640	.38	740	.44	
WBL	2	3400	820	.24	700	.21*	
WBT	3	5100	1120	.22*	620	.12	
WBR	1	1700	340	.20	100	.06	
Right Turn Adjustment		EBR	.18*	EBR	.16*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.16		1.15		

31. Antonio & Crown Valley

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	1090	.32*	1150	.34*	
NBT	3	5100	1610	.32	1250	.25	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1230	.24*	1400	.27*	
SBR	f		1010		950		
EBL	2	3400	690	.20*	1080	.32*	
EBT	0	0	0		0		
EBR	2	3400	620	.18	1240	.36	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.04*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.81		1.02		

46. Antonio/La Pata & Ortega

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01	
NBT	1	1700	10	.01*	50	.04*	
NBR	0	0	10		10		
SBL	1	1700	70	.04*	140	.08*	
SBT	2	3400	40	.02	10	.01	
SBR	0	0	1740	1.02	1030	.61	
EBL	2	3400	840	.25*	1440	.42*	
EBT	1	1700	220	.13	670	.39	
EBR	1	1700	10	.01	10	.01	
WBL	1	1700	10	.01	10	.01	
WBT	1	1700	440	.26*	400	.24*	
WBR	1	1700	120	.07	90	.05	
Right Turn Adjustment		SBR	.98*	SBR	.50*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.59		1.33		

74. Antonio & North River

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	50	.03	120	.07	
NBT	3	5100	360	.07*	600	.12*	
NBR	f		490		1050		
SBL	2	3400	1220	.36*	1430	.42*	
SBT	3	5100	710	.14	550	.11	
SBR	d	1700	40	.02	170	.10	
EBL	1	1700	170	.10	80	.05	
EBT	1	1700	110	.06*	80	.05*	
EBR	1	1700	150	.09	70	.04	
WBL	2	3400	930	.27*	650	.19*	
WBT	1	1700	50	.03	110	.06	
WBR	f		1460		1600		
Right Turn Adjustment			EBR	.03*			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.84		.83		

160. SR-241 SB Ramps & C St

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		140	.08*	490		
SBT	0	5100	0		0	.24*	
SBR	1.5		350	.10	710		
EBL	0	0	0		0		
EBT	2	3400	1050	.31*	820	.25*	
EBR	0	0	10		20		
WBL	1	1700	60	.04*	40	.02*	
WBT	2	3400	360	.11	410	.12	
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.02*			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.50		.56		

161. SR-241 NB Ramps & C St

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	30	.02*	20	.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	730	.21*	410	.12	
EBT	2	3400	460	.14	900	.26*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	390	.11*	430	.13	
WBR	1	1700	480	.28	230	.14	
Right Turn Adjustment		WBR		.17*	NBR	.03*	
Clearance Interval			.05*		.05*	.05*	
TOTAL CAPACITY UTILIZATION			.56		.35		

162. SR-241 SB & North River

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1700	100	.06*	340	.20*	
SBT	0	0	0		0		
SBR	1	1700	30	.02	450	.26	
EBL	0	0	0		0		
EBT	2	3400	710	.29*	570	.23*	
EBR	0	0	290		200		
WBL	0	0	0		0		
WBT	2	3400	660	.19	670	.20	
WBR	1	1700	550	.32	390	.23	
Right Turn Adjustment		WBR		.03*	SBR	.06*	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.43		.54		

163. SR-241 NB & North River

2025 FEC-TV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	110	.06*	250	.15*	
NBT	0	0	0		0		
NBR	1	1700	370	.22	560	.33	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	510	.15	860	.25	
EBR	1	1700	300	.18	50	.03	
WBL	0	0	0		0		
WBT	2	3400	1100	.46*	810	.30*	
WBR	0	0	480		210		
Right Turn Adjustment		NBR		.16*	NBR	.18*	
Clearance Interval			.05*		.05*	.05*	
TOTAL CAPACITY UTILIZATION			.73		.68		

ICU Data Set 13

**2025 FEC-TV-Initial and Ultimate Alternatives
(Buildout Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1180	.35*	640	.19	
NBR	1	1700	460	.27	300	.18	
SBL	1	1700	60	.04*	120	.07	
SBT	2	3400	590	.17	870	.26*	
SBR	1	1700	460	.27	620	.36	
EBL	2	3400	40	.01*	550	.16*	
EBT	3	5100	1570	.31	2420	.47	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	150	.04	200	.06	
WBT	3	5100	2320	.45*	2000	.39*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.92		.95		

2. Jeronimo & Alicia

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	500	.15	250	.07*	
NBT	2	3400	870	.28*	450	.16	
NBR	0	0	70		90		
SBL	2	3400	70	.02*	60	.02	
SBT	2	3400	420	.12	1010	.30*	
SBR	1	1700	320	.19	730	.43	
EBL	2	3400	480	.14*	370	.11	
EBT	3	5100	780	.15	1600	.31*	
EBR	d	1700	140	.08	440	.26	
WBL	2	3400	110	.03	160	.05*	
WBT	3	5100	1110	.22*	990	.19	
WBR	d	1700	70	.04	120	.07	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.71		.78

3. Trabuco & Alicia

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	290	.09	
NBT	2	3400	820	.24*	630	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	210	.06*	730	.21*	
SBT	2	3400	430	.13	660	.19	
SBR	d	1700	90	.05	160	.09	
EBL	2	3400	180	.05*	170	.05	
EBT	3	5100	580	.11	1330	.26*	
EBR	d	1700	40	.02	170	.10	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1390	.27*	950	.19	
WBR	d	1700	490	.29	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.73		

4. Marguerite & Alicia

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05*	60	.04	
NBT	2	3400	330	.10	440	.13*	
NBR	d	1700	60	.04	100	.06	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	600	.18*	380	.11	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	190	.06*	450	.13	
EBT	2	3400	740	.22	1250	.37*	
EBR	d	1700	40	.02	80	.05	
WBL	1	1700	120	.07	80	.05*	
WBT	3	5100	1150	.23*	750	.15	
WBR	d	1700	60	.04	70	.04	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.57		.65

5. Olympiad & Alicia

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	310	.18*	120	.07*	
NBT	2	3400	390	.11	560	.16	
NBR	d	1700	370	.22	370	.22	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	460	.15*	490	.16*	
SBR	0	0	60		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	760	.15*	980	.19*	
EBR	d	1700	120	.07	250	.15	
WBL	1	1700	410	.24*	380	.22*	
WBT	3	5100	770	.15	730	.14	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.77		.69	

6. Santa Margarita & Alicia

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	1010	.30*	1250	.37*	
NBT	3	5100	1260	.25	1570	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1420	.28*	1580	.31*	
SBR	1	1700	30	.02	120	.07	
EBL	2	3400	10	.00	130	.04*	
EBT	0	0	0		0		
EBR	2	3400	1070	.31	1600	.47	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.01*	EBR	.06*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION					.64		.83

7. Marguerite & Trabuco

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	630	.19*	570	.17*	
NBT	2	3400	560	.16	620	.18	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	820	.24*	470	.14*	
SBR	d	1700	70	.04	70	.04	
EBL	1	1700	50	.03*	130	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	540	.32	680	.40	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment		EBR	.15*	EBR	.23*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION				.67		.71	

8. Marguerite & Jeronimo

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	360	.21*	280	.16*	
NBT	2	3400	800	.24	1000	.29	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	120	.07	
SBT	2	3400	1100	.32*	850	.25*	
SBR	d	1700	100	.06	90	.05	
EBL	1	1700	170	.10*	100	.06	
EBT	2	3400	140	.04	380	.11*	
EBR	1	1700	350	.21	490	.29	
WBL	1	1700	260	.15	80	.05*	
WBT	2	3400	460	.14*	180	.05	
WBR	d	1700	100	.06	90	.05	
Right Turn Adjustment				EBR	.06*		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.82		.68

9. Olympiad & Jeronimo

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	290	.17*	140	.08*	
NBT	2	3400	650	.19	840	.25	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	670	.26*	690	.24*	
SBR	0	0	230		140		
EBL	1	1700	140	.08*	140	.08*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	200	.12	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.56		.45		

10. Marguerite & La Paz

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	230	.07*	350	.10*	
NBT	2	3400	820	.24	1080	.32	
NBR	d	1700	150	.09	170	.10	
SBL	2	3400	120	.04	200	.06	
SBT	2	3400	1000	.29*	1130	.33*	
SBR	1	1700	170	.10	130	.08	
EBL	2	3400	230	.07*	350	.10	
EBT	2	3400	320	.09	1110	.33*	
EBR	1	1700	100	.06	180	.11	
WBL	2	3400	360	.11	190	.06*	
WBT	2	3400	490	.14*	360	.11	
WBR	d	1700	220	.13	100	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.87		

11. Olympiad & La Paz

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	240	.14*	190	.11*	
NBT	2	3400	910	.27	720	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	600	.26*	680	.26*	
SBR	0	0	270		210		
EBL	1	1700	140	.08*	300	.18*	
EBT	0	0	0		0		
EBR	1	1700	100	.06	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			.53		.66		

12. Empresa & Santa Margarita

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		940		1240		
NBT	0.5	3400	40	.29*	10	.37*	
NBR	1	1700	630	.37	440	.26	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1180	.23*	1980	.39*	
EBR	1	1700	1270	.75	650	.38	
WBL	2	3400	700	.21*	520	.15*	
WBT	3	5100	1480	.29	990	.19	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment			EBR	.30*			
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.1.09		.97		

13. Empresa & Banderas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	40	.02	70	.04*	NBL	0	0	60	20
NBT	2	3400	1180	.40*	530	.17	NBT	1	1700	50	.06*
NBR	0	0	180		50		NBR	1	1700	140	.08
SBL	1	1700	80	.05*	30	.02	SBL	1.5		210	530
SBT	2	3400	520	.31	590	.35*	SBT	0.5	3400	50	.08*
SBR	0	0	600	.35	790	.46	SBR	f		140	310
EBL	1	1700	500	.29*	440	.26*	EBL	2	3400	850	.25*
EBT	2	3400	70	.03	20	.01	EBT	3	5100	940	.18
EBR	0	0	40		80	.05	EBR	d	1700	50	.03
WBL	1	1700	20	.01	130	.08	WBL	1	1700	130	.08
WBT	2	3400	10	.01*	70	.03*	WBT	3	5100	820	.16*
WBR	0	0	30	.02	30		WBR	f		360	300
Clearance Interval			.05*				Clearance Interval			.05*	.05*
TOTAL CAPACITY UTILIZATION			.80				Note: Assumes N/S Split Phasing				

14. Empresa & Antonio

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0				NBL	0	60			
NBT	1	1700	50	.06*	20	NBT	1	50	.02*	20	.02*
NBR	1	1700	140	.08	30	NBR	1	140	.03	30	.02
SBL	1.5					SBL	1.5				
SBT	0.5	3400	50	.08*	20	SBT	0.5	50	.02*	20	.16*
SBR	f					SBR	f				
EBL	2	3400	850	.25*	150	EBL	2	850	.25*	150	.04*
EBT	3	5100	940	.18	1110	EBT	3	940	.18	1110	.22
EBR	d	1700	50	.03	20	EBR	d	50	.03	20	.01
WBL	1	1700	130	.08	30	WBL	1	130	.08	30	.02
WBT	3	5100	820	.16*	1000	WBT	3	820	.16*	1000	.20*
WBR	f					WBR	f				
Clearance Interval						Clearance Interval					
TOTAL CAPACITY UTILIZATION			.60			Note: Assumes N/S Split Phasing					

15. Banderas & Antonio

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	40	.02	10	.01	NBL	1	1700	630	.37*
NBT	2	3400	30	.02*	20	.01*	NBT	2	3400	510	.15
NBR	0	0	60	.04	10		NBR	0	0	0	
SBL	1	1700	100	.06*	40	.02*	SBL	0	0	0	
SBT	2	3400	130	.04	30	.01	SBT	2	3400	250	.08*
SBR	1	1700	440	.26	560	.33	SBR	0	0	30	.40
EBL	2	3400	380	.11	350	.10*	EBL	1	1700	20	.01*
EBT	3	5100	2320	.46*	1200	.24	EBT	0	0	0	
EBR	0	0	30		10		EBR	1	1700	320	.19
WBL	1	1700	210	.12*	70	.04	WBL	0	0	0	
WBT	3	5100	980	.20	1410	.29*	WBT	0	0	0	
WBR	0	0	40		90		WBR	0	0	0	
Right Turn Adjustment							Right Turn Adjustment				
Clearance Interval			.05*				Clearance Interval				
Note: Assumes Right-Turn Overlap for SBR							EBR				
TOTAL CAPACITY UTILIZATION			.71				.21*				
TOTAL CAPACITY UTILIZATION							.05*				

16. Cabot & Paseo De Valencia

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	630	.37*	380	.22*	NBL	1	630	380	.22*
NBT	2	3400	510	.15	490	.14	NBT	2	510	490	.14
NBR	0	0	0		0		NBR	0	0	0	
SBL	0	0	0		0		SBL	0	0	0	
SBT	2	3400	250	.08*	570	.18*	SBT	2	250	570	.18*
SBR	0	0	30		40		SBR	0	30	40	
EBL	1	1700	20	.01*	20	.01*	EBL	1	20	20	.01*
EBT	0	0	0		0		EBT	0	0	0	
EBR	1	1700	320	.19	660	.39	EBR	1	320	660	.39
WBL	0	0	0		0		WBL	0	0	0	
WBT	0	0	0		0		WBT	0	0	0	
WBR	0	0	0		0		WBR	0	0	0	
Right Turn Adjustment							EBR				
Clearance Interval			.05*				.21*				
Note: Assumes Right-Turn Overlap for SBR							.05*				
TOTAL CAPACITY UTILIZATION			.51				.67				
TOTAL CAPACITY UTILIZATION							.67				

17. Cabot & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	190	.06	210	.06	
NBT	2	3400	750	.22*	330	.10*	
NBR	1	1700	180	.11	760	.45	
SBL	2	3400	280	.08*	730	.21*	
SBT	2	3400	280	.08	670	.20	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	990	.19	1360	.27*	
EBR	1	1700	150	.09	130	.08	
WBL	2	3400	320	.09	360	.11*	
WBT	3	5100	1500	.29*	1260	.25	
WBR	1	1700	470	.28	450	.26	
Right Turn Adjustment					NBR	.27*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.68		1.01		

18. Marguerite & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	410	.12	240	.07	
NBT	2	3400	920	.27*	860	.25*	
NBR	1	1700	50	.03	100	.06	
SBL	2	3400	230	.07*	540	.16*	
SBT	2	3400	680	.20	950	.28	
SBR	1	1700	350	.21	180	.11	
EBL	2	3400	150	.04*	230	.07	
EBT	4	6800	1390	.20	1850	.27*	
EBR	d	1700	110	.06	400	.24	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2460	.36*	1530	.23	
WBR	d	1700	100	.06	210	.12	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.79	.77

19. Felipe & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	110	.06	90	.05	
NBT	2	3400	400	.12*	470	.14*	
NBR	1	1700	60	.04	210	.12	
SBL	1	1700	330	.19*	540	.32*	
SBT	2	3400	430	.13	430	.13	
SBR	d	1700	130	.08	210	.12	
EBL	1	1700	160	.09*	230	.14	
EBT	3	5100	1540	.30	2220	.44*	
EBR	d	1700	90	.05	190	.11	
WBL	1	1700	280	.16	210	.12*	
WBT	3	5100	2030	.40*	1700	.33	
WBR	d	1700	580	.34	370	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.85		1.07		

21. Marguerite & Felipe

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	930	.27*	960	.28*	
NBR	d	1700	270	.16	810	.48	
SBL	1	1700	120	.07*	400	.24*	
SBT	2	3400	840	.25	920	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		770		460		
WBT	0.5	3400	30	.24*	20	.14*	
WBR	1	1700	230	.14	130	.08	
Right Turn Adjustment					NBR	.09*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.68		.85

22. Moulton & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	180	.05	250	.07	
NBT	3	5100	1320	.26*	1430	.28*	
NBR	1	1700	390	.23	150	.09	
SBL	2	3400	190	.06*	260	.08*	
SBT	3	5100	780	.15	1350	.26	
SBR	1	1700	180	.11	150	.09	
EBL	2	3400	420	.12	250	.07	
EBT	3	5100	870	.21*	850	.21*	
EBR	0	0	220		200		
WBL	2	3400	210	.06*	360	.11*	
WBT	3	5100	600	.12	1010	.20	
WBR	1	1700	160	.09	140	.08	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.73		

23. Greenfield & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL		0.5			40		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0		60		20		
SBL	2	3400	870	.26*	1130	.33*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	40	.02	450	.26	
EBL	2	3400	560	.16*	240	.07	
EBT	3	5100	860	.17	1330	.27*	
EBR	0	0	20		50		
WBL	1	1700	10	.01	70	.04*	
WBT	3	5100	1160	.23*	1230	.24	
WBR	1	1700	560	.33	1020	.60	
Right Turn Adjustment							.11*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.76		.83		

24. Cabot & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	50	.03	110	.06*	
NBT	2	3400	260	.08*	230	.07	
NBR	1	1700	300	.18	180	.11	
SBL	2	3400	290	.09*	400	.12	
SBT	2	3400	120	.07	350	.17*	
SBR	0	0	140	.08	240		
EBL	2	3400	230	.07	300	.09	
EBT	3	5100	1680	.35*	2220	.44*	
EBR	0	0	130		10		
WBL	2	3400	310	.09*	620	.18*	
WBT	3	5100	1590	.31	2070	.41	
WBR	1	1700	380	.22	310	.18	
Right Turn Adjustment	NBR		.03*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.90		

25. Forbes & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	420	.25	
EBL	1	1700	310	.18*	250	.15*	
EBT	4	6800	1640	.26	2500	.38	
EBR	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2090	.50*	2460	.54*	
WBR	0	0	450		270		
Right Turn Adjustment							.08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.85		1.00		

26. Puerta Real & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2.5		30	.01	470				
NBT	0.5	5100	60	.04*	30	.10*			
NBR	1	1700	120	.07	360	.21			
SBL	1	1700	150	.09*	200	.12*			
SBT	1	1700	70	.04	60	.04			
SBR	1	1700	370	.22	550	.32			
EBL	2	3400	550	.16*	480	.14			
EBT	4	6800	2130	.34	3000	.50*			
EBR	0	0	170		380				
WBL	2	3400	70	.02	320	.09*			
WBT	4	6800	2960	.45*	2560	.41			
WBR	0	0	100		230				
Right Turn Adjustment		SBR		.01*	Multi	.10*			
Clearance Interval				.05*		.05*			
Note: Assumes N/S Split Phasing									

TOTAL CAPACITY UTILIZATION .80 .96

27. El Regateo & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5		330	.10*	480	.14*			
NBT	1.5	5100	30	.05	20	.11			
NBR	0		60		160				
SBL	0.5		30		80				
SBT	1.5	3400	10	.02*	40	.07*			
SBR	0		70	.04	170	.10			
EBL	1	1700	180	.11*	110	.06			
EBT	4	6800	2000	.29	3180	.47*			
EBR	1	1700	230	.14	260	.15			
WBL	1	1700	270	.16	220	.13*			
WBT	4	6800	2730	.42*	2450	.37			
WBR	0	0	130		70				
Clearance Interval					.05*				.05*
Note: Assumes N/S Split Phasing									

TOTAL CAPACITY UTILIZATION .70 .86

28. Los Altos & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	20	.01	320	.19*			
NBT	1	1700	10	.04*	10	.11			
NBR	0	0	50		170				
SBL	0	0	40		220				
SBT	1	1700	10	.03*	10	.14*			
SBR	1	1700	50	.03	120	.07			
EBL	1	1700	150	.09*	90	.05			
EBT	4	6800	1760	.28	3290	.49*			
EBR	0	0	160		30				
WBL	1	1700	300	.18	90	.05*			
WBT	4	6800	3070	.49*	2300	.34			
WBR	0	0	290		20				
Clearance Interval				.05*		.05*			
Note: Assumes N/S Split Phasing									

TOTAL CAPACITY UTILIZATION .70 .92

29. Bellojente & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
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	1740	.26	3630	.54*			
EBR	0	0	10		20				
WBL	1	1700	10	.01	10	.01*			
WBT	4	6800	3610	.54*	2310	.34			
WBR	0	0	90		30				
Clearance Interval					.05*				.05*
Note: Assumes N/S Split Phasing									

TOTAL CAPACITY UTILIZATION .69 .67

30. Marguerite & Crown Valley

TOTAL CAPACITY UTILIZATION 1.12 .99

32. Golden Lantern & P. Colinas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01	
NBT	3	5100	2150	.42*	960	.19*	
NBR	2	3400	860	.25	370	.11	
SBL	1	1700	420	.25*	230	.14*	
SBT	3	5100	800	.16	1410	.28	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		160		730		
WBT	0.5	3400	10	.05*	10	.22*	
WBR	1	1700	180	.11	370	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.78		.61	

33. Cabot & P. Colinas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	130	.04*
SBT	0	0	0		0	
SBR	2	3400	220	.06	670	.20
EBL	1	1700	500	.29*	230	.14*
EBT	2	3400	650	.19	290	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	150	.09*	460	.16*
WBR	0	0	140		70	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .44

34. Cm Capistrano & P. Colinas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	0	0	0		0	
NBT	0.5	3400	300	.18*	310	{.26}*
NBR	1.5		250	.15	770	
SBL	1	1700	30	.02*	50	.03*
SBT	1	1700	140	.08	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		450		470	
WBT	0	3400	0	.16*	0	.15*
WBR	0.5		80		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.41		.49

35. Camino Capistrano & Avery

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	40	.02*	40	.02*	
NBR	1	1700	560	.33	370	.22	
SBL	2	3400	570	.17*	920	.27*	
SBT	1	1700	20	.01	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	450	.26*	650	.38*	
WBT	0	0	0		0		
WBR	2	3400	520	.15	1030	.30	
Right Turn Adjustment		NBR		.11*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.61		.72		

36. Marguerite & Avery

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	510	.30*	350	.21*	
NBT	2	3400	560	.16	510	.15	
NBR	d	1700	160	.09	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	380	.11*	760	.22*	
SBR	d	1700	360	.21	650	.38	
EBL	2	3400	640	.19*	890	.26*	
EBT	2	3400	220	.13	320	.19	
EBR	0	0	320	.19	310		
WBL	1	1700	20	.01	150	.09	
WBT	2	3400	140	.06*	220	.09*	
WBR	0	0	60		90		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.71		.83		

37. Gldn Lantern & Marina Hills

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	190	.11	150	.09*	
NBT	3	5100	1640	.32*	800	.16	
NBR	1	1700	510	.30	400	.24	
SBL	1	1700	260	.15*	290	.17	
SBT	3	5100	740	.15	1350	.26*	
SBR	1	1700	190	.11	390	.23	
EBL	2	3400	650	.19*	340	.10*	
EBT	2	3400	310	.18	170	.10	
EBR	0	0	300		190	.11	
WBL	2	3400	300	.09	660	.19	
WBT	2	3400	150	.09*	330	.19*	
WBR	0	0	220	.13	310		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.80		.69		

38. Cm Capistrano & Los Padres

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	380	.11*	620	.18*	
NBT	2	3400	30	.01	10	.00	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	30	.02*	
SBR	0	0	260	.15	650	.38	
EBL	1.5		500	{.18}*	250	{.12}*	
EBT	0	5100	0	{.18}	0	{.12}	
EBR	1.5		560		580		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.27*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.35		.64		

39. Cm Capistrano & J. Serra

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	250	.07*	270	.08*	
NBR	1	1700	1140	.67	790	.46	
SBL	2	3400	520	.15*	460	.14*	
SBT	2	3400	200	.06	490	.14	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	2	3400	840	.25*	1210	.36*	
WBT	0	0	0		0		
WBR	1	1700	280	.16	600	.35	
Right Turn Adjustment		NBR		.35*	NBR	.02*	
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .87 .65

40. Rancho Viejo & J. Serra

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	640	.19*	490	.14*	
NBT	2	3400	410	.12	220	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	220	{.09}*	400	{.16}*	
SBR	1.5		600		720		
EBL	1.5		660		500		
EBT	0.5	3400	30	.30*	10	.24*	
EBR	0		340		300		
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 .64 .60

41. Cm Capistrano & Oso Road

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	40		60	{.04}*	
NBT	2	3400	930	.29*	490	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.19	520	.31*	
SBR	0	0	110		610	.36	
EBL	1	1700	540	.32*	210	.12*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .66 .52

42. Cm Capistrano & Ortega

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	550	.32*	520	.31*	
NBR	1	1700	80	.05	70	.04	
SBL	1	1700	150	.09*	160	.09*	
SBT	1	1700	550	.32	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	150	.09*	200	.12*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	260	.15	
Clearance Interval			.05*		.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .57

43. Del Obispo & Ortega

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	50	.03*	110	.06*	
NBT	0	0	0		0		
NBR	2	3400	1040	.31	1030	.30	
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*	520	.19*	
EBR	0	0	100		130		
WBL	2	3400	970	.29*	1080	.32*	
WBT	1	1700	660	.39	750	.44	
WBR	0	0	0		0		
Right Turn Adjustment		NBR		.06*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.62		

44. Rancho Viejo & Ortega

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		370		550	.16*	
NBT	1.5	5100	180	.12*	130	.11	
NBR	0		70		50		
SBL	1.5		240		440		
SBT	0.5	3400	130	.11*	180	.18*	
SBR	1	1700	120	.07	150	.09	
EBL	1	1700	180	.11	200	.12	
EBT	2	3400	1320	.39*	1790	.53*	
EBR	1	1700	690	.41	470	.28	
WBL	1	1700	90	.05*	80	.05*	
WBT	3	5100	1620	.32	1290	.25	
WBR	1	1700	830	.49	250	.15	
Right Turn Adjustment		WBR		.08*			
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.97		

45. La Novia & Ortega

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	630	.19*	260	.08*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	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	1210	.36	1880	.55*	
EBR	1	1700	350	.21	380	.22	
WBL	1	1700	230	.14	120	.07*	
WBT	2	3400	1850	.54*	1330	.39	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.78		.75		

47. Alipaz & Del Obispo

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	20		30		
NBT	1	1700	80	.06*	60	.05*	
NBR	2	3400	660	.19	630	.19	
SBL	1	1700	60	.04	50	.03	
SBT	1	1700	60	.09*	180	.28*	
SBR	0	0	90		290		
EBL	1	1700	300	.18	120	.07	
EBT	2	3400	580	.18*	640	.20*	
EBR	0	0	40		40		
WBL	1	1700	470	.28*	390	.23*	
WBT	2	3400	690	.21	1040	.31	
WBR	0	0	40		10		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.66		.81		

48. Cm Capistrano & Del Obispo

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	660	.19*	490	.14*	
NBT	1	1700	700	.41	420	.25	
NBR	1	1700	250	.15	230	.14	
SBL	1	1700	50	.03	80	.05	
SBT	1	1700	440	.26*	750	.44*	
SBR	1	1700	650	.38	130	.08	
EBL	1	1700	230	.14*	290	.17*	
EBT	2	3400	830	.24	600	.18	
EBR	1	1700	440	.26	500	.29	
WBL	2	3400	240	.07	320	.09	
WBT	2	3400	480	.17*	680	.21*	
WBR	0	0	90		40		
Right Turn Adjustment		SBR		.01*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .82 1.01

49. Cm Capistrano & San Juan C.

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	560	.16*	740	.22*	
NBR	1	1700	490	.29	800	.47	
SBL	2	3400	240	.07*	900	.26*	
SBT	2	3400	650	.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				1010		.24*
WBT	0	5100	0	{.36}* 0		0	
WBR	1.5				930		.650 {.19}
Right Turn Adjustment						NBR	.07*
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .82 1.01

TOTAL CAPACITY UTILIZATION .64 .84

50. Valle & San Juan Creek

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		600	.18*	550	.16*	
NBT	0	5100	0		0		
NBR	1.5		190		260	.15	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	380	.21	1080	.50*	
EBR	0	0	350		610		
WBL	1	1700	260	.15	110	.06*	
WBT	2	3400	1340	.39*	930	.27	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .62 .77

51. La Novia & San Juan Creek

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	170	.10	160	.09	
NBT	1	1700	250	.24*	140	.13*	
NBR	0	0	150		80		
SBL	1	1700	200	.12*	430	.25*	
SBT	1	1700	130	.08	180	.11	
SBR	1	1700	500	.29	290	.17	
EBL	1	1700	220	.13*	250	.15	
EBT	2	3400	280	.08	840	.25*	
EBR	d	1700	60	.04	150	.09	
WBL	1	1700	70	.04	110	.06*	
WBT	2	3400	910	.27*	430	.13	
WBR	d	1700	580	.34	190	.11	
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .81 .74

53. Del Obispo & Del Avion

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	190	.11*		170	.10*		
NBT	2	3400	330	.19		370	.17		
NBR	0	0	310			210			
SBL	1	1700	70	.04		60	.04		
SBT	2	3400	250	.15*		400	.24*		
SBR	0	0	420	.25		440	.26		
EBL	1.5		230			210			
EBT	1.5	5100	350	.12*		190	.11*		
EBR	0		10			160			
WBL	1	1700	320	.19*		170	.10*		
WBT	2	3400	200	.09		90	.05		
WBR	0	0	110			110	.06		
Right Turn Adjustment		SBR		.01*					
Clearance Interval				.05*			.05*		
Note: Assumes E/W Split Phasing									
TOTAL CAPACITY UTILIZATION			.63			.60			

54. Alipaz & Del Avion

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	10			40	{ .02}*		
NBT	1	1700	80	.05		80	.05*	50	.05
NBR	0	0	0			0		0	
SBL	0	0	0			0		0	
SBT	2	3400	30	.02		110	.06*		
SBR	0	0	270	.16		170	.10		
EBL	1	1700	440	.26*		290	.17*		
EBT	0	0	0			0		0	
EBR	1	1700	10	.01		30	.02		
WBL	0	0	0			0		0	
WBT	0	0	0			0		0	
WBR	0	0	0			0		0	
Clearance Interval						.05*		.05*	
TOTAL CAPACITY UTILIZATION			.36			.30			

55. Del Obispo & Stonehill

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1700	80	.05		150	.09		
NBT	2	3400	190	.09*		380	.15*		
NBR	0	0	110			130			
SBL	1	1700	320	.19*		260	.15*		
SBT	2	3400	410	.16		510	.18		
SBR	0	0	120			110			
EBL	1	1700	170	.10		210	.12*		
EBT	2	3400	760	.26*		660	.23		
EBR	0	0	110			120			
WBL	1	1700	90	.05*		240	.14		
WBT	2	3400	510	.15		910	.27*		
WBR	1	1700	210	.12		520	.31		
Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.64			.74			

56. Los Mares & Las Ramblas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	2	3400	50	.01*		10	.00		
NBT	0	0	0			0		0	
NBR	1	1700	250	.15		90	.05		
SBL	0	0	0			0		0	
SBT	0	0	0			0		0	
SBR	0	0	0			0		0	
EBL	0	0	0			0		0	
EBT	2	3400	260	.08*		380	.11*		
EBR	1	1700	30	.02		110	.06		
WBL	1	1700	80	.05*		220	.13*		
WBT	2	3400	140	.04		170	.05		
WBR	0	0	0			0		0	
Right Turn Adjustment		NBR		.10*					
Clearance Interval			.05*			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.29			.29			

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	0		0				
NBT	0	0	0		0				
NBR	0	0	0		0				
SBL	1.5		830		1180				
SBT	0	5100	0	{.30}*{.45}*{.37*	0	{.45}*{.36*			
SBR	1.5		820		1290				
EBL	0	0	0		0				
EBT	3	5100	1870	.37*	1840	.36*			
EBR	f		190		210				
WBL	0	0	0		0				
WBT	3	5100	1320	.26	1140	.22			
WBR	f		660		840				
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION				.72		.86			

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5		100	.03*	330	{.18}*{.21*			
NBT	0	5100	0		0	0	.18		
NBR	1.5		90	{.00}	580				
SBL	0	0	0		0		0		
SBT	0	0	0		0		0		
SBR	0	0	0		0		0		
EBL	0	0	0		0		0		
EBT	3	5100	1090	.21	2500	.49*			
EBR	f		1600		500				
WBL	0	0	0		0		0		
WBT	3	5100	1880	.37*	1660	.33			
WBR	f		1460		740				
Clearance Interval					.05*		.05*		
TOTAL CAPACITY UTILIZATION				.45		.72			

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	120	.07*	230	.14*			
NBT	0	0	0		0				
NBR	2	3400	450	.13	510	.15			
SBL	2	3400	200	.06	530	.16*			
SBT	2	3400	210	.06*	280	.08			
SBR	1	1700	260	.15	300	.18			
EBL	0	0	0		0				
EBT	2	3400	990	.29*	960	.28			
EBR	1	1700	110	.06	180	.11			
WBL	2	3400	200	.06*	250	.07			
WBT	2	3400	560	.27	780	.36*			
WBR	0	0	370		430				
Right Turn Adjustment	Multi		.04*	SBR	.02*				
Clearance Interval			.05*		.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.57		.73				

103. I-5 NB/Muirlands & La Paz

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5		80	.05	90				
NBT	1	6800	910	.27*	210	{.08}*{.25*			
NBR	1.5		140		340				
SBL	2	3400	550	.16*	1020	.30*			
SBT	0	0	0		0				
SBR	2	3400	440	.13	320	.09			
EBL	2	3400	210	.06*	300	.09*			
EBT	2	3400	850	.25	1130	.33			
EBR	f		440		340				
WBL	0	0	0		0				
WBT	3	5100	1260	.35*	1090	.32*			
WBR	0	0	500		540				
Clearance Interval					.05*		.05*		
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION					.89		.84		

104. I-5 SB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	760	.22*	1140	.34*	
SBT	0	0	0		0		
SBR	1	1700	310	.18	450	.26	
EBL	0	0	0		0		
EBT	3	5100	1030	.20	2050	.40*	
EBR	f		430		800		
WBL	0	0	0		0		
WBT	3	5100	1980	.39*	1620	.32	
WBR	f		670		370		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .66 .79

105. I-5 NB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	520	.31*	520	.31*	
NBT	0	0	0		0		
NBR	1	1700	260	.15	500	.29	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1640	.32	2540	.50*	
EBR	f		270		640		
WBL	0	0	0		0		
WBT	3	5100	2130	.42*	1470	.29	
WBR	f		1270		740		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .78 .86

106. I-5 SB Ramps & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1240	.24*	1800	.35*	
SBT	0	8500	0		0		
SBR	2.5		720	.21	1250	{.29}	
EBL	0	0	0		0		
EBT	4	6800	1640	.24	2510	.37*	
EBR	1	1700	280	.16	460	.27	
WBL	2	3400	450	.13	560	.16*	
WBT	3	5100	2120	.42*	1640	.32	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .71 .93

107. I-5 NB Ramps & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		660	{.25}*	210	.12*	
NBT	0	5100	0	.25	0		
NBR	1.5		610		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	2190	.43*	3390	.66*	
EBR	1.5		720	.42	900	.53	
WBL	0	0	0		0		
WBT	3	5100	1910	.37	1990	.39	
WBR	f		1490		1590		
Right Turn Adjustment						NBR	.02*
Clearance Interval						.05*	.05*

TOTAL CAPACITY UTILIZATION .73 .85

108. I-5 SB Ramps & Avery

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	370	.11*	610	.18*	
SBT	0	0	0		0		
SBR	1	1700	330	.19	580	.34	
EBL	0	0	0		0		
EBT	1.5	5100	900	.26*	1000	.29*	
EBR	1.5		210	.12	290	.17	
WBL	1	1700	270	.16*	180	.11*	
WBT	2	3400	640	.19	1080	.32	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.10*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.73		

109. I-5 NB Ramps & Avery

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				260	.08*	350
NBT	0	5100			0		0
NBR	1.5				420	{ .04 }	410 { .08 }
SBL	0		0		0		0
SBT	0		0		0		0
SBR	0		0		0		0
EBL	1	1700			530	.31*	500
EBT	2	3400			770	.23	1110
EBR	0		0		0		0
WBL	0		0		0		0
WBT	2	3400			650	.19*	900
WBR	f				380		320
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.63		.70

110. I-5 SB Ramps & J. Serra

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		210		300	.18*	
SBT	0	5100	0	{ .06 }*	0		
SBR	1.5		580		870	.26	
EBL	0	0	0		0		
EBT	2	3400	1300	.38*	980	.29*	
EBR	d	1700	350	.21	270	.16	
WBL	1	1700	250	.15*	340	.20*	
WBT	2	3400	550	.16	950	.28	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.64		.72		

111. I-5 NB Ramps & J. Serra

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	140	.04*	310	.09*	
NBT	0	0	0		0		
NBR	1	1700	280	.16	200	.12	
SBL	0		0		0		0
SBT	0		0		0		0
SBR	0		0		0		0
EBL	2	3400	760	.22*	660	.19*	
EBT	2	3400	750	.22	610	.18	
EBR	0		0		0		0
WBL	0		0		0		0
WBT	1.5	5100	660	{ .24 }*	980	.29*	
WBR	1.5		590		250	.15	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.55		.62		

112. I-5 SB Ramps & Ortega

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1.5	1210		1530			
SBT	0	5100	0	{.38}*	0	{.46}*	
SBR	1.5	920		920			
EBL	0	0	0	0			
EBT	3	5100	1330	.26*	1300	.25*	
EBR	1	1700	160	.09	260	.15	
WBL	1	1700	190	.11*	190	.11*	
WBT	2	3400	710	.21	920	.27	
WBR	0	0	0	0			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.80		.87		

113. I-5 NB Ramps & Ortega

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1.5			250	{.13}* [*]	270	{.11}* [*]
NBT	0	5100	0	{.13}	0	{.11}	
NBR	1.5			490		390	
SBL	0	0	0	0		0	
SBT	0	0	0	0		0	
SBR	0	0	0	0		0	
EBL	2	3400	740	.22*	740	.22*	
EBT	3	5100	1800	.35	2080	.41	
EBR	0	0	0	0		0	
WBL	0	0	0	0		0	
WBT	2	3400	650	.19*	840	.25*	
WBR	f		1440			1250	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.59		.63	

114. Cm Capistrano & I-5 SB

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0			
NBT	2	3400	870	.26*	1080	.33*	
NBR	0	0	20	30			
SBL	2	3400	600	.18*	490	.14*	
SBT	2	3400	1060	.31	1260	.37	
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*	1140	.34*		
WBT	0	5100	0	0			
WBR	1.5	180		450	.26		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73		.86		

115. Valle & La Novia/I-5 NB

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1	1700	240	.14*	120	.07*	
NBT	1	1700	140	.08	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	170	.14*	250	.26*	
SBR	1	1700	340	.20	280	.16	
EBL	1	1700	430	.25*	520	.31*	
EBT	1	1700	40	.06	140	.12	
EBR	0	0	60		60		
WBL	0	0	30		30		
WBT	1	1700	280	.18*	80	.06*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.76		.75	

116. Cm Capistrano & Stonehill

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	290	.09	390	.11*	
NBT	2	3400	620	.28*	500	.29	
NBR	0	0	320		550	.32	
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	620	{.21}	1040	{.36}* <td></td>	
SBR	1.5		850		1180		
EBL	1	1700	550	.32*	510	.30*	
EBT	2	3400	600	.18	850	.25	
EBR	1	1700	260	.15	430	.25	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .69 .82

117. I-5 SB Ramps & Las Ramblas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3400	210	.06*	340	.10*	
SBT	0	0	0		0	0	
SBR	f		540		580		
EBL	0	0	0		0	0	
EBT	2	3400	520	.15	740	.22	
EBR	f		990		1260		
WBL	0	0	0		0	0	
WBT	1	1700	320	.19*	370	.22*	
WBR	f		160		90		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .30 .37

118. I-5 NB Ramps & Las Ramblas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	30		90		
NBT	1	1700	10	.02*	30	.07*	
NBR	1	1700	90	.05	160	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	340	.10	690	.20*	
EBR	f		340		250		
WBL	0	0	0		0		
WBT	3	5100	700	.14*	480	.10	
WBR	0	0	10		10		
Right Turn Adjustment	SBR		.03*	NBR	.02*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .26 .35

150. Greenfield & SR-73 SB Ramps

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	1140	.40*	680	.26*	
NBR	0	0	220		190		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	290	.09	260	.08	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.05}*	0	{.19}*	
EBR	1.5		570		860		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .52 .51

151. Greenfield & SR-73 NB Ramps

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	2	3400	1100	.32*	610	.18*
NBT	1	1700	50	.03	100	.06
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	80	.05*	90	.05*
SBR	1	1700	20	.01	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	250	.15*	190	.11*
WBT	0	0	0		0	
WBR	1	1700	30	.02	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.57		.39

152. SR-241 SB & S. Margarita

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	0	0	360		380	
NBT	1	1700	10	.22*	10	.23*
NBR	2	3400	540	.16	1710	.50
SBL	0	0	10		40	
SBT	1	1700	10	.01*	10	.03*
SBR	1	1700	10	.01	30	.02
EBL	1	1700	80	.05*	30	.02
EBT	3	5100	1820	.36	2540	.50*
EBR	1	1700	110	.06	100	.06
WBL	2	3400	30	.01	20	.01*
WBT	3	5100	2300	.45*	1280	.25
WBR	0	0	20		10	
Right Turn Adjustment					NBR	.26*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

153. SR-241 NB & S. Margarita

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	80	.02*	30	.01*
NBT	0	0	0		0	
NBR	f		10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	530	.16*	440	.13
EBT	3	5100	1850	.36	3910	.77*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2270	.45*	1280	.25
WBR	f		2620		750	
Clearance Interval				.05*		.05*

154. SR-241 SB Ramps & Antonio

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	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		150	{.01}	460	{.11}
EBL	0	0	0		0	
EBT	3	5100	1350	.26*	1630	.32*
EBR	1	1700	30	.02	90	.05
WBL	1	1700	150	.09*	160	.09*
WBT	3	5100	1270	.25	1010	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

155. SR-241 NB Ramps & Antonio

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		80	.02*	30	.02*	
NBT	0	5100	0		0		
NBR	1.5		160		140	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	650	.19*	190	.06	
EBT	3	5100	890	.17	2240	.44*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1330	.26*	1160	.23	
WBR	1	1700	1540	.91	220	.13	
Right Turn Adjustment		WBR		.63*	NBR	.02*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.15 .53

156. SR-241 SB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		70	.02*	230		
SBT	0	5100	0		0		.11*
SBR	1.5		20	.01	320		
EBL	0	0	0		0		
EBT	2	3400	1010	.30	880	.26	
EBR	1	1700	340	.20	650	.38	
WBL	2	3400	150	.04	90	.03	
WBT	2	3400	1630	.48*	1000	.29*	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.04*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .55 .49

157. SR-241 NB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		600	{.19}* [*]	440	{.17}* [*]	
NBT	0	3400	0	.19	0	.17	
NBR	0.5		60		150		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	450	.26*	30	.02	
EBT	2	3400	630	.19	1060	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1180	.35*	620	.18	
WBR	1	1700	430	.25	80	.05	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .85 .53

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	70	.04*	120	.08*	
NBT	1	1600	40	.03	90	.06	
NBR	1	1600	80	.05	70	.04	
SBL	0	0	20		10		
SBT	1	1600	120	.09*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	160	.10*	90	.06*	
EBR	0	0	230	.14	190	.12	
WBL	1	1600	110	.07*	100	.06*	
WBT	2	3200	90	.03	190	.07	
WBR	0	0	10		20		
Right Turn Adjustment		EBR		.01*			
TOTAL CAPACITY UTILIZATION			.31		.24		

59. La Pata & Del Rio

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	110	.07*	470	.29*	
NBT	2	3200	670	.21	470	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	620	.19*	990	.31*	
SBR	1	1600	10	.01	20	.01	
EBL	0.5		20		10	.01*	
EBT	0	3200	0	{.18}*	0		
EBR	1.5		650		340	{.00}	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.44		.61		

60. La Pata & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	570	.18*	610	.19*	
NBT	3	4800	450	.09	810	.17	
NBR	1	1600	140	.09	420	.26	
SBL	1	1600	250	.16	200	.13	
SBT	3	4800	730	.15*	520	.11*	
SBR	1	1600	1	.00	80	.05	
EBL	1	1600	60	.04	30	.02	
EBT	2	3200	380	.12*	450	.14*	
EBR	1	1600	350	.22	260	.16	
WBL	1	1600	470	.29*	300	.19*	
WBT	2	3200	730	.26	530	.20	
WBR	0	0	90		120		
TOTAL CAPACITY UTILIZATION			.74		.63		

61. Talega & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.09*	
NBR	0	0	50		120		
SBL	1	1600	260	.16	100	.06*	
SBT	0.5	3200	20	{.22}*	20	{.08}	
SBR	1.5		830		450		
EBL	2	3200	410	.13*	540	.17*	
EBT	2	3200	350	.11	420	.13	
EBR	0	0	10		10		
WBL	1	1600	70	.04	100	.06	
WBT	2	3200	330	.16*	410	.22*	
WBR	0	0	180		280		
TOTAL CAPACITY UTILIZATION			.52		.54		

62. Vera Cruz & Los Mares

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	320	.20*	100	.06*	
NBT	1	1600	10	.04	10	.02	
NBR	0	0	60		20		
SBL	0	0	10		10		
SBT	1	1600	10	.02*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	300	.09*	220	.07	
EBR	1	1600	230	.14	240	.15	
WBL	1	1600	30	.02*	10	.01	
WBT	2	3200	120	.04	300	.10*	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .33 .19

63. Vera Cruz & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01	10	.01	
NBT	2	3200	50	.02*	140	.05*	
NBR	0	0	20		10		
SBL	1	1600	280	.18*	110	.07*	
SBT	2	3200	140	.07	50	.03	
SBR	0	0	90		90	.06	
EBL	1	1600	60	.04	90	.06*	
EBT	2	3200	1190	.38*	730	.23	
EBR	0	0	20		10		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	820	.28	1130	.43*	
WBR	0	0	80		230		

TOTAL CAPACITY UTILIZATION .59 .61

64. La Pata & Pico

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	60	.04*	300	.19	
NBT	2	3200	290	.09	670	.21*	
NBR	1	1600	250	.16	750	.47	
SBL	2	3200	390	.12	470	.15*	
SBT	2	3200	760	.24*	230	.07	
SBR	f		380		520		
EBL	1	1600	340	.21*	450	.28*	
EBT	3	4800	490	.10	720	.15	
EBR	1	1600	330	.21	130	.08	
WBL	2	3200	530	.17	230	.07	
WBT	2.5	6400	560	{.15}* [*]	540	{.16}* [*]	
WBR	1.5		640		670		
Right Turn Adjustment				NBR	.04*		

TOTAL CAPACITY UTILIZATION .64 .84

65. Vista Hermosa & Pico

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01*	180	.11	
NBT	2	3200	60	.02	250	.08*	
NBR	0	0	10		10		
SBL	2	3200	530	.17	620	.19*	
SBT	1	1600	280	.18*	100	.06	
SBR	1	1600	260	.16	130	.08	
EBL	2	3200	170	.05*	590	.18*	
EBT	3	4800	770	.16	1420	.30	
EBR	1	1600	220	.14	10	.01	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1470	.44*	1200	.36*	
WBR	0	0	640		540		

TOTAL CAPACITY UTILIZATION .68 .81

66. PCH & Camino Capistrano

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3200	520	.16*	620	.19	
NBR	1	1600	320	.20	410	.26	
SBL	1	1600	110	.07*	140	.09	
SBT	2	3200	520	.16	1180	.37*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	310	.19*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	40	.03	110	.07	
TOTAL CAPACITY UTILIZATION			.42		.53		

67. El Camino Real & Pico

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01	30	.02	
NBT	2	3200	520	.16*	550	.17*	
NBR	1	1600	90	.06	240	.15	
SBL	2	3200	460	.14*	590	.18*	
SBT	2	3200	460	.15	840	.29	
SBR	0	0	30		90		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	90	.03*	310	.10*	
WBT	1	1600	70	.04	140	.09	
WBR	1	1600	410	.26	520	.33	
Right Turn Adjustment			WBR	.04*	WBR	.04*	
TOTAL CAPACITY UTILIZATION			.50		.60		

68. El Cm. Real & Cristianitos

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	150	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	
TOTAL CAPACITY UTILIZATION			.17		.30		

69. Del Cerro & Pico

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3200	600	.19	510	.16	
NBT	2	3200	110	.03*	180	.06*	
NBR	d	1600	20	.01	50	.03	
SBL	1	1600	350	.22*	380	.24*	
SBT	2	3200	150	.05	120	.04	
SBR	d	1600	30	.02	50	.03	
EBL	1	1600	90	.06	100	.06*	
EBT	3	4800	1470	.31*	630	.13	
EBR	1	1600	620	.39	720	.45	
WBL	1	1600	60	.04*	60	.04	
WBT	3	4800	320	.07	1570	.33*	
WBR	d	1600	300	.19	360	.23	
TOTAL CAPACITY UTILIZATION			.60		.69		

119. I-5 SB Ramps & Estrella

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)												
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C	
NBL	0	0	0	0		NBL	0.5	170		320		
NBT	0	0	0	0		NBT	0	3200	0	.16*	0	
NBR	0	0	0	0		NBR	1.5	350		540		
SBL	2	3200	690	.22*	780	.24*	SBL	0	0	0		
SBT	0	0	0	0		SBT	0	0	0	0		
SBR	1	1600	320	.20	350	.22	SBR	0	0	0		
EBL	0	0	0	0		EBL	0	0	0	0		
EBT	2	3200	530	.17*	770	.24*	EBT	3	4800	880	.18*	1180
EBR	1	1600	320	.20	260	.16	EBR	1	1600	350	.22	.22
WBL	1	1600	440	.28*	510	.32*	WBL	0	0	0	0	
WBT	2	3200	410	.13	560	.18	WBT	3	4800	570	.12	570
WBR	0	0	0	0		WBR	f	910		780		

TOTAL CAPACITY UTILIZATION .67 .80

120. I-5 NB Ramps & Estrella

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)												
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C	
NBL	0.5					NBL	0.5	170		320		
NBT	0	3200	0	0		NBT	0	0	.16*	0	.27*	
NBR	1.5					NBR	1.5	350		540		
SBL	0	0	0	0		SBL	0	0	0	0		
SBT	0	0	0	0		SBT	0	0	0	0		
SBR	0	0	0	0		SBR	0	0	0	0		
EBL	0	0	0	0		EBL	0	0	0	0		
EBT	3	4800	880	.18*	1180	.25*	EBT	3	4800	880	.18*	1180
EBR	1	1600	350	.22	350	.22	EBR	1	1600	350	.22	.22
WBL	0	0	0	0		WBL	0	0	0	0		
WBT	3	4800	570	.12	570	.12	WBT	3	4800	570	.12	.12
WBR	f	910				WBR	f	910		780		

TOTAL CAPACITY UTILIZATION .34 .52

121. I-5 SB Rmps & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)												
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C	
NBL	0	0	0	0		NBL	1.5	10	.01*	10	.01*	
NBT	0	0	0	0		NBT	0	0	0	0		
NBR	0	0	0	0		NBR	1.5	100	.03	70	.02	
SBL	1.5	1050	.33*	920	.29*	SBL	0	0	0	0		
SBT	0	4800	0	0		SBT	0	0	0	0		
SBR	1.5	190	.12	430	.27	SBR	0	0	0	0		
EBL	1	1600	10	.01	40	.03*	EBL	0	0	0		
EBT	3	4800	360	.08*	510	.11	EBT	2	3200	1270	.40*	1220
EBR	0	0	0	0		EBR	f	150		220		
WBL	0	0	0	0		WBL	0	0	0	0		
WBT	2	3200	120	.04	410	.13*	WBT	1.5	4800	110	.07	490
WBR	f	10		70		WBR	1.5	1330	.42	980	{.30}	

TOTAL CAPACITY UTILIZATION .41 .45

122. I-5 NB Rmps & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)												
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C	
NBL	1.5					NBL	1.5	10	.01*	10	.01*	
NBT	0	4800	0	0		NBT	0	0	0	0		
NBR	1.5					NBR	1.5	100	.03	70	.02	
SBL	0	0	0	0		SBL	0	0	0	0		
SBT	0	0	0	0		SBT	0	0	0	0		
SBR	0	0	0	0		SBR	0	0	0	0		
EBL	0	0	0	0		EBL	0	0	0	0		
EBT	2	3200	1270	.40*	1220	.38*	EBT	2	3200	1270	.40*	1220
EBR	f	150		220		EBR	f	150		220		
WBL	0	0	0	0		WBL	0	0	0	0		
WBT	1.5	4800	110	.07	490	{.30}	WBT	1.5	4800	110	.07	490
WBR	1.5	1330	.42	980		WBR	1.5	1330	.42	980		
Right Turn Adjustment				Multi		Right Turn Adjustment	Multi	.03*	NBR	.01*		

TOTAL CAPACITY UTILIZATION .44 .40

123. I-5 SB Ramps & Pico

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	0	0	0	0		NBL	1	1600	.130	.08	.310	.19	
NBT	0	0	0	0		NBT	2	3200	2150	.67*	1660	.52*	
NBR	0	0	0	0		NBR	1	1600	380	.24	10	.01	
SBL	2	3200	1350	.42*	.740	.23	SBL	0	0	0	0		
SBT	2	3200	1240	.39	2120	.66*	SBT	0	0	0	0		
SBR	1	1600	240	.15	440	.28	SBR	0	0	0	0		
EBL	0	0	0	0		EBL	2	3200	330	.10	.370	.12*	
EBT	3	4800	980	.20*	1200	.25*	EBT	3	4800	2020	.42*	1560	.33
EBR	1	1600	180	.11	470	.29	EBR	0	0	0	0		
WBL	2	3200	10	.00	180	.06*	WBL	0	0	0	0		
WBT	2	3200	400	.13	970	.30	WBT	2.5	6400	120	.04	840	.26*
WBR	0	0	0	0		WBR	1.5		940	.29	1280	.40	
Right Turn Adjustment				EBR	.04*	Right Turn Adjustment				WBR	.14*		
TOTAL CAPACITY UTILIZATION		.62		1.01		TOTAL CAPACITY UTILIZATION		1.09		1.04			

124. I-5 NB Ramps & Pico

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	1	1600	140	.09	140	.09	NBL	1	1600	70	.04*	.210	.13*
NBT	1	1600	10	.01*	20	.01*	NBT	0	0	0	0		
NBR	1	1600	200	.13	110	.07	NBR	1	1600	10	.01	40	.03
SBL	1	1600	230	.14*	380	.24*	SBL	0	0	0	0		
SBT	1	1600	50	.03	230	.14	SBT	0	0	0	0		
SBR	1	1600	190	.12	270	.17	SBR	0	0	0	0		
EBL	1	1600	80	.05*	70	.04	EBL	1	1600	190	.12*	.150	.09*
EBT	2	3200	260	.11	610	.23*	EBT	2	3200	490	.15	930	.29
EBR	0	0	90		130		EBR	0	0	0	0		
WBL	1	1600	20	.01	50	.03*	WBL	0	0	0	0		
WBT	2	3200	400	.13*	540	.18	WBT	2	3200	370	.23*	440	.24*
WBR	0	0	10		20		WBR	0	0	430	.27	320	
Right Turn Adjustment		Multi	.09*	NBR	.04*	Right Turn Adjustment		WBR	.01*				
TOTAL CAPACITY UTILIZATION			.42		.55	TOTAL CAPACITY UTILIZATION			.40		.46		

125. I-5 SB Ramps & E1 Cm Real

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	1	1600	140	.09	140	.09	NBL	1	1600	70	.04*	.210	.13*
NBT	1	1600	10	.01*	20	.01*	NBT	0	0	0	0		
NBR	1	1600	200	.13	110	.07	NBR	1	1600	10	.01	40	.03
SBL	1	1600	230	.14*	380	.24*	SBL	0	0	0	0		
SBT	1	1600	50	.03	230	.14	SBT	0	0	0	0		
SBR	1	1600	190	.12	270	.17	SBR	0	0	0	0		
EBL	1	1600	80	.05*	70	.04	EBL	1	1600	190	.12*	.150	.09*
EBT	2	3200	260	.11	610	.23*	EBT	2	3200	490	.15	930	.29
EBR	0	0	90		130		EBR	0	0	0	0		
WBL	1	1600	20	.01	50	.03*	WBL	0	0	0	0		
WBT	2	3200	400	.13*	540	.18	WBT	2	3200	370	.23*	440	.24*
WBR	0	0	10		20		WBR	0	0	430	.27	320	
Right Turn Adjustment		Multi	.09*	NBR	.04*	Right Turn Adjustment		WBR	.01*				
TOTAL CAPACITY UTILIZATION			.42		.55	TOTAL CAPACITY UTILIZATION			.40		.46		

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	1	1600	140	.09	140	.09	NBL	1	1600	70	.04*	.210	.13*
NBT	0	0	0	0	0	NBT	0	0	0	0	0		
NBR	1	1600	200	.13	110	.07	NBR	1	1600	10	.01	40	.03
SBL	0	0	0	0	0	SBL	0	0	0	0	0		
SBT	0	0	0	0	0	SBT	0	0	0	0	0		
SBR	0	0	0	0	0	SBR	0	0	0	0	0		
EBL	1	1600	80	.05*	70	.04	EBL	1	1600	190	.12*	.150	.09*
EBT	2	3200	260	.11	610	.23*	EBT	2	3200	490	.15	930	.29
EBR	0	0	0	0	0	EBR	0	0	0	0	0		
WBL	0	0	0	0	0	WBL	0	0	0	0	0		
WBT	2	3200	370	.23*	440	.24*	WBT	2	3200	370	.23*	440	.24*
WBR	0	0	0	0	0	WBR	0	0	0	0	0		
Right Turn Adjustment		WBR	.01*			Right Turn Adjustment		WBR	.01*				
TOTAL CAPACITY UTILIZATION			.40		.46	TOTAL CAPACITY UTILIZATION			.40		.46		

127. I-5 SB Ramps & Cristianitos

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	1	1600	110	.07*	50	.03*	
SBT	0	0	0	0	0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0	0	0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .25

128. I-5 NB Ramps & Cristianitos

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0	0	0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	80	.05	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		

Right Turn Adjustment NBR .04*

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0	0	0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0	0	0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		

Right Turn Adjustment SBR .08*

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0	0	0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	

Right Turn Adjustment NBR .02*

TOTAL CAPACITY UTILIZATION .24 .39

171. SR-241 SB Ramps & Hermosa

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	460	.29*	350	.22*	
SBT	0	0	0		0		
SBR	1	1600	150	.09	230	.14	
EBL	0	0	0		0		
EBT	2	3200	450	.14*	440	.14	
EBR	1	1600	200	.13	230	.14	
WBL	0	0	0		0		
WBT	2	3200	380	.12	510	.16*	
WBR	1	1600	260	.16	320	.20	
TOTAL CAPACITY UTILIZATION			.43		.38		

172. SR-241 NB Ramps & Hermosa

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	100		.06*	160	.10*
NBT	0	0	0		0		
NBR	1	1600	260		.16	420	.26
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	740		.23*	650	.20
EBR	1	1600	170		.11	140	.09
WBL	0	0	0		0		
WBT	2	3200	550		.17	670	.21*
WBR	1	1600	460		.29	590	.37
Right Turn Adjustment			Multi		.11*	Multi	.23*
TOTAL CAPACITY UTILIZATION			.40		.54		

173. SR-241 Ramps & Del Cerro

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	2	3200	340	.11	500	.16	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	180	.06	50	.02	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	4800	410	.13*	530	.17*	
WBR	1.5		90	.06	110	.07	
Right Turn Adjustment		NBR	.06*	NBR	.05*		
TOTAL CAPACITY UTILIZATION			.19		.22		

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	920	.27*	830	.24*	
NBT	3	5100	990	.19	910	.18	
NBR	1	1700	520	.31	580	.34	
SBL	2	3400	160	.05	120	.04	
SBT	3	5100	1210	.24*	1110	.22*	
SBR	f		1010		530		
EBL	2	3400	730	.21*	840	.25	
EBT	3	5100	800	.16	1380	.27*	
EBR	f		650		750		
WBL	2	3400	850	.25	730	.21*	
WBT	3	5100	1070	.21*	590	.12	
WBR	1	1700	330	.19	90	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.98		.99		

31. Antonio & Crown Valley

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1000	.29*	1070	.31*	
NBT	3	5100	1670	.33	1390	.27	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1470	.29*	1490	.29*	
SBR	f		940		920		
EBL	2	3400	660	.19*	1050	.31*	
EBT	0	0	0		0		
EBR	2	3400	600	.18	1130	.33	
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					.82		.98

46. Antonio/La Pata & Ortega

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	200	.06*	170	.05	
NBT	2	3400	510	.15	1050	.31*	
NBR	1	1700	110	.06	210	.12	
SBL	2	3400	50	.01	110	.03*	
SBT	2	3400	1330	.39*	650	.19	
SBR	1	1700	1290	.76	820	.48	
EBL	2	3400	690	.20*	1100	.32*	
EBT	2	3400	160	.05	560	.16	
EBR	1	1700	110	.06	240	.14	
WBL	2	3400	150	.04	140	.04	
WBT	2	3400	380	.11*	310	.09*	
WBR	1	1700	90	.05	60	.04	
Right Turn Adjustment	SBR	.37*	SBR	.19*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		1.18		.99			

52. La Pata & San Juan Creek

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	270	.16*	130	.08*	
NBT	2	3400	650	.19	720	.21	
NBR	0	0	10		10		
SBL	1	1700	30	.02	10	.01	
SBT	2	3400	850	.25*	760	.22*	
SBR	1	1700	710	.42	250	.15	
EBL	1	1700	160	.09*	700	.41*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	120	.07	250	.15	
WBL	1	1700	10	.01	20	.01	
WBT	1	1700	0	.01*	10	.03*	
WBR	0	0	10		40		
Right Turn Adjustment	SBR	.17*					
Clearance Interval		.05*					.05*
TOTAL CAPACITY UTILIZATION					.73		.79

57. La Pata & Las Ramblas

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04*	60	.04*	
NBT	2	3400	590	.17	410	.12	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	460	.14*	730	.21*	
SBR	1	1700	160	.09	330	.19	
EBL	0.5		350	.21*	200		
EBT	0	3400	0		0	.14*	
EBR	1.5		150	.09	280		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.44		.44		

74. Antonio & North River

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	170	.10	
NBT	3	5100	580	.11*	1050	.21*	
NBR	f		580		1250		
SBL	2	3400	950	.28*	1200	.35*	
SBT	3	5100	1280	.25	870	.17	
SBR	d	1700	40	.02	140	.08	
EBL	1	1700	160	.09	70	.04	
EBT	1	1700	80	.05*	70	.04*	
EBR	1	1700	200	.12	90	.05	
WBL	2	3400	1130	.33*	750	.22*	
WBT	1	1700	40	.02	80	.05	
WBR	f		1290		1350		
Right Turn Adjustment			EBR	.07*	EBR	.01*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.89		.88		

160. SR-241 SB Ramps & C St

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		140	.08*	480		
SBT	0	5100	0		0	.22*	
SBR	1.5		390	.11	620		
EBL	0	0	0		0		
EBT	2	3400	1030	.31*	850	.25*	
EBR	0	0	10		10		
WBL	1	1700	50	.03*	40	.02*	
WBT	2	3400	360	.11	400	.12	
WBR	0	0	0		0		
Right Turn Adjustment	SBR	.03*					
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.50		.54			

161. SR-241 NB Ramps & C St

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01*	10	.01*	
NBT	0	0	0		0		
NBR	1	1700	30	.02	50	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	720	.21*	420	.12	
EBT	2	3400	460	.14	910	.27*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	390	.11*	430	.13	
WBR	1	1700	480	.28	240	.14	
Right Turn Adjustment	Multi	.18*	NBR	.02*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		.56		.35			

162. SR-241 SB & North River

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1700	110	.06*	330	.19*	
SBT	0	0	0		0		
SBR	1	1700	30	.02	480	.28	
EBL	0	0	0		0		
EBT	2	3400	690	.23*	560	.18*	
EBR	0	0	100		60		
WBL	0	0	0		0		
WBT	2	3400	560	.16	480	.14	
WBR	1	1700	520	.31	360	.21	
Right Turn Adjustment		WBR	.08*	Multi	.12*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.42		.54		

163. SR-241 NB & North River

2025 FEC-TV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	30	.02*	60	.04*	
NBT	0	0	0		0		
NBR	1	1700	340	.20	520	.31	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	500	.15	840	.25	
EBR	1	1700	300	.18	50	.03	
WBL	0	0	0		0		
WBT	2	3400	1060	.45*	780	.29*	
WBR	0	0	470		210		
Right Turn Adjustment		NBR	.18*	NBR	.27*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.70		.65		

ICU Data Set 14

**2025 FEC-TV-Initial and Ultimate Alternatives
(Buildout Circulation System with OCP-2000 for RMV)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	160	.09*	
NBT	2	3400	1080	.32*	670	.20	
NBR	1	1700	400	.24	290	.17	
SBL	1	1700	70	.04*	200	.12	
SBT	2	3400	560	.16	850	.25*	
SBR	1	1700	470	.28	520	.31	
EBL	2	3400	50	.01*	550	.16*	
EBT	3	5100	1590	.31	2450	.48	
EBR	1	1700	110	.06	230	.14	
WBL	2	3400	160	.05	190	.06	
WBT	3	5100	2420	.47*	1960	.38*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.06*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.95		.93		

2. Jeronimo & Alicia

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	490	.14	260	.08*	
NBT	2	3400	930	.29*	470	.17	
NBR	0	0	60		100		
SBL	2	3400	80	.02*	50	.01	
SBT	2	3400	410	.12	1080	.32*	
SBR	1	1700	300	.18	720	.42	
EBL	2	3400	450	.13*	410	.12	
EBT	3	5100	780	.15	1680	.33*	
EBR	d	1700	140	.08	410	.24	
WBL	2	3400	120	.04	150	.04*	
WBT	3	5100	1240	.24*	1070	.21	
WBR	d	1700	80	.05	120	.07	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.73		.82

3. Trabuco & Alicia

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	210	.06	320	.09	
NBT	2	3400	880	.26*	620	.18*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	220	.06*	700	.21*	
SBT	2	3400	430	.13	740	.22	
SBR	d	1700	90	.05	180	.11	
EBL	2	3400	170	.05*	180	.05	
EBT	3	5100	590	.12	1440	.28*	
EBR	d	1700	40	.02	130	.08	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1520	.30*	980	.19	
WBR	d	1700	470	.28	380	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.74		

4. Marguerite & Alicia

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05*	50	.03	
NBT	2	3400	320	.09	500	.15*	
NBR	d	1700	50	.03	90	.05	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	600	.18*	360	.11	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	190	.06*	430	.13	
EBT	2	3400	750	.22	1370	.40*	
EBR	d	1700	40	.02	70	.04	
WBL	1	1700	110	.06	80	.05*	
WBT	3	5100	1250	.25*	780	.15	
WBR	d	1700	70	.04	70	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.59		.70

5. Olympiad & Alicia

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	320	.19*	130	.08*
NBT	2	3400	430	.13	520	.15
NBR	d	1700	350	.21	360	.21
SBL	1	1700	20	.01	50	.03
SBT	2	3400	440	.15*	540	.18*
SBR	0	0	70		60	
EBL	1	1700	30	.02	100	.06
EBT	3	5100	740	.15*	1070	.21*
EBR	d	1700	120	.07	290	.17
WBL	1	1700	480	.28*	390	.23*
WBT	3	5100	870	.17	750	.15
WBR	d	1700	10	.01	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.82		.75

6. Santa Margarita & Alicia

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	1170	.34*	1240	.36*
NBT	3	5100	1420	.28	1530	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1400	.27*	1630	.32*
SBR	1	1700	30	.02	120	.07
EBL	2	3400	10	.00	120	.04*
EBT	0	0	0		0	
EBR	2	3400	1020	.30	1710	.50
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.10*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for EBR						

7. Marguerite & Trabuco

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C
NBL	2	3400	700	.21*	550	.16*
NBT	2	3400	530	.16	660	.19
NBR	d	1700	20	.01	60	.04
SBL	1	1700	20	.01	110	.06
SBT	2	3400	810	.24*	440	.13*
SBR	d	1700	70	.04	80	.05
EBL	1	1700	50	.03*	150	.09*
EBT	1	1700	20	.01	60	.04
EBR	1	1700	540	.32	720	.42
WBL	1	1700	20	.01	130	.08
WBT	2	3400	20	.01*	110	.03*
WBR	d	1700	10	.01	120	.07
Right Turn Adjustment			EBR	.13*	EBR	.26*
Clearance Interval				.05*		.05*

8. Marguerite & Jeronimo

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	370	.22*	290	.17*
NBT	2	3400	860	.25	1020	.30
NBR	d	1700	40	.02	150	.09
SBL	1	1700	90	.05	160	.09
SBT	2	3400	1090	.32*	820	.24*
SBR	d	1700	100	.06	100	.06
EBL	1	1700	220	.13*	100	.06
EBT	2	3400	140	.04	380	.11*
EBR	1	1700	350	.21	570	.34
WBL	1	1700	290	.17	80	.05*
WBT	2	3400	530	.16*	200	.06
WBR	d	1700	120	.07	90	.05
Right Turn Adjustment					EBR	.10*
Clearance Interval				.05*		.05*

9. Olympiad & Jeronimo

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	360	.21*	160	.09*	
NBT	2	3400	680	.20	820	.24	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	680	.28*	770	.26*	
SBR	0	0	270		130		
EBL	1	1700	140	.08*	160	.09*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	240	.14	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.49		

10. Marguerite & La Paz

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	260	.08*	370	.11*	
NBT	2	3400	800	.24	1070	.31	
NBR	d	1700	140	.08	200	.12	
SBL	2	3400	120	.04	190	.06	
SBT	2	3400	1020	.30*	1210	.36*	
SBR	1	1700	190	.11	90	.05	
EBL	2	3400	200	.06*	390	.11	
EBT	2	3400	320	.09	1030	.30*	
EBR	1	1700	100	.06	230	.14	
WBL	2	3400	340	.10	190	.06*	
WBT	2	3400	480	.14*	380	.11	
WBR	d	1700	250	.15	100	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.88		

11. Olympiad & La Paz

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	270	.16*	190	.11*	
NBT	2	3400	1010	.30	660	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	650	.26*	780	.29*	
SBR	0	0	220		220		
EBL	1	1700	130	.08*	380	.22*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	390	.23	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.55		.67		

12. Empresa & Santa Margarita

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		1180		1290		
NBT	0.5	3400	40	.36*	10	.38*	
NBR	1	1700	610	.36	350	.21	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1110	.22*	2060	.40*	
EBR	1	1700	1330	.78	810	.48	
WBL	2	3400	640	.19*	410	.12*	
WBT	3	5100	1640	.32	1000	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.29*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			1.12		.96		

13. Empresa & Banderas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	70	.04*		NBL	0	0	60		20	
NBT	2	3400	1250	.43*	510	.16		NBT	1	1700	50	.06*	20	.02*
NBR	0	0	210		50			NBR	1	1700	140	.08	30	.02
SBL	1	1700	70	.04*	30	.02		SBL	1.5		230		530	
SBT	2	3400	530	.31	610	.36*		SBT	0.5	3400	50	.08*	20	.16*
SBR	0	0	580	.34	830	.49		SBR	f		130		340	
EBL	1	1700	700	.41*	440	.26*		EBL	2	3400	940	.28*	150	.04*
EBT	2	3400	70	.03	20	.01		EBT	3	5100	940	.18	1020	.20
EBR	0	0	40		80	.05		EBR	d	1700	50	.03	20	.01
WBL	1	1700	20	.01	140	.08		WBL	1	1700	130	.08	30	.02
WBT	2	3400	10	.01*	70	.03*		WBT	3	5100	730	.14*	1090	.21*
WBR	0	0	30	.02	30			WBR	f		370		280	
Clearance Interval				.05*		.05*		Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.94		.74		TOTAL CAPACITY UTILIZATION				.61		.48

15. Banderas & Antonio

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	10	.01		NBL	1	1700	640	.38*	400	.24*
NBT	2	3400	30	.02*	20	.01*		NBT	2	3400	500	.15	520	.15
NBR	0	0	60	.04	10			NBR	0	0	0		0	
SBL	1	1700	100	.06*	40	.02*		SBL	0	0	0		0	
SBT	2	3400	130	.04	30	.01		SBT	2	3400	260	.09*	650	.20*
SBR	1	1700	420	.25	600	.35		SBR	0	0	30		40	
EBL	2	3400	560	.16	360	.11*		EBL	1	1700	20	.01*	20	.01*
EBT	3	5100	2420	.48*	1140	.23		EBT	0	0	0		0	
EBR	0	0	30		10			EBR	1	1700	330	.19	640	.38
WBL	1	1700	210	.12*	70	.04		WBL	0	0	0		0	
WBT	3	5100	920	.19	1590	.33*		WBT	0	0	0		0	
WBR	0	0	40		80			WBR	0	0	0		0	
Right Turn Adjustment				SBR		.22*		Right Turn Adjustment				EBR		.19*
Clearance Interval				.05*		.05*		Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR								TOTAL CAPACITY UTILIZATION				.53		.69
TOTAL CAPACITY UTILIZATION				.73		.74								

14. Empresa & Antonio

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	0	0	60		20			NBL	0	0	60		20	
NBT	1	1700	50	.06*	20	.02*		NBT	1	1700	50	.06*	20	.02*
NBR	1	1700	140	.08	30	.03		NBR	1	1700	140	.08	30	.02
SBL	1.5		230		530			SBL	1.5		230		530	
SBT	0.5	3400	50	.08*	20	.02*		SBT	0.5	3400	50	.08*	20	.02*
SBR	f		130		340			SBR	f		130		340	
EBL	2	3400	940	.28*	150	.04*		EBL	2	3400	940	.28*	150	.04*
EBT	3	5100	940	.18	1020	.20		EBT	3	5100	940	.18	1020	.20
EBR	d	1700	50	.03	20	.01		EBR	d	1700	50	.03	20	.01
WBL	1	1700	130	.08	30	.02		WBL	1	1700	130	.08	30	.02
WBT	3	5100	730	.14*	1090	.21*		WBT	3	5100	730	.14*	1090	.21*
WBR	f		370		280			WBR	f		370		280	
Clearance Interval				.05*		.05*		Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing								TOTAL CAPACITY UTILIZATION				.61		.48
TOTAL CAPACITY UTILIZATION				.61		.48								

16. Cabot & Paseo De Valencia

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)														
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	640	.38*	400	.24*		NBL	1	1700	640	.38*	400	.24*
NBT	2	3400	500	.15	520	.15		NBT	2	3400	500	.15	520	.15
NBR	0	0	0		0			NBR	0	0	0		0	
SBL	0	0	0		0			SBL	0	0	0		0	
SBT	2	3400	260	.09*	650	.20*		SBT	2	3400	260	.09*	650	.20*
SBR	0	0	30		40			SBR	0	0	30		40	
EBL	1	1700	20	.01*	20	.01*		EBL	1	1700	20	.01*	20	.01*
EBT	0	0	0		0			EBT	0	0	0		0	
EBR	1	1700	330	.19	640	.38		EBR	1	1700	330	.19	640	.38
WBL	0	0	0		0			WBL	0	0	0		0	
WBT	0	0	0		0			WBT	0	0	0		0	
WBR	0	0	0		0			WBR	0	0	0		0	
Right Turn Adjustment				EBR		.19*		Right Turn Adjustment				EBR		.19*
Clearance Interval				.05*		.05*		Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR								TOTAL CAPACITY UTILIZATION				.53		.69
TOTAL CAPACITY UTILIZATION				.53		.69								

17. Cabot & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	200	.06	210	.06	
NBT	2	3400	750	.22*	360	.11*	
NBR	1	1700	200	.12	800	.47	
SBL	2	3400	290	.09*	750	.22*	
SBT	2	3400	280	.08	750	.22	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	140	.04*	130	.04	
EBT	3	5100	1020	.20	1540	.30*	
EBR	1	1700	140	.08	120	.07	
WBL	2	3400	310	.09	390	.11*	
WBT	3	5100	1610	.32*	1350	.26	
WBR	1	1700	470	.28	450	.26	
Right Turn Adjustment					NBR	.28*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.72		1.07		

18. Marguerite & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	440	.13	260	.08	
NBT	2	3400	930	.27*	770	.23*	
NBR	1	1700	50	.03	80	.05	
SBL	2	3400	260	.08*	680	.20*	
SBT	2	3400	660	.19	680	.20	
SBR	1	1700	330	.19	130	.08	
EBL	2	3400	130	.04*	310	.09*	
EBT	4	6800	1460	.21	1600	.24	
EBR	d	1700	110	.06	610	.36	
WBL	2	3400	100	.03	180	.05	
WBT	4	6800	2650	.39*	1580	.23*	
WBR	d	1700	110	.06	240	.14	
Right Turn Adjustment					Clearance Interval	.05*	.05*
Clearance Interval							
TOTAL CAPACITY UTILIZATION					.83		.80

19. Felipe & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	90	.05	80	.05	
NBT	2	3400	440	.13*	350	.10*	
NBR	1	1700	100	.06	580	.34	
SBL	1	1700	330	.19*	590	.35*	
SBT	2	3400	480	.14	580	.17	
SBR	d	1700	110	.06	210	.12	
EBL	1	1700	160	.09*	210	.12	
EBT	3	5100	1620	.32	2250	.44*	
EBR	d	1700	90	.05	140	.08	
WBL	1	1700	340	.20	260	.15*	
WBT	3	5100	2270	.45*	1850	.36	
WBR	d	1700	660	.39	430	.25	
Right Turn Adjustment					NBR	.13*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.91		1.22		

21. Marguerite & Felipe

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	930	.27*	830	.24*	
NBR	d	1700	350	.21	1050	.62	
SBL	1	1700	140	.08*	400	.24*	
SBT	2	3400	810	.24	850	.25	
SBR	d	1700	30	.02	50	.03	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		40		
WBL	1.5		830		590		
WBT	0.5	3400	40	.26*	20	.18*	
WBR	1	1700	270	.16	160	.09	
Right Turn Adjustment					NBR	.24*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.71		1.00

22. Moulton & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	190	.06	260	.08	
NBT	3	5100	1410	.28*	1430	.28*	
NBR	1	1700	370	.22	160	.09	
SBL	2	3400	180	.05*	290	.09*	
SBT	3	5100	810	.16	1330	.26	
SBR	1	1700	170	.10	170	.10	
EBL	2	3400	420	.12	250	.07	
EBT	3	5100	890	.21*	860	.21*	
EBR	0	0	200		220		
WBL	2	3400	230	.07*	370	.11*	
WBT	3	5100	640	.13	970	.19	
WBR	1	1700	160	.09	160	.09	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.66		.74		

23. Greenfield & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	0.5			50		30
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0		50		20		
SBL	2	3400	900	.26*	1160	.34*	
SBT	1	1700	50	.03	180	.11	
SBR	1	1700	40	.02	450	.26	
EBL	2	3400	580	.17*	240	.07	
EBT	3	5100	820	.16	1380	.28*	
EBR	0	0	20		50		
WBL	1	1700	10	.01	70	.04*	
WBT	3	5100	1220	.24*	1210	.24	
WBR	1	1700	580	.34	1080	.64	
Right Turn Adjustment							WBR .13*
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.78		.87		

24. Cabot & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	50	.03	110	.06*	
NBT	2	3400	260	.08*	230	.07	
NBR	1	1700	330	.19	180	.11	
SBL	2	3400	280	.08*	490	.14	
SBT	2	3400	130	.08	360	.18*	
SBR	0	0	140	.08	250		
EBL	2	3400	220	.06	360	.11	
EBT	3	5100	1670	.35*	2240	.44*	
EBR	0	0	130		10		
WBL	2	3400	280	.08*	640	.19*	
WBT	3	5100	1680	.33	2100	.41	
WBR	1	1700	390	.23	310	.18	
Right Turn Adjustment	NBR		.05*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.92		

25. Forbes & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	70	.04	180	.11	
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	100	.06	200	.12	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	30	.02	30	.02	
SBR	1	1700	230	.14	420	.25	
EBL	1	1700	280	.16*	270	.16*	
EBT	4	6800	1680	.27	2600	.40	
EBR	0	0	140		90		
WBL	1	1700	310	.18	140	.08	
WBT	3	5100	2160	.52*	2530	.55*	
WBR	0	0	510		270		
Right Turn Adjustment							SBR .06*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.85		1.00		

26. Puerta Real & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2.5		30	.01	430		
NBT	0.5	5100	60	.04*	30	.09*	
NBR	1	1700	120	.07	220	.13	
SBL	1	1700	170	.10*	190	.11*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	350	.21	570	.34	
EBL	2	3400	540	.16*	480	.14	
EBT	4	6800	2190	.35	3350	.55*	
EBR	0	0	170		400		
WBL	2	3400	90	.03	320	.09*	
WBT	4	6800	3120	.48*	2860	.45	
WBR	0	0	110		230		
Right Turn Adjustment					SBR	.09*	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.83		.98		

27. El Regateo & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		340	.10*	480	.14*	
NBT	1.5	5100	30	.05	20	.13	
NBR	0		60		200		
SBL	0.5		30		70		
SBT	1.5	3400	10	.02*	50	.07*	
SBR	0		70	.04	150	.09	
EBL	1	1700	190	.11*	110	.06	
EBT	4	6800	2080	.31	3380	.50*	
EBR	1	1700	220	.13	270	.16	
WBL	1	1700	300	.18	270	.16*	
WBT	4	6800	2930	.45*	2820	.42	
WBR	0	0	140		60		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.73		.92

28. Los Altos & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	310	.18*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		180		
SBL	0	0	50		240		
SBT	1	1700	10	.04*	10	.15*	
SBR	1	1700	50	.03	110	.06	
EBL	1	1700	140	.08*	80	.05	
EBT	4	6800	1880	.30	3570	.53*	
EBR	0	0	130		20		
WBL	1	1700	310	.18	90	.05*	
WBT	4	6800	3300	.53*	2730	.41	
WBR	0	0	320		30		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.74		.96		

29. Bellojente & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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*	30	.02	
EBT	4	6800	1870	.28	3930	.58*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3890	.59*	2730	.40	
WBR	0	0	90		20		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.74		.71		

30. Marguerite & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	180	.05*	120	.04	
NBT	2	3400	560	.16	1130	.33*	
NBR	1	1700	430	.25	530	.31	
SBL	2	3400	200	.06	390	.11*	
SBT	2	3400	780	.23*	750	.22	
SBR	1	1700	1040	.61	360	.21	
EBL	2	3400	570	.17*	650	.19	
EBT	4	6800	1290	.19	3140	.46*	
EBR	1	1700	70	.04	200	.12	
WBL	2	3400	760	.22	650	.19*	
WBT	4	6800	2760	.41*	2280	.34	
WBR	1	1700	640	.38	220	.13	
Right Turn Adjustment		SBR		.25*			
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.16 1.14

32. Golden Lantern & P. Colinas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01	
NBT	3	5100	2230	.44*	950	.19*	
NBR	2	3400	840	.25	370	.11	
SBL	1	1700	420	.25*	270	.16*	
SBT	3	5100	830	.16	1380	.27	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		150		710		
WBT	0.5	3400	10	.05*	10	.21*	
WBR	1	1700	190	.11	370	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
					.80		.62

TOTAL CAPACITY UTILIZATION 1.16 1.14

33. Cabot & P. Colinas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	80	.02*	130	.04*	
SBT	0	0	0		0		
SBR	2	3400	210	.06	690	.20	
EBL	1	1700	530	.31*	230	.14*	
EBT	2	3400	600	.18	320	.09	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	160	.09*	430	.15*	
WBR	0	0	130		80		
Right Turn Adjustment			SBR	.05*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
			.47		.43		

34. Cm Capistrano & P. Colinas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0.5	3400	350	.21*	310	{ .25 }	
NBR	1.5		260	.15	740		
SBL	1	1700	30	.02*	50	.03	
SBT	1	1700	140	.08	500	.29*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		420		510		
WBT	0	3400	0	.14*	0	.16*	
WBR	0.5		60		50		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
			.42		.50		

35. Camino Capistrano & Avery

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0			
NBT	1	1700	30	.02*	40	.02*	
NBR	1	1700	560	.33	360	.21	
SBL	2	3400	550	.16*	990	.29*	
SBT	1	1700	20	.01	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	460	.27*	690	.41*	
WBT	0	0	0		0		
WBR	2	3400	580	.17	1000	.29	
Right Turn Adjustment	NBR		.11*				
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION		.61		.77			

36. Marguerite & Avery

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1	1700	530	.31*	350	.21*	
NBT	2	3400	520	.15	490	.14	
NBR	d	1700	150	.09	30	.02	
SBL	1	1700	100	.06	100	.06	
SBT	2	3400	380	.11*	700	.21*	
SBR	d	1700	470	.28	760	.45	
EBL	2	3400	670	.20*	1070	.31*	
EBT	2	3400	210	.12	330	.19	
EBR	0	0	320	.19	300		
WBL	1	1700	20	.01	200	.12	
WBT	2	3400	150	.06*	230	.09*	
WBR	0	0	50		90		
Right Turn Adjustment	SBR		.02*	SBR	.01*		
Clearance Interval			.05*			.05*	.05*
TOTAL CAPACITY UTILIZATION		.75		.88			

37. Glnd Lantern & Marina Hills

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1	1700	190	.11	140	.08*	
NBT	3	5100	1670	.33*	810	.16	
NBR	1	1700	510	.30	410	.24	
SBL	1	1700	240	.14*	280	.16	
SBT	3	5100	760	.15	1340	.26*	
SBR	1	1700	190	.11	360	.21	
EBL	2	3400	640	.19	350	.10	
EBT	2	3400	290	.17*	150	.09*	
EBR	0	0	310	.18	190	.11	
WBL	2	3400	340	.10*	670	.20*	
WBT	2	3400	120	.07	320	.18	
WBR	0	0	220	.13	280		
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION		.79		.68			

38. Cm Capistrano & Los Padres

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	2	3400	350	.10*	590	.17*	
NBT	2	3400	30	.01	20	.01	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	40	.02*	
SBR	0	0	300	.18	660	.39	
EBL	1.5		500	{.17}* [*]	240	{.11}* [*]	
EBT	0	5100	0	{.17}	0	{.11}	
EBR	1.5		510		560		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment	SBR		.04*	SBR	.29*		
Clearance Interval			.05*		.05*	.05*	
TOTAL CAPACITY UTILIZATION		.37		.64			

39. Cm Capistrano & J. Serra

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	250	.07*	270	.08*	
NBR	1	1700	1140	.67	790	.46	
SBL	2	3400	450	.13*	430	.13*	
SBT	2	3400	210	.06	490	.14	
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*	1210	.36*	
WBT	0	0	0		0		
WBR	1	1700	250	.15	560	.33	
Right Turn Adjustment		NBR	.35*		NBR	.02*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .85 .64

40. Rancho Viejo & J. Serra

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	660	.19*	450	.13*	
NBT	2	3400	400	.12	190	.06	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	210	{.09}*	380	{.16}*	
SBR	1.5		620		730		
EBL	1.5		640		490		
EBT	0.5	3400	30	.28*	10	.24*	
EBR	0		290		300		
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 .62 .59

41. Cm Capistrano & Oso Road

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	40		70	{.04}*	
NBT	2	3400	910	.28*	480	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	540	.19	550	.32*	
SBR	0	0	110		580	.34	
EBL	1	1700	560	.33*	200	.12*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.66		.53		

42. Cm Capistrano & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	520	.31*	530	.31*	
NBR	1	1700	60	.04	80	.05	
SBL	1	1700	170	.10*	170	.10*	
SBT	1	1700	560	.33	480	.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*	160	.09*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	250	.15	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.54		.55		

43. Del Obispo & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	50	.03*	110	.06*	
NBT	0	0	0		0		
NBR	2	3400	1010	.30	1070	.31	
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*	540	.20*	
EBR	0	0	100		130		
WBL	2	3400	980	.29*	1110	.33*	
WBT	1	1700	660	.39	690	.41	
WBR	0	0	0		0		
Right Turn Adjustment		NBR		.05*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.64		

44. Rancho Viejo & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		330			410	.12*
NBT	1.5	5100	170	.11*	100	.08	
NBR	0		60		40		
SBL	1.5		190		420		
SBT	0.5	3400	120	.09*	150	.17*	
SBR	1	1700	120	.07	170	.10	
EBL	1	1700	200	.12*	210	.12	
EBT	2	3400	1290	.38	2040	.60*	
EBR	1	1700	570	.34	390	.23	
WBL	1	1700	70	.04	50	.03*	
WBT	3	5100	1680	.33*	1360	.27	
WBR	1	1700	820	.48	220	.13	
Right Turn Adjustment		WBR		.08*			
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.78	.97

45. La Novia & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	450	.13*	240	.07*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	150	.09	
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	2070	.61*	
EBR	1	1700	370	.22	400	.24	
WBL	1	1700	240	.14	120	.07*	
WBT	2	3400	2050	.60*	1350	.40	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.78		.80		

47. Alipaz & Del Obispo

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	20			30	
NBT	1	1700	80	.06*	60	.05*	
NBR	2	3400	640	.19	650	.19	
SBL	1	1700	60	.04	50	.03	
SBT	1	1700	50	.08*	160	.26*	
SBR	0	0	90		280		
EBL	1	1700	300	.18	110	.06	
EBT	2	3400	540	.17*	640	.20*	
EBR	0	0	40		40		
WBL	1	1700	480	.28*	370	.22*	
WBT	2	3400	680	.21	1080	.32	
WBR	0	0	40		10		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.64	.78

48. Cm Capistrano & Del Obispo

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	670	.20*	500	.15*	
NBT	1	1700	670	.39	440	.26	
NBR	1	1700	260	.15	240	.14	
SBL	1	1700	40	.02	80	.05	
SBT	1	1700	430	.25*	730	.43*	
SBR	1	1700	660	.39	120	.07	
EBL	1	1700	230	.14	290	.17*	
EBT	2	3400	790	.23*	630	.19	
EBR	1	1700	430	.25	490	.29	
WBL	2	3400	270	.08*	290	.09	
WBT	2	3400	470	.16	710	.22*	
WBR	0	0	80		50		
Right Turn Adjustment		SBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.84		1.02		

50. Valle & San Juan Creek

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		560	.16*	590	.17*	
NBT	0	5100	0		0		
NBR	1.5		190		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	380	.22*	1170	.50*	
EBR	0	0	360		530		
WBL	1	1700	450	.26*	110	.06*	
WBT	2	3400	1390	.41	1000	.29	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.78		

49. Cm Capistrano & San Juan C.

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	580	.17*	740	.22*	
NBR	1	1700	490	.29	800	.47	
SBL	2	3400	240	.07*	900	.26*	
SBT	2	3400	660	.19	910	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		1050		890	.26*	
WBT	0	5100	0	{.36}* 0	0		
WBR	1.5		900		690	{.21}	
Right Turn Adjustment					NBR	.05*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.65		.84		

51. La Novia & San Juan Creek

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	160	.09	170	.10	
NBT	1	1700	230	.22*	130	.12*	
NBR	0	0	140		70		
SBL	1	1700	230	.14*	410	.24*	
SBT	1	1700	140	.08	210	.12	
SBR	1	1700	500	.29	300	.18	
EBL	1	1700	210	.12*	260	.15	
EBT	2	3400	290	.09	940	.28*	
EBR	d	1700	50	.03	140	.08	
WBL	1	1700	70	.04	110	.06*	
WBT	2	3400	1140	.34*	500	.15	
WBR	d	1700	410	.24	190	.11	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.87		.75		

53. Del Obispo & Del Avion

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			V/C		V/C		
NBL	1	1700	200	.12*	170	.10*	
NBT	2	3400	320	.19	370	.17	
NBR	0	0	320		220		
SBL	1	1700	60	.04	60	.04	
SBT	2	3400	280	.16*	400	.24*	
SBR	0	0	370	.22	460	.27	
EBL	1.5		220		210		
EBT	1.5	5100	340	.11*	190	.11*	
EBR	0		20		150		
WBL	1	1700	350	.21*	180	.11*	
WBT	2	3400	220	.10	70	.04	
WBR	0	0	110		110	.06	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.65		.61		

54. Alipaz & Del Avion

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			V/C		V/C		
NBL	0	0	10		40	{.02}*	
NBT	1	1700	70	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	310	.18	150	.09	
EBL	1	1700	440	.26*	300	.18*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	40	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							
TOTAL CAPACITY UTILIZATION			.36		.31		

55. Del Obispo & Stonehill

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			V/C		V/C		
NBL	1	1700	70	.04	150	.09	
NBT	2	3400	190	.09*	400	.16*	
NBR	0	0	110		130		
SBL	1	1700	340	.20*	260	.15*	
SBT	2	3400	420	.16	510	.18	
SBR	0	0	130		110		
EBL	1	1700	190	.11	210	.12*	
EBT	2	3400	730	.24*	680	.23	
EBR	0	0	100		100		
WBL	1	1700	80	.05*	230	.14	
WBT	2	3400	500	.15	910	.27*	
WBR	1	1700	210	.12	520	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.63		.75		

56. Los Mares & Las Ramblas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			V/C		V/C		
NBL	2	3400	20	.01*	10	.00	
NBT	0	0	0		0		
NBR	1	1700	290	.17	100	.06	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	330	.10*	310	.09*	
EBR	1	1700	40	.02	110	.06	
WBL	1	1700	70	.04*	230	.14*	
WBT	2	3400	70	.02	190	.06	
WBR	0	0	0		0		
Right Turn Adjustment					NBR	.13*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.33		.28		

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	0		0				
NBT	0	0	0		0				
NBR	0	0	0		0				
SBL	1.5		810		1180				
SBT	0	5100	0	{.29}*	0	{.45}*			
SBR	1.5		810		1310				
EBL	0	0	0		0				
EBT	3	5100	1850	.36*	1870	.37*			
EBR	f		190		210				
WBL	0	0	0		0				
WBT	3	5100	1340	.26	1150	.23			
WBR	f		670		690				
Clearance Interval			.05*		.05*				
TOTAL CAPACITY UTILIZATION			.70		.87				

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5		100	.03*	310	{.17}*			
NBT	0	5100	0		0	.17			
NBR	1.5		100	{.00}	560				
SBL	0	0	0		0				
SBT	0	0	0		0				
SBR	0	0	0		0				
EBL	0	0	0		0				
EBT	3	5100	1100	.22	2560	.50*			
EBR	f		1570		480				
WBL	0	0	0		0				
WBT	3	5100	1900	.37*	1530	.30			
WBR	f		1540		750				
Clearance Interval			.05*		.05*				
TOTAL CAPACITY UTILIZATION			.45		.72				

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	110	.06*	230	.14*			
NBT	0	0	0		0				
NBR	2	3400	430	.13	520	.15			
SBL	2	3400	200	.06	560	.16*			
SBT	2	3400	230	.07*	260	.08			
SBR	1	1700	250	.15	280	.16			
EBL	0	0	0		0				
EBT	2	3400	950	.28*	1000	.29*			
EBR	1	1700	110	.06	190	.11			
WBL	2	3400	210	.06*	350	.10*			
WBT	2	3400	580	.27	780	.35			
WBR	0	0	330		400				
Right Turn Adjustment Multi			.05*						
Clearance Interval			.05*		.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.57		.74				

103. I-5 NB/Muirlands & La Paz

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5		80	.05	90	.05			
NBT	1	6800	790	.23*	190	.11*			
NBR	1.5		120		380	.11			
SBL	2	3400	550	.16*	910	.27*			
SBT	0	0	0		0				
SBR	2	3400	390	.11	400	.12			
EBL	2	3400	220	.06*	290	.09*			
EBT	2	3400	840	.25	1230	.36			
EBR	f		390		320				
WBL	0	0	0		0				
WBT	3	5100	1310	.36*	1040	.31*			
WBR	0	0	530		600	.35			
Clearance Interval			.05*		.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.86		.83				

104. I-5 SB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	790	.23*	950	.28*	
SBT	0	0	0		0		
SBR	1	1700	310	.18	520	.31	
EBL	0	0	0		0		
EBT	3	5100	1080	.21	2300	.45*	
EBR	f		430		780		
WBL	0	0	0		0		
WBT	3	5100	2100	.41*	1680	.33	
WBR	f		630		330		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.78		

105. I-5 NB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	640	.38*	530	.31*	
NBT	0	0	0		0		
NBR	1	1700	260	.15	470	.28	
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	2630	.52*	
EBR	f		260		620		
WBL	0	0	0		0		
WBT	3	5100	2100	.41*	1470	.29	
WBR	f		1490		760		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.84		.88		

106. I-5 SB Ramps & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1280	.25*	2270	.45*	
SBT	0	8500	0		0		
SBR	2.5		690	.20	1220	.36	
EBL	0	0	0		0		
EBT	4	6800	1670	.25	2570	.38*	
EBR	1	1700	280	.16	510	.30	
WBL	2	3400	440	.13	560	.16*	
WBT	3	5100	2280	.45*	1740	.34	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.75		1.04		

107. I-5 NB Ramps & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		650	{.24}* ¹	230	{.12}* ¹	
NBT	0	5100	0	.24	0	.12	
NBR	1.5		590		380		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2.5	6800	2250	.44*	3870	.76*	
EBR	1.5		730	.43	940	.55	
WBL	0	0	0		0		
WBT	3	5100	2070	.41	2070	.41	
WBR	f		1480		1790		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73		.93		

108. I-5 SB Ramps & Avery

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	390	.11*	560	.16*	
SBT	0	0	0		0		
SBR	1	1700	330	.19	560	.33	
EBL	0	0	0		0		
EBT	1.5	5100	890	.26*	1080	.32*	
EBR	1.5		200	.12	280	.16	
WBL	1	1700	270	.16*	180	.11*	
WBT	2	3400	720	.21	1100	.32	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.09*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.73		

109. I-5 NB Ramps & Avery

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5				260	.08*	350 {.12}*
NBT	0	5100			0		0 {.12}
NBR	1.5				440 {.03}		450
SBL	0		0		0		0
SBT	0		0		0		0
SBR	0		0		0		0
EBL	1	1700			530	.31*	400 .24*
EBT	2	3400			780	.23	1250 .37
EBR	0		0		0		0
WBL	0		0		0		0
WBT	2	3400			750	.22*	940 .28*
WBR	f				420		410
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.66		.69

110. I-5 SB Ramps & J. Serra

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		230		300	.18*	
SBT	0	5100	0 {.07}*		0		
SBR	1.5		570		910	.27	
EBL	0	0	0		0		
EBT	2	3400	1240	.36*	960	.28*	
EBR	d	1700	340	.20	260	.15	
WBL	1	1700	250	.15*	360	.21*	
WBT	2	3400	530	.16	860	.25	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.63		.72		

111. I-5 NB Ramps & J. Serra

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	120	.04*	290	.09*	
NBT	0	0	0		0		
NBR	1	1700	290	.17	200	.12	
SBL	0		0		0		
SBT	0		0		0		
SBR	0		0		0		
EBL	2	3400	790	.23*	650	.19*	
EBT	2	3400	680	.20	600	.18	
EBR	0		0		0		
WBL	0		0		0		
WBT	1.5	5100	660 {.24}*		930	.27*	
WBR	1.5		620		260	.15	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.56		.60		

112. I-5 SB Ramps & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1110		1600	.47*	
SBT	0	5100	0	{.35}* [*]	0		
SBR	1.5		890		920	{.46}	
EBL	0	0	0		0		
EBT	3	5100	1290	.25*	1340	.26*	
EBC	1	1700	180	.11	270	.16	
WBL	1	1700	210	.12*	190	.11*	
WBT	2	3400	760	.22	880	.26	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.77		.89		

113. I-5 NB Ramps & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		250	{.12}* [*]	270	{.13}* [*]	
NBT	0	5100	0	{.12}	0	{.13}	
NBR	1.5		480		450		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	720	.21*	750	.22*	
EBT	3	5100	1680	.33	2210	.43	
EBC	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	710	.21*	810	.24*	
WBR	f		1390		1220		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.59		.64		

114. Cm Capistrano & I-5 SB

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	890	.27*	1110	.34*	
NBR	0	0	20		30		
SBL	2	3400	630	.19*	530	.16*	
SBT	2	3400	1080	.32	1270	.37	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBC	0	0	0		0		
WBL	1.5		780	.23*	1140	.34*	
WBT	0	5100	0		0		
WBR	1.5		190		440	.26	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.74		.89		

115. Valle & La Novia/I-5 NB

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	180	.11*	140	.08*	
NBT	1	1700	100	.06	170	.10	
NBR	1	1700	10	.01	30	.02	
SBL	0	0	80		180		
SBT	1	1700	170	.15*	170	.21*	
SBR	1	1700	530	.31	270	.16	
EBL	1	1700	430	.25*	530	.31*	
EBT	1	1700	90	.07	200	.14	
EBC	0	0	30		30		
WBL	0	0	10		20		
WBT	1	1700	220	.14*	90	.06*	
WBR	1	1700	180	.11	80	.05	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.70		.71		

116. Cm Capistrano & Stonehill

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	2	3400	270	.08	400	.12*	
NBT	2	3400	660	.29*	500	.29	
NBR	0	0	320		560	.33	
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	640	{.21}	1060	{.36}* <td></td>	
SBR	1.5		850		1180		
EBL	1	1700	520	.31*	520	.31*	
EBT	2	3400	590	.17	850	.25	
EBR	1	1700	270	.16	430	.25	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.84		

117. I-5 SB Ramps & Las Ramblas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	2	3400	170	.05*	410	.12*	
SBT	0	0	0		0		
SBR	f		570		590		
EBL	0	0	0		0		
EBT	2	3400	530	.16	770	.23*	
EBR	f		1010		1250		
WBL	0	0	0		0		
WBT	1	1700	370	.22*	360	.21	
WBR	f		170		100		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.32		.40		

118. I-5 NB Ramps & Las Ramblas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	20		90		
NBT	1	1700	10	.02*	30	.07*	
NBR	1	1700	90	.05	170	.10	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	330	.10	790	.23*	
EBR	f		340		250		
WBL	0	0	0		0		
WBT	3	5100	860	.17*	500	.10	
WBR	0	0	10		10		
Right Turn Adjustment		SBR	.02*	NBR	.03*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.28		.39		

150. Greenfield & SR-73 SB Ramps

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0	0	0
NBT	2	3400	1190	.41*	740	.27*	
NBR	0	0	210		180		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	280	.08	250	.07	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}*	0	{.20}*	
EBR	1.5		580		920		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.52		.53		

151. Greenfield & SR-73 NB Ramps

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	2	3400	1150	.34*	660	.19*
NBT	1	1700	50	.03	100	.06
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	80	.05*	90	.05*
SBR	1	1700	20	.01	10	.01
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1700	240	.14*	180	.11*
WBT	0	0	0		0	
WBR	1	1700	30	.02	20	.01
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				58		40

152. SR-241 SB & S. Margarita

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	370		370	
NBT	1	1700	10	.22*	10	.22*
NBR	2	3400	530	.16	1830	.54
SBL	0	0	10		40	
SBT	1	1700	10	.01*	10	.03*
SBR	1	1700	10	.01	30	.02
EBL	1	1700	80	.05*	30	.02
EBT	3	5100	1710	.34	2410	.47*
EBR	1	1700	100	.06	100	.06
WBL	2	3400	20	.01	20	.01*
WBT	3	5100	2220	.44*	1130	.22
WBR	0	0	20		10	
Right Turn Adjustment					NBR	.31*
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .77 1.09

153. SR-241 NB & S. Margarita

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C
NBL	2	3400	70	.02*	20	.01*
NBT	0	0	0		0	
NBR	f		10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	550	.16*	450	.13
EBT	3	5100	1710	.34	3890	.76*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	2190	.43*	1150	.23
WBR	f		2750		780	
Clearance Interval				.05*		.05*

154. SR-241 SB Ramps & Antonio

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		200	.06*	850	.25*
SBT	0	5100	0		0	
SBR	1.5		130	{.01}	560	{.19}
EBL	0	0	0		0	
EBT	3	5100	1380	.27*	1540	.30*
EBR	1	1700	20	.01	80	.05
WBL	1	1700	110	.06*	140	.08*
WBT	3	5100	1200	.24	1000	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .44 .68

155. SR-241 NB Ramps & Antonio

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		70	.02*		20	.01*
NBT	0	5100	0		0		
NBR	1.5		130	{ .00 }		100	.03
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	660	.19*		170	.05
EBT	3	5100	920	.18		2190	.43*
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1240	.24*		1120	.22
WBR	1	1700	1500	.88		250	.15
Right Turn Adjustment		WBR		.62*		NBR	.02*
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			1.12			.51	

156. SR-241 SB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		70	.02*		250	
SBT	0	5100	0		0		.13*
SBR	1.5		30			410	
EBL	0	0	0		0		0
EBT	2	3400	1070	.31*		610	.18*
EBR	1	1700	180	.11		470	.28
WBL	2	3400	30	.01*		20	.01*
WBT	2	3400	1000	.29		610	.18
WBR	0	0	0		0		0
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.39		.37

157. SR-241 NB Ramps & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		230	{ .07 }*		250	{ .08 }*
NBT	0	3400	0	.07		0	.08
NBR	0.5		20		30		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	570	.34*		60	.04
EBT	2	3400	580	.17		800	.24*
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	800	.24*		360	.11
WBR	1	1700	460	.27		90	.05
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.70			.37	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	70	.04*	120	.08*	
NBT	1	1600	30	.02	90	.06	
NBR	1	1600	90	.06	70	.04	
SBL	0	0	20		10		
SBT	1	1600	110	.09*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	160	.10*	100	.06*	
EBR	0	0	250	.16	200	.13	
WBL	1	1600	120	.08*	100	.06*	
WBT	2	3200	90	.03	180	.07	
WBR	0	0	10		30		
Right Turn Adjustment		EBR	.03*		EBR	.01*	
TOTAL CAPACITY UTILIZATION			.34		.25		

59. La Pata & Del Rio

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	100	.06*	440	.28*	
NBT	2	3200	730	.23	680	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	910	.28*	1060	.33*	
SBR	1	1600	10	.01	30	.02	
EBL	0.5		20		10	{.01}*	
EBT	0	3200	0	{.19}*	0	{.01}	
EBR	1.5		670		350		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.53		.62		

60. La Pata & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	560	.18*	690	.22	
NBT	3	4800	450	.09	1020	.21*	
NBR	1	1600	150	.09	420	.26	
SBL	1	1600	260	.16	220	.14*	
SBT	3	4800	920	.19*	520	.11	
SBR	1	1600	20	.01	80	.05	
EBL	1	1600	60	.04	40	.03	
EBT	2	3200	370	.12*	450	.14*	
EBR	1	1600	410	.26	320	.20	
WBL	1	1600	450	.28*	300	.19*	
WBT	2	3200	760	.27	510	.18	
WBR	0	0	100		70		
TOTAL CAPACITY UTILIZATION			.77		.68		

61. Talega & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.11*	
NBR	0	0	60		140		
SBL	1	1600	260	.16	120	.08*	
SBT	0.5	3200	20	{.20}*	20	{.08}	
SBR	1.5		780		440		
EBL	2	3200	420	.13*	510	.16*	
EBT	2	3200	360	.12	470	.15	
EBR	0	0	10		10		
WBL	1	1600	80	.05	110	.07	
WBT	2	3200	400	.18*	380	.19*	
WBR	0	0	160		240		
TOTAL CAPACITY UTILIZATION			.52		.54		

62. Vera Cruz & Los Mares

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	320	.20*	120	.08*	
NBT	1	1600	10	.04	10	.02	
NBR	0	0	50		20		
SBL	0	0	10		10		
SBT	1	1600	10	.02*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	310	.10*	220	.07	
EBR	1	1600	240	.15	210	.13	
WBL	1	1600	40	.03*	10	.01	
WBT	2	3200	120	.04	270	.09*	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .35 .20

63. Vera Cruz & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	10	.01	
NBT	2	3200	50	.03*	140	.05*	
NBR	0	0	30		10		
SBL	1	1600	280	.18*	100	.06*	
SBT	2	3200	160	.08	40	.03	
SBR	0	0	100		90	.06	
EBL	1	1600	70	.04	80	.05*	
EBT	2	3200	1200	.38*	760	.24	
EBR	0	0	10		10		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	840	.29	1180	.44*	
WBR	0	0	90		230		

TOTAL CAPACITY UTILIZATION .60 .60

64. La Pata & Pico

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	60	.04*	290	.18	
NBT	2	3200	300	.09	710	.22*	
NBR	1	1600	280	.18	690	.43	
SBL	2	3200	560	.18	400	.13*	
SBT	2	3200	810	.25*	250	.08	
SBR	f		380		530		
EBL	1	1600	370	.23*	470	.29*	
EBT	3	4800	530	.11	630	.13	
EBR	1	1600	290	.18	120	.08	
WBL	2	3200	460	.14	250	.08	
WBT	2.5	6400	490	{.13}*	670	.21*	
WBR	1.5		560		830	.26	

TOTAL CAPACITY UTILIZATION .65 .85

65. Vista Hermosa & Pico

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	20	.01	240	.15	
NBT	2	3200	60	.02*	220	.07*	
NBR	0	0	10		10		
SBL	2	3200	710	.22*	660	.21*	
SBT	1	1600	260	.16	80	.05	
SBR	1	1600	250	.16	120	.08	
EBL	2	3200	170	.05*	520	.16*	
EBT	3	4800	1020	.21	1260	.26	
EBR	1	1600	230	.14	10	.01	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1250	.37*	1460	.43*	
WBR	0	0	540		600		

TOTAL CAPACITY UTILIZATION .66 .87

66. PCH & Camino Capistrano

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	2	3200	510	.16*	620	.19	
NBR	1	1600	310	.19	390	.24	
SBL	1	1600	110	.07*	160	.10	
SBT	2	3200	540	.17	1140	.36*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	310	.19*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	110	.07	

TOTAL CAPACITY UTILIZATION .42 .52

67. El Camino Real & Pico

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1600	10	.01	30	.02	
NBT	2	3200	490	.15*	540	.17*	
NBR	1	1600	90	.06	240	.15	
SBL	2	3200	460	.14*	560	.18*	
SBT	2	3200	480	.16	820	.28	
SBR	0	0	30		90		
EBL	1	1600	70	.04	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	100	.03*	330	.10*	
WBT	1	1600	70	.04	140	.09	
WBR	1	1600	420	.26	490	.31	
Right Turn Adjustment				WBR	.03*	WBR	.02*

TOTAL CAPACITY UTILIZATION .48 .58

68. El Cm. Real & Cristianitos

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	130	.08*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .29

69. Del Cerro & Pico

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3200	590	.18*	510	.16	
NBT	2	3200	110	.03	180	.06*	
NBR	d	1600	20	.01	60	.04	
SBL	1	1600	310	.19	380	.24*	
SBT	2	3200	150	.05*	120	.04	
SBR	d	1600	120	.08	60	.04	
EBL	1	1600	100	.06	160	.10*	
EBT	3	4800	1530	.32*	560	.12	
EBR	1	1600	620	.39	710	.44	
WBL	1	1600	60	.04*	60	.04	
WBT	3	4800	260	.05	1700	.35*	
WBR	d	1600	270	.17	360	.23	

TOTAL CAPACITY UTILIZATION .59 .75

119. I-5 SB Ramps & Estrella

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	730	.23*	810	.25*	
SBT	0	0	0		0		
SBR	1	1600	330	.21	340	.21	
EBL	0	0	0		0		
EBT	2	3200	540	.17*	750	.23*	
EBR	1	1600	320	.20	300	.19	
WBL	1	1600	430	.27*	520	.33*	
WBT	2	3200	410	.13	550	.17	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .67 .81

120. I-5 NB Ramps & Estrella

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		190		280		
NBT	0	3200	0	.17*	0	0	.26*
NBR	1.5		360		540		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	920	.19*	1180	.25*	
EBR	1	1600	360	.23	370	.23	
WBL	0	0	0		0		
WBT	3	4800	560	.12	610	.13	
WBR	f		940		770		

TOTAL CAPACITY UTILIZATION .36 .51

121. I-5 SB Ramps & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1090	.34*	970	.30*	
SBT	0	4800	0		0		
SBR	1.5		210	.13	450	.28	
EBL	1	1600	10	.01	20	.01*	
EBT	3	4800	360	.08*	510	.11	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	120	.04	400	.13*	
WBR	f		20		110		

TOTAL CAPACITY UTILIZATION .42 .44

122. I-5 NB Ramps & Vista Hermosa

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		10	.01*	10	.01*	
NBT	0	4800	0		0		
NBR	1.5		80	.03	40	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1290	.40*	1230	.38*	
EBR	f		150		240		
WBL	0	0	0		0		
WBT	1.5	4800	130	.08	520	{.32}	
WBR	1.5		1310	.41	1050		
Right Turn Adjustment				NBR	.02*		

TOTAL CAPACITY UTILIZATION .43 .39

123. I-5 SB Ramps & Pico

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	1380	.43*	720	.23	
SBT	2	3200	1330	.42	2230	.70*	
SBR	1	1600	240	.15	440	.28	
EBL	0	0	0		0		
EBT	3	4800	970	.20*	1180	.25*	
EBR	1	1600	140	.09	470	.29	
WBL	2	3200	10	.00	290	.09*	
WBT	2	3200	450	.14	970	.30	
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.04*		
TOTAL CAPACITY UTILIZATION			.63		1.08		

124. I-5 NB Ramps & Pico

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	120	.08			
NBT	2	3200	2170	.68*	1690	.53*	
NBR	1	1600	420	.26	20	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3200	320	.10	350	.11*	
EBT	3	4800	2040	.43*	1510	.31	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2.5	6400	270	.08	960	.30*	
WBR	1.5		810	.25	1300	.41	
Right Turn Adjustment				WBR	.11*		
TOTAL CAPACITY UTILIZATION			1.11		1.05		

125. I-5 SB Ramps & E1 Cm Real

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	140	.09	130	.08	
NBT	1	1600	10	.01*	20	.01*	
NBR	1	1600	200	.13	120	.08	
SBL	1	1600	240	.15*	440	.28*	
SBT	1	1600	60	.04	240	.15	
SBR	1	1600	260	.16	310	.19	
EBL	1	1600	90	.06*	60	.04	
EBT	2	3200	250	.11	600	.23*	
EBR	0	0	90		120		
WBL	1	1600	20	.01	50	.03*	
WBT	2	3200	370	.12*	490	.16	
WBR	0	0	20		10		
Right Turn Adjustment	Multi		.11*	NBR	.05*		
TOTAL CAPACITY UTILIZATION			.45		.60		

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	50	.03*	160	.10*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	30	.02	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	190	.12*	170	.11*	
EBT	2	3200	480	.15	980	.31	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	360	.23*	420	.23*	
WBR	0	0	450	.28	330		
Right Turn Adjustment	WBR		.03*				
TOTAL CAPACITY UTILIZATION			.41		.44		

127. I-5 SB Ramps & Cristianitos

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	30	.02*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .24

128. I-5 NB Ramps & Cristianitos

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	60	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		

Right Turn Adjustment NBR .04*

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		70	320	
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	

Right Turn Adjustment NBR .02*

171. SR-241 SB Ramps & Hermosa

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	570	.36*	370	.23*	
SBT	0	0	0		0		
SBR	1	1600	210	.13	280	.18	
EBL	0	0	0		0		
EBT	2	3200	490	.15*	490	.15	
EBR	1	1600	190	.12	240	.15	
WBL	0	0	0		0		
WBT	2	3200	360	.11	510	.16*	
WBR	1	1600	250	.16	340	.21	
TOTAL CAPACITY UTILIZATION			.51		.39		

172. SR-241 NB Ramps & Hermosa

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	90	.06*	160	.10*	
NBT	0	0	0		0		
NBR	1	1600	280	.18	390	.24	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	890	.28*	670	.21	
EBR	1	1600	170	.11	190	.12	
WBL	0	0	0		0		
WBT	2	3200	520	.16	690	.22*	
WBR	1	1600	380	.24	640	.40	
Right Turn Adjustment		NBR	.12*	Multi	.24*		
TOTAL CAPACITY UTILIZATION			.46		.56		

173. SR-241 Ramps & Del Cerro

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	2	3200	290	.09	480	.15	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	300	.09	80	.03	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	4800	380	.12*	500	.16*	
WBR	1.5		100	.06	200	.13	
Right Turn Adjustment		NBR	.07*	NBR	.05*		
TOTAL CAPACITY UTILIZATION			.19		.21		

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	1410	.41*	1110	.33*	
NBT	3	5100	1110	.22	840	.16	
NBR	1	1700	290	.17	260	.15	
SBL	2	3400	150	.04	140	.04	
SBT	3	5100	1120	.22*	1220	.24*	
SBR	f		960		570		
EBL	2	3400	800	.24*	800	.24	
EBT	3	5100	740	.15	1470	.29*	
EBR	f		760		1150		
WBL	2	3400	480	.14	440	.13*	
WBT	3	5100	1010	.20*	510	.10	
WBR	1	1700	380	.22	90	.05	
Right Turn Adjustment		WBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.14		1.04		

31. Antonio & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	570	.17	380	.11*	
NBT	3	5100	1430	.28*	1410	.28	
NBR	1	1700	330	.19	410	.24	
SBL	2	3400	440	.13*	200	.06	
SBT	3	5100	1080	.21	1840	.36*	
SBR	f		570		610		
EBL	2	3400	440	.13*	510	.15	
EBT	3	5100	630	.12	1930	.38*	
EBR	f		280		200		
WBL	2	3400	380	.11	410	.12*	
WBT	3	5100	1300	.25*	1340	.26	
WBR	1	1700	860	.51	440	.26	
Right Turn Adjustment		WBR		.26*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.10		1.02		

46. Antonio/La Pata & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	190	.06*	120	.04	
NBT	2	3400	490	.14	890	.26*	
NBR	1	1700	170	.10	790	.46	
SBL	2	3400	80	.02	510	.15*	
SBT	2	3400	980	.29*	620	.18	
SBR	1	1700	550	.32	350	.21	
EBL	2	3400	380	.11*	450	.13	
EBT	2	3400	350	.10	1450	.43*	
EBR	1	1700	140	.08	150	.09	
WBL	2	3400	800	.24	360	.11*	
WBT	2	3400	1230	.36*	840	.25	
WBR	1	1700	500	.29	240	.14	
Right Turn Adjustment		SBR	.03*	NBR	.20*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.90		1.20		

52. La Pata & San Juan Creek

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	180	.11*	160	.09*	
NBT	2	3400	720	.21	950	.29	
NBR	0	0	10		20		
SBL	1	1700	10	.01	10	.01	
SBT	2	3400	1060	.31*	810	.24*	
SBR	1	1700	860	.51	300	.18	
EBL	1	1700	150	.09*	830	.49*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	140	.08	250	.15	
WBL	1	1700	20	.01	10	.01	
WBT	1	1700	20	.02*	10	.01*	
WBR	0	0	10		10		
Right Turn Adjustment		SBR	.20*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.78		.88		

57. La Pata & Las Ramblas

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	40	.02*	60	.04*	
NBT	2	3400	670	.20	620	.18	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	720	.21*	810	.24*	
SBR	1	1700	120	.07	360	.21	
EBL	0.5		430	.25*	160		
EBT	0	3400	0		0	.12*	
EBR	1.5		190	.11	260		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.53		.45		

158. SR-241 SB & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5				40 { .01}*		400 { .16}*
NBT	0	3400			0 .01		0 .16
NBR	0.5				10		140
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	3	5100	570	.11*	420	.08*	
EBR	1	1700	100	.06	280	.16	
WBL	1	1700	110	.06*	50	.03*	
WBT	3	5100	690	.14	480	.09	
WBR	0	0	0		0		
Right Turn Adjustment						EBR .08*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.23		.40		

159. SR-241 NB & Crown Valley

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		390 { .13}*		220 { .09}*		
NBT	0	3400	0 .13		0 .09		
NBR	0.5		40		100		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	90 .02		500 .10*		
EBR	1	1700	480 .28		60 .04		
WBL	1	1700	110 .06		10 .01*		
WBT	2	3400	410 .12*		310 .09		
WBR	0	0	0		0		
Right Turn Adjustment	EBR		.22*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.52		.25		

164. SR-241 SB & Ortega Access

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	2	3400	360	.11*	2120	.62*	
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	f		980		530		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.16		.67		

165. SR-241 NB & Ortega Access

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	f		450		850		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	360	.11	2120	.62*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	980	.58*	530	.31	
WBR	f		2310		810		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.67		

166. SR-241 Access Rd & Ortega

2025 FEC-TV Alt. (Buildout w/OCP-2000 RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	2	3400	620	.18*	1380	.41*	
SBT	0	0	0		0		
SBR	2	3400	450	.13	580	.17	
EBL	2	3400	440	.13*	450	.13*	
EBT	2	3400	50	.01	650	.19	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	420	.12*	240	.07*	
WBR	2	3400	1500	.44	880	.26	
Right Turn Adjustment					WBR	.14*	
Clearance Interval						.05*	.05*
Note: Assumes Right-Turn Overlap for WBR							
TOTAL CAPACITY UTILIZATION					.62		.66

ICU Data Set 15

**2025 FEC-CV-Initial and Ultimate Alternatives
(Committed Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1110	.33*	660	.19	
NBR	1	1700	450	.26	320	.19	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	600	.18	850	.25*	
SBR	1	1700	460	.27	620	.36	
EBL	2	3400	40	.01*	540	.16*	
EBT	3	5100	1630	.32	2460	.48	
EBR	1	1700	130	.08	230	.14	
WBL	2	3400	160	.05	200	.06	
WBT	3	5100	2370	.46*	2030	.40*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.04*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.93		.95		

2. Jeronimo & Alicia

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	530	.16	260	.08*	
NBT	2	3400	870	.28*	460	.16	
NBR	0	0	70		90		
SBL	1	1700	60	.04*	50	.03	
SBT	2	3400	420	.12	1010	.30*	
SBR	1	1700	320	.19	730	.43	
EBL	1	1700	470	.28*	370	.22*	
EBT	3	5100	830	.16	1650	.32	
EBR	d	1700	140	.08	450	.26	
WBL	1	1700	110	.06	160	.09	
WBT	3	5100	1130	.22*	1020	.20*	
WBR	d	1700	60	.04	120	.07	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		.85

3. Trabuco & Alicia

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	200	.12	300	.18	
NBT	2	3400	850	.25*	640	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	220	.13*	670	.39*	
SBT	2	3400	420	.12	720	.21	
SBR	d	1700	90	.05	150	.09	
EBL	1	1700	200	.12*	170	.10	
EBT	3	5100	600	.12	1370	.27*	
EBR	d	1700	40	.02	160	.09	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1400	.27*	970	.19	
WBR	d	1700	430	.25	350	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.82		.95		

4. Marguerite & Alicia

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	110	.06*	60	.04	
NBT	2	3400	350	.10	480	.14*	
NBR	d	1700	70	.04	130	.08	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	610	.18*	430	.13	
SBR	d	1700	360	.21	180	.11	
EBL	2	3400	210	.06	460	.14	
EBT	2	3400	740	.22*	1230	.36*	
EBR	d	1700	30	.02	80	.05	
WBL	1	1700	200	.12*	110	.06*	
WBT	3	5100	1080	.21	730	.14	
WBR	d	1700	50	.03	60	.04	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION					.63		.65

5. Olympiad & Alicia

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	1	1700	170	.10*	70	.04			
NBT	2	3400	330	.10	470	.14*			
NBR	d	1700	320	.19	280	.16			
SBL	1	1700	20	.01	50	.03*			
SBT	2	3400	420	.14*	380	.13			
SBR	0	0	70		60				
EBL	1	1700	30	.02	120	.07			
EBT	3	5100	790	.15*	1090	.21*			
EBR	d	1700	100	.06	130	.08			
WBL	1	1700	310	.18*	290	.17*			
WBT	3	5100	890	.17	780	.15			
WBR	d	1700	10	.01	20	.01			
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION				.62		.60			

6. Santa Margarita & Alicia

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	2	3400	1040	.31*	1240	.36*			
NBT	3	5100	1290	.25	1570	.31			
NBR	0	0	0		0				
SBL	0	0	0		0				
SBT	3	5100	1420	.28*	1570	.31*			
SBR	1	1700	30	.02	90	.05			
EBL	2	3400	10	.00	120	.04*			
EBT	0	0	0		0				
EBR	2	3400	1050	.31	1650	.49			
WBL	0	0	0		0				
WBT	0	0	0		0				
WBR	0	0	0		0				
Right Turn Adjustment							EBR	.09*	
Clearance Interval						.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR									
TOTAL CAPACITY UTILIZATION				.64		.60			

7. Marguerite & Trabuco

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	1	1700	670	.39*	580	.34*			
NBT	2	3400	580	.17	690	.20			
NBR	d	1700	30	.02	60	.04			
SBL	1	1700	20	.01	110	.06			
SBT	2	3400	900	.26*	550	.16*			
SBR	d	1700	50	.03	70	.04			
EBL	1	1700	50	.03*	140	.08			
EBT	1	1700	20	.01	60	.04*			
EBR	1	1700	530	.31	730	.43			
WBL	1	1700	20	.01	130	.08*			
WBT	2	3400	20	.01*	110	.03			
WBR	d	1700	10	.01	120	.07			
Right Turn Adjustment				EBR	.14*				
Clearance Interval				.05*	.05*				
TOTAL CAPACITY UTILIZATION									
TOTAL CAPACITY UTILIZATION				.74		.81			

8. Marguerite & Jeronimo

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C	VOL	V/C			
NBL	1	1700	390	.23*	280	.16			
NBT	2	3400	770	.23	1070	.31*			
NBR	d	1700	50	.03	150	.09			
SBL	1	1700	90	.05	190	.11*			
SBT	2	3400	1150	.34*	900	.26			
SBR	d	1700	100	.06	90	.05			
EBL	1	1700	190	.11*	100	.06			
EBT	2	3400	140	.04	410	.12*			
EBR	1	1700	350	.21	470	.28			
WBL	1	1700	270	.16	80	.05*			
WBT	2	3400	370	.11*	190	.06			
WBR	d	1700	160	.09	90	.05			
Right Turn Adjustment				EBR	.04*				
Clearance Interval				.05*	.05*				
TOTAL CAPACITY UTILIZATION									
TOTAL CAPACITY UTILIZATION				.84		.68			

9. Olympiad & Jeronimo

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	220	.13*	130	.08*	
NBT	2	3400	430	.13	640	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	510	.22*	450	.17*	
SBR	0	0	250		140		
EBL	1	1700	130	.08*	190	.11*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	220	.13	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .48 .41

10. Marguerite & La Paz

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	230	.07*	340	.10*	
NBT	2	3400	810	.24	1130	.33	
NBR	d	1700	140	.08	170	.10	
SBL	2	3400	130	.04	220	.06	
SBT	2	3400	1010	.30*	1130	.33*	
SBR	1	1700	210	.12	140	.08	
EBL	2	3400	220	.06*	350	.10	
EBT	2	3400	320	.09	1090	.32*	
EBR	1	1700	100	.06	210	.12	
WBL	2	3400	340	.10	190	.06*	
WBT	2	3400	460	.14*	360	.11	
WBR	d	1700	370	.22	110	.06	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .62 .86

11. Olympiad & La Paz

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	380	.22*	220	.13*	
NBT	2	3400	660	.19	560	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.21*	530	.20*	
SBR	0	0	190		150		
EBL	1	1700	120	.07*	260	.15*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	560	.33	
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 .55 .61

12. Empresa & Santa Margarita

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		990		1220		
NBT	0.5	3400	40	.30*	10	.36*	
NBR	1	1700	650	.38	450	.26	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1210	.24*	1980	.39*	
EBR	1	1700	1240	.73	690	.41	
WBL	2	3400	680	.20*	520	.15*	
WBT	3	5100	1510	.30	1000	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.26*		
Clearance Interval					.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION 1.06 .96

13. Empresa & Banderas

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1200	.41*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	610	.36*	
SBR	0	0	560	.33	800	.47	
EBL	1	1700	530	.31*	440	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		90	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.83		.74	

14. Empresa & Antonio

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	60		60		20
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5		210		550		
SBT	0.5	3400	50	.08*	20	.17*	
SBR	f		140		330		
EBL	2	3400	870	.26*	140	.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	800	.16*	1020	.20*	
WBR	f		370		300		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.61		.48

15. Banderas & Antonio

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
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	390	.23	560	.33	
EBL	2	3400	400	.12	360	.11*	
EBT	3	5100	2330	.46*	1190	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	950	.19	1450	.30*	
WBR	0	0	40		90		
Right Turn Adjustment				SBR	.20*		
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.71		.69	

16. Cabot & Paseo De Valencia

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	620	.36*	380	.22*	
NBT	2	3400	480	.14	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	560	.18*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	320	.19	650	.38	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EVR	.20*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.50		.66

17. Cabot & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	180	.05	220	.06
NBT	2	3400	720	.21*	330	.10*
NBR	1	1700	280	.16	760	.45
SBL	2	3400	280	.08*	720	.21*
SBT	2	3400	280	.08	650	.19
SBR	1	1700	50	.03	100	.06
EBL	2	3400	120	.04*	130	.04
EBT	3	5100	1030	.20	1420	.28*
EBR	1	1700	150	.09	140	.08
WBL	2	3400	370	.11	430	.13*
WBT	3	5100	1550	.30*	1350	.26
WBR	1	1700	450	.26	450	.26
Right Turn Adjustment Clearance Interval					NBR	.25*
					.05*	.05*
TOTAL CAPACITY UTILIZATION				68		1.02

TOTAL CAPACITY UTILIZATION .68 1.02

18. Marguerite & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	440	.13	250	.07
NBT	2	3400	910	.27*	890	.26*
NBR	1	1700	60	.04	100	.06
SBL	2	3400	220	.06*	540	.16*
SBT	2	3400	680	.20	940	.28
SBR	1	1700	350	.21	190	.11
EBL	2	3400	150	.04*	220	.06
EBT	4	6800	1460	.21	1930	.28*
EBR	d	1700	110	.06	430	.25
WBL	2	3400	100	.03	150	.04*
WBT	4	6800	2550	.38*	1580	.23
WBR	d	1700	90	.05	210	.12
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 79

19. Felipe & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	100	.06	90	.05
NBT	2	3400	340	.10*	390	.11*
NBR	1	1700	60	.04	270	.16
SBL	1	1700	300	.18*	500	.29*
SBT	2	3400	390	.11	370	.11
SBR	d	1700	130	.08	190	.11
EBL	1	1700	140	.08	220	.13
EBT	3	5100	1610	.32*	2320	.45*
EBR	d	1700	90	.05	180	.11
WBL	1	1700	310	.18*	230	.14*
WBT	3	5100	2110	.41	1760	.35
WBR	d	1700	570	.34	360	.21
Clearance Interval				.05*		

TOTAL CAPACITY UTILIZATION .83 1.04

21. Marguerite & Felipe

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	920	.27*	990	.29*	
NBR	d	1700	240	.14	780	.46	
SBL	1	1700	120	.07*	430	.25*	
SBT	2	3400	830	.24	910	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		760		440		
WBT	0.5	3400	30	.23*	10	.13*	
WBR	1	1700	240	.14	140	.08	
Right Turn Adjustment					NBR	.07*	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .67 .84

22. Moulton & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	180	.05	200	.06			
NBT	3	5100	1320	.26*	1410	.28*			
NBR	1	1700	570	.34	180	.11			
SBL	2	3400	190	.06*	270	.08*			
SBT	3	5100	800	.16	1370	.27			
SBR	1	1700	180	.11	130	.08			
EBL	2	3400	470	.14	240	.07			
EBT	3	5100	1060	.25*	930	.22*			
EBR	0	0	200		210				
WBL	2	3400	220	.06*	570	.17*			
WBT	3	5100	670	.13	1230	.24			
WBR	1	1700	160	.09	150	.09			
Right Turn Adjustment		NBR		.03*					
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			.71		.80				

23. Greenfield & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0.5				50			40	
NBT	1.5	3400	110	.06*	50	.03*			
NBR	0				60			20	
SBL	2	3400	870	.26*	1100	.32*			
SBT	1	1700	50	.03	170	.10			
SBR	1	1700	80	.05	600	.35			
EBL	2	3400	650	.19*	300	.09*			
EBT	3	5100	1140	.23	1400	.28			
EBR	0	0	20			50			
WBL	1	1700	10	.01	60	.04			
WBT	3	5100	1220	.24*	1540	.30*			
WBR	1	1700	560	.33	1000	.59			
Right Turn Adjustment								WBR	.05*
Clearance Interval						.05*			.05*
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.80						.84

24. Cabot & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	60	.04	170	.10*			
NBT	2	3400	250	.07*	220	.06			
NBR	1	1700	290	.17	250	.15			
SBL	2	3400	280	.08*	370	.11			
SBT	2	3400	140	.08	370	.20*			
SBR	0	0	160	.09	310				
EBL	2	3400	300	.09	310	.09			
EBT	3	5100	1850	.40*	2270	.45*			
EBR	0	0	180		10				
WBL	2	3400	400	.12*	600	.18*			
WBT	3	5100	1620	.32	2240	.44			
WBR	1	1700	350	.21	300	.18			
Right Turn Adjustment		NBR		.01*					
Clearance Interval				.05*		.05*			
TOTAL CAPACITY UTILIZATION			.73		.98				

25. Forbes & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	60	.04	200	.12			
NBT	1	1700	20	.01*	30	.02*			
NBR	1	1700	100	.06	190	.11			
SBL	1	1700	180	.11*	290	.17*			
SBT	1	1700	20	.01	30	.02			
SBR	1	1700	230	.14	450	.26			
EBL	1	1700	320	.19*	250	.15*			
EBT	4	6800	1780	.28	2580	.40			
EBR	0	0	150		110				
WBL	1	1700	300	.18	150	.09			
WBT	3	5100	2190	.51*	2550	.55*			
WBR	0	0	430		270				
Right Turn Adjustment								SBR	.08*
Clearance Interval					.05*				.05*
TOTAL CAPACITY UTILIZATION			.87						1.02

26. Puerta Real & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2.5		30	.01	490				
NBT	0.5	5100	60	.04*	40	.10*			
NBR	1	1700	120	.07	290	.17			
SBL	1	1700	150	.09*	190	.11*			
SBT	1	1700	70	.04	60	.04			
SBR	1	1700	370	.22	560	.33			
EBL	2	3400	560	.16*	490	.14			
EBT	4	6800	2220	.35	3170	.52*			
EBR	0	0	190		380				
WBL	2	3400	80	.02	290	.09*			
WBT	4	6800	3060	.46*	2690	.43			
WBR	0	0	100		230				
Right Turn Adjustment		SBR	.01*		SBR	.08*			
Clearance Interval			.05*			.05*			
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.81		.95				

27. El Regateo & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1.5		330	.10*	490	.14*			
NBT	1.5	5100	30	.05	20	.11			
NBR	0		60		170				
SBL	0.5		30		70				
SBT	1.5	3400	10	.02*	40	.06*			
SBR	0		70	.04	170	.10			
EBL	1	1700	180	.11*	110	.06			
EBT	4	6800	2090	.31	3270	.48*			
EBR	1	1700	230	.14	270	.16			
WBL	1	1700	290	.17	230	.14*			
WBT	4	6800	2840	.44*	2550	.39			
WBR	0	0	130		70				
Clearance Interval					.05*				.05*
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION					.72				.87

28. Los Altos & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	1	1700	20	.01	320	.19*			
NBT	1	1700	10	.04*	10	.11			
NBR	0	0	50		170				
SBL	0	0	40		230				
SBT	1	1700	10	.03*	10	.14*			
SBR	1	1700	50	.03	120	.07			
EBL	1	1700	150	.09*	90	.05			
EBT	4	6800	1850	.30	3400	.50*			
EBR	0	0	160		20				
WBL	1	1700	290	.17	90	.05*			
WBT	4	6800	3190	.51*	2410	.36			
WBR	0	0	290		20				
Clearance Interval			.05*		.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.72		.93				

29. Bellojente & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
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	1830	.27	3740	.55*			
EBR	0	0	10		20				
WBL	1	1700	10	.01	10	.01*			
WBT	4	6800	3740	.56*	2420	.36			
WBR	0	0	90		30				
Clearance Interval			.05*		.05*				
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION			.71		.68				

30. Marguerite & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	180	.05*	170	.05	
NBT	2	3400	530	.16	730	.21*	
NBR	1	1700	460	.27	670	.39	
SBL	2	3400	190	.06	540	.16*	
SBT	2	3400	780	.23*	610	.18	
SBR	1	1700	1000	.59	310	.18	
EBL	2	3400	540	.16*	950	.28	
EBT	4	6800	1280	.19	2620	.39*	
EBR	1	1700	70	.04	220	.13	
WBL	2	3400	720	.21	710	.21*	
WBT	4	6800	2650	.39*	1980	.29	
WBR	1	1700	560	.33	230	.14	
Right Turn Adjustment		SBR		.24*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.12 1.02

32. Golden Lantern & P. Colinas

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01*	
NBT	2	3400	2250	.66*	930	.27	
NBR	1	1700	1110	.65	620	.36	
SBL	1	1700	370	.22*	240	.14	
SBT	2	3400	810	.24	1510	.45*	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		380		1020		
WBT	0.5	3400	10	.11*	10	.30*	
WBR	1	1700	210	.12	260	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					1.05		.82

33. Cabot & P. Colinas

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	120	.04*	150	.04*	
SBT	0	0	0		0		
SBR	2	3400	320	.09	660	.19	
EBL	1	1700	480	.28*	270	.16*	
EBT	2	3400	860	.25	510	.15	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	340	.14*	680	.23*	
WBR	0	0	150		110		
Right Turn Adjustment			SBR		.03*		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.51		.51		

34. Cm Capistrano & P. Colinas

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0.5	3400	300	{.18}* ¹	300	{.32}* ¹	
NBR	1.5		460	{.11}	1080		
SBL	1	1700	30	.02*	70	.04*	
SBT	1	1700	150	.09	420	.25	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		670		760		
WBT	0	3400	0	.22*	0	.24*	
WBR	0.5		80		50		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.47		.65

35. Camino Capistrano & Avery

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	20	.01*	80	.05*	
NBR	1	1700	130	.08	160	.09	
SBL	2	3400	790	.23*	1190	.35*	
SBT	1	1700	40	.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	210	.12*	100	.06*	
WBT	0	0	0		0		
WBR	2	3400	730	.21	1290	.38	
Right Turn Adjustment					WBR	.06*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.41		.57		

36. Marguerite & Avery

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	540	.32*	370	.22*	
NBT	2	3400	560	.16	540	.16	
NBR	d	1700	150	.09	40	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	420	.12*	810	.24*	
SBR	d	1700	430	.25	550	.32	
EBL	2	3400	600	.18*	900	.26*	
EBT	2	3400	200	.12	330	.19	
EBR	0	0	320	.19	330		
WBL	1	1700	20	.01	110	.06	
WBT	2	3400	140	.06*	240	.10*	
WBR	0	0	50		90		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.73		.87

37. Gldn Lantern & Marina Hills

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	200	.12	180	.11*	
NBT	2	3400	1960	.58*	1180	.35	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	1060	.31	1880	.55*	
SBR	1	1700	230	.14	460	.27	
EBL	1.5		720	.21*	370	.11*	
EBT	1.5	5100	10	.01	10	.01	
EBR	1	1700	330	.19	200	.12	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.86		.83		

39. Cm Capistrano & J. Serra

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	1	1700	100	.06*	90	.05	
NBR	1	1700	1150	.68	890	.52	
SBL	1	1700	100	.06*	140	.08	
SBT	1	1700	80	.05	260	.15*	
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1	1700	850	.50*	1200	.71*	
WBT	0	0	0		0		0
WBR	1	1700	100	.06	190	.11	
Right Turn Adjustment			NBR		.24*		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.91		.91

40. Rancho Viejo & J. Serra

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	440	.13*	360	.11*	
NBT	2	3400	310	.09	230	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}* [*]	310	{.17}* [*]	
SBR	1.5		620		820		
EBL	1.5		750		500		
EBT	0.5	3400	30	.29*	10	.21*	
EBR	0		220		220		
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 .57 .55

41. Cm Capistrano & Oso Road

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	1170	.36*	530	.18	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	470	.15	710	.25*	
SBR	0	0	50		150		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .50 .38

42. Cm Capistrano & Ortega

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	820	.48*	650	.38*	
NBR	1	1700	110	.06	80	.05	
SBL	1	1700	140	.08*	140	.08*	
SBT	1	1700	580	.34	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	260	.15*	260	.15*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	210	.12	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .76 .66

43. Del Obispo & Ortega

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	50	.03*	90	.05*	
NBT	0	0	0		0		
NBR	2	3400	1180	.35	1340	.39	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	490	.17*	520	.19*	
EBR	0	0	80		120		
WBL	2	3400	1230	.36*	1260	.37*	
WBT	1	1700	780	.46	790	.46	
WBR	0	0	0		0		
Right Turn Adjustment				NBR	.05*	NBR	.06*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							

TOTAL CAPACITY UTILIZATION .66 .72

44. Rancho Viejo & Ortega

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		370		580	.17*	
NBT	1.5	5100	180	.12*	110	.09	
NBR	0		60		40		
SBL	1.5		140		240		
SBT	0.5	3400	130	.08*	180	.12*	
SBR	1	1700	130	.08	170	.10	
EBL	1	1700	190	.11*	210	.12	
EBT	2	3400	1400	.41	1870	.55*	
EBR	1	1700	710	.42	480	.28	
WBL	1	1700	80	.05	70	.04*	
WBT	3	5100	1860	.36*	1390	.27	
WBR	1	1700	530	.31	140	.08	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.93		

45. La Novia & Ortega

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2		3400		330	.10*	240
NBT	0		0		0		0
NBR	1	1700	280	.16	370	.22	
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	1930	.57*	
EBR	1	1700	340	.20	200	.12	
WBL	1	1700	400	.24	340	.20*	
WBT	2	3400	2070	.61*	1320	.39	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.76		.89

47. Alipaz & Del Obispo

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	20		30		
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	790	.23	780	.23	
SBL	1	1700	90	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0	0	30		30		
EBL	1	1700	20	.01	30	.02	
EBT	2	3400	810	.25*	720	.22*	
EBR	0	0	40		40		
WBL	1	1700	560	.33*	590	.35*	
WBT	2	3400	760	.24	1310	.39	
WBR	0	0	40		30		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.68		

48. Cm Capistrano & Del Obispo

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2		3400		550	.16	440
NBT	1	1700	780	.46*	460	.27	
NBR	1	1700	220	.13	320	.19	
SBL	1	1700	40	.02*	70	.04	
SBT	1	1700	490	.29	710	.42*	
SBR	1	1700	740	.44	520	.31	
EBL	1	1700	460	.27*	380	.22*	
EBT	2	3400	970	.29	770	.23	
EBR	1	1700	430	.25	430	.25	
WBL	1	1700	310	.18	330	.19	
WBT	2	3400	640	.21*	810	.25*	
WBR	0	0	70		40		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.1.01		.1.07

49. Cm Capistrano & San Juan C.

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	810	.24*	870	.26*	
NBR	1	1700	510	.30	530	.31	
SBL	2	3400	220	.06*	600	.18*	
SBT	2	3400	750	.22	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		900		820	.24*	
WBT	0	5100	0	{.28}* [*]	0		
WBR	1.5		590		530	{.18}	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.63		.73	

50. Valle & San Juan Creek

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	540	.32*	490	.29*	
NBT	0	0	0		0		
NBR	1	1700	300	.18	380	.22	
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	570	.34	
EBR	1	1700	360	.21	550	.32	
WBL	1	1700	270	.16	180	.11	
WBT	1	1700	940	.55*	860	.51*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.92		.85	

51. La Novia & San Juan Creek

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	170	.10*	160	.09*	
NBT	1	1700	260	.21	150	.12	
NBR	0	0	90		50		
SBL	1	1700	230	.14	230	.14	
SBT	1	1700	140	.44*	230	.40*	
SBR	0	0	610		450		
EBL	1	1700	360	.21*	420	.25*	
EBT	1	1700	230	.14	300	.18	
EBR	1	1700	60	.04	130	.08	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	400	.24*	280	.16*	
WBR	1	1700	330	.19	220	.13	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.04		.95	

53. Del Obispo & Del Avion

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	190	.11*	170	.10*	
NBT	2	3400	220	.13	370	.18	
NBR	0	0	350	.21	230		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	250	.15*	360	.21*	
SBR	0	0	470	.28	540	.32	
EBL	1.5		310		240		
EBT	1.5	5100	410	.14*	280	.14*	
EBR	0		10		170		
WBL	1	1700	360	.21*	180	.11*	
WBT	2	3400	250	.11	130	.08	
WBR	0	0	110		130		
Right Turn Adjustment				SBR	.02*		
Clearance Interval					.05*		.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.68		.61

54. Alipaz & Del Avion

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10			40	{.02}*
NBT	1	1700	70	.05*		50	.05
NBR	0	0	0			0	
SBL	0	0	0			0	
SBT	2	3400	30	.02		110	.06*
SBR	0	0	350	.21		210	.12
EBL	1	1700	520	.31*		400	.24*
EBT	0	0	0			0	
EBR	1	1700	10	.01		30	.02
WBL	0	0	0			0	
WBT	0	0	0			0	
WBR	0	0	0			0	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.41			.37	

55. Del Obispo & Stonehill

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	80	.05		150	.09
NBT	2	3400	200	.09*		390	.15*
NBR	0	0	120			130	
SBL	1	1700	330	.19*		260	.15*
SBT	2	3400	440	.17		520	.19
SBR	0	0	130			120	
EBL	1	1700	140	.08		230	.14
EBT	1	1700	820	.55*		660	.45*
EBR	0	0	110			110	
WBL	1	1700	90	.05*		230	.14*
WBT	2	3400	480	.14		950	.28
WBR	1	1700	210	.12		530	.31
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.93			.94	

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		840		1180		
SBT	0	5100	0	{.30}*		0	{.45}*
SBR	1.5		830		1290		
EBL	0	0	0		0		
EBT	3	5100	1890	.37*		1850	.36*
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1330	.26		1170	.23
WBR	f		690		840		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.72			.86	

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5				110	.03*	330
NBT	0	5100	0			0	{.18}*
NBR	1.5				120	{.00}	610
SBL	0		0		0		0
SBT	0		0		0		0
SBR	0		0		0		0
EBL	0		0		0		0
EBT	3	5100	1130	.22		2520	.49*
EBR	f		1600			510	
WBL	0		0		0		0
WBT	3	5100	1910	.37*		1690	.33
WBR	f		1470			740	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.45			.72	

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	120	.07*	220	.13*	
NBT	0	0	0		0		
NBR	2	3400	430	.13	520	.15	
SBL	1.5		210	.12	540		
SBT	1.5	5100	210	.12*	300	.24*	
SBR	0		280	.16	360		
EBL	0	0	0		0		
EBT	2	3400	1000	.29*	1000	.29*	
EBR	1	1700	110	.06	170	.10	
WBL	1	1700	200	.12*	230	.14*	
WBT	2	3400	570	.28	790	.36	
WBR	0	0	370		430		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .65 .85

103. I-5 NB Muirlands & La Paz

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		80	.05	90		
NBT	1	6800	870	.26*	240	{ .08)*	
NBR	1.5		130		330		
SBL	2	3400	560	.16*	1020	.30*	
SBT	0	0	0		0		
SBR	2	3400	440	.13	310	.09	
EBL	2	3400	220	.06*	310	.09*	
EBT	2	3400	840	.25	1160	.34	
EBR	f		440		360		
WBL	0	0	0		0		
WBT	3	5100	1290	.35*	1100	.32*	
WBR	0	0	490		550		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .88 .84

104. I-5 SB Ramps & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	800	.24*	1150	.34*	
SBT	0	0	0		0		
SBR	1	1700	320	.19	510	.30	
EBL	0	0	0		0		
EBT	3	5100	1160	.23	2070	.41*	
EBR	f		440		820		
WBL	0	0	0		0		
WBT	3	5100	2060	.40*	1720	.34	
WBR	f		710		360		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .69 .80

105. I-5 NB Ramps & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	520	.31*	560	.33*	
NBT	0	0	0		0		
NBR	1	1700	280	.16	550	.32	
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	2610	.51*	
EBR	f		370		610		
WBL	0	0	0		0		
WBT	3	5100	2250	.44*	1520	.30	
WBR	f		1270		740		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .80 .89

106. I-5 SB Ramps & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	2.5	1230	.24*	1790	.35*		
SBT	0	8500	0	0			
SBR	2.5	790	.23	1220	{.28}		
EBL	0	0	0	0			
EBT	4	6800	1730	.25	2580	.38*	
EBR	1	1700	320	.19	480	.28	
WBL	2	3400	550	.16	570	.17*	
WBT	3	5100	2130	.42*	1760	.35	
WBR	0	0	0	0			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.71		.95		

107. I-5 NB Ramps & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	1.5			660	{.25}* [*]	210	.12*
NBT	0	5100	0	.25	0		
NBR	1.5			640		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	2280	.45*	3380	.66*	
EBR	1.5		720	.42	970	.57	
WBL	0	0	0	0			
WBT	3	5100	2030	.40	2110	.41	
WBR	f		1480		1630		
Right Turn Adjustment						NBR	.07*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.75	.90

108. I-5 SB Ramps & Avery

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1.5	450		620			
SBT	0	3400	0	.20*	0	.28*	
SBR	0.5		230		340		
EBL	0	0	0	0			
EBT	2	3400	630	.27*	990	.40	
EBR	0	0	290		360		
WBL	1	1700	330	.19*	190	.11	
WBT	1	1700	720	.42	1040	.61*	
WBR	0	0	0	0			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.71		.94		

109. I-5 NB Ramps & Avery

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	1	1700	320	.19*	400	.24*	
NBT	0	0	0	0			
NBR	1	1700	420	.25	430	.25	
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	1	1700	370	.22*	500	.29*	
EBT	2	3400	720	.21	1120	.33	
EBR	0	0	0	0			
WBL	0	0	0	0			
WBT	1	1700	750	.44*	820	.48*	
WBR	1	1700	380	.22	340	.20	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.90	1.06

110. I-5 SB Ramps & J. Serra

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		250	.07*	300	
SBT	0	5100	0		0	{.13}*
SBR	1.5		580	.17	790	
EBL	0	0	0		0	
EBT	2	3400	1120	.33*	890	.26*
EBR	d	1700	130	.08	140	.08
WBL	1	1700	260	.15*	410	.24*
WBT	2	3400	380	.11	590	.17
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		.68

111. I-5 NB Ramps & J. Serra

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	50	.01*	120	.04*
NBT	0	0	0		0	
NBR	1	1700	340	.20	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	720	.21*	670	.20*
EBT	2	3400	650	.19	520	.15
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	590	.21*	880	.26*
WBR	1.5		480		310	.18
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				50		55

112. I-5 SB Ramps & Ortega

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1170		1350	
SBT	0	5100	0	{ .37}* { .40}*	0	
SBR	1.5		990		1010	
EBL	0	0	0		0	
EBT	3	5100	1510	.33*	1610	.37*
EBR	0	0	170		270	
WBL	1	1700	340	.20*	310	.18*
WBT	2	3400	1030	.30	1070	.31
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

113. I-5 NB Ramps & Ortega

114. Cm Capistrano & I-5 SB

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1120	.33*	990	.30*	
NBR	0	0	10		20		
SBL	2	3400	660	.19*	580	.17*	
SBT	2	3400	990	.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		830	.24*	1120	.33*	
WBT	0	5100	0		0		
WBR	1.5		190		410	.24	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.81		.85		

115. Valle & La Novia/I-5 NB

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	250	.15*	120	.07*	
NBT	1	1700	130	.08	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	210	.16*	290	.28*	
SBR	1	1700	310	.18	260	.15	
EBL	1	1700	510	.30*	590	.35*	
EBT	1	1700	50	.06	160	.13	
EBR	0	0	60		60		
WBL	0	0	50		50		
WBT	1	1700	300	.21*	80	.08*	
WBR	1	1700	210	.12	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.87		.83		

116. Cm Capistrano & Stonehill

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	300	.09	400	.12	
NBT	1	1700	780	.65*	480	.61*	
NBR	0	0	330		550		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	640	.19	1060	.31	
SBR	1	1700	820	.48	1230	.72	
EBL	1	1700	660	.39*	440	.26	
EBT	1	1700	600	.35	880	.52*	
EBR	1	1700	270	.16	490	.29	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.13		1.34		

117. I-5 SB Ramps & Las Ramblas

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	310	.09*	350	.10*	
SBT	0	0	0		0		
SBR	f		540		620		
EBL	0	0	0		0		
EBT	2	3400	540	.16	660	.19*	
EBR	f		870		1290		
WBL	0	0	0		0		
WBT	1	1700	300	.18*	310	.18	
WBR	f		210		160		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.32		.34		

118. I-5 NB Ramps & Las Ramblas

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	50		70		
NBT	1	1700	10	.04*	30	.06*	
NBR	1	1700	120	.07	160	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	420	.12	570	.17*	
EBR	f		380		310		
WBL	0	0	0		0		
WBT	3	5100	670	.13*	540	.11	
WBR	0	0	10		10		
Right Turn Adjustment	Multi		.03*		NBR	.03*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .27 .32

150. Greenfield & SR-73 SB Ramps

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1130	.43*	670	.27*	
NBR	0	0	340		250		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	340	.10	410	.12	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}* [*]	0	{.20}* [*]	
EBR	1.5		560		850		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .54 .53

151. Greenfield & SR-73 NB Ramps

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	1090	.32*	590	.17*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	80	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	300	.18*	340	.20*	
WBT	0	0	0		0		
WBR	1	1700	40	.02	20	.01	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .60 .47

152. SR-241 SB & S. Margarita

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	360		380		
NBT	1	1700	10	.22*	10	.23*	
NBR	2	3400	550	.16	1720	.51	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1810	.35	2540	.50*	
EBR	1	1700	150	.09	110	.06	
WBL	2	3400	40	.01	20	.01*	
WBT	3	5100	2320	.46*	1290	.25	
WBR	0	0	20		10		
Right Turn Adjustment					NBR	.27*	
Clearance Interval					.05*		.05*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .79 1.09

153. SR-241 NB & S. Margarita

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		80	.02*	30	{.01}* [*]	
NBT	0	5100	0		0	.01	
NBR	1.5		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	530	.31*	440	.26	
EBT	3	5100	1850	.36	3920	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2290	.45*	1290	.25	
WBR	1	1700	2610	1.54	740	.44	
Right Turn Adjustment			WBR	1.07*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.90		.83	

154. SR-241 SB Ramps & Antonio

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		180	.05*	810	.24*	
SBT	0	5100	0		0		
SBR	1.5		150	{.00}	480	{.12}	
EBL	0	0	0		0		0
EBT	3	5100	1360	.27*	1630	.32*	
EBR	1	1700	30	.02	110	.06	
WBL	1	1700	170	.10*	170	.10*	
WBT	3	5100	1260	.25	1010	.20	
WBR	0	0	0		0		0
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.47		.71

155. SR-241 NB Ramps & Antonio

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		100	.03*	40	.02*	
NBT	0	5100	0		0		
NBR	1.5		170	{.00}	140	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	660	.39*	190	.11	
EBT	3	5100	880	.17	2230	.44*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1330	.26*	1160	.23	
WBR	1	1700	1520	.89	220	.13	
Right Turn Adjustment			WBR	.61*	NBR	.02*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.34		.53	

156. SR-241 SB Ramps & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		70	.02*	240		
SBT	0	5100	0		0		.11*
SBR	1.5		20	.01	320		
EBL	0	0	0		0		0
EBT	2	3400	1020	.30	860	.25	
EBR	1	1700	400	.24	740	.44	
WBL	2	3400	160	.05	100	.03	
WBT	2	3400	1690	.50*	1060	.31*	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.08*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.57		.55

157. SR-241 NB Ramps & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1.5		680	{ .21}*	500	{ .19}*	
NBT	0	3400	0	.21	0	.19	
NBR	0.5		50		150		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	450	.26*	30	.02	
EBT	2	3400	630	.19	1050	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1170	.34*	620	.18	
WBR	1	1700	450	.26	80	.05	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.86		.55		

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	90	.06*	50	.03*	
NBT	1	1600	20	.01	30	.02	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	50	.04*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	20	.01	10	.01	
EBT	2	3200	20	.01*	80	.05*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	70	.03	50	.02	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.01*			

TOTAL CAPACITY UTILIZATION .15 .13

60. La Pata & Vista Hermosa

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3200	540	.17*	680	.21*	
NBT	3	4800	120	.03	240	.05	
NBR	1	1600	250	.16	440	.28	
SBL	1	1600	30	.02	10	.01	
SBT	3	4800	30	.01*	10	.00*	
SBR	1	1600	10	.01	10	.01	
EBL	1	1600	30	.02	40	.03	
EBT	2	3200	450	.14*	820	.26*	
EBR	1	1600	550	.34	360	.23	
WBL	1	1600	510	.32*	280	.18*	
WBT	2	3200	1030	.34	750	.24	
WBR	0	0	50		30		
Right Turn Adjustment			EBR	.07*			

TOTAL CAPACITY UTILIZATION .71 .65

61. Talega & Vista Hermosa

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.10*	
NBR	0	0	50		130		
SBL	1	1600	330	.21	140	.09*	
SBT	0.5	3200	20	{.27}* [*]	20	{.08}	
SBR	1.5		1020		520		
EBL	2	3200	440	.14*	760	.24*	
EBT	2	3200	130	.04	140	.05	
EBR	0	0	10		10		
WBL	1	1600	90	.06	100	.06	
WBT	2	3200	240	.15*	260	.16*	
WBR	0	0	230		370	.23	
TOTAL CAPACITY UTILIZATION			.57		.59		

TOTAL CAPACITY UTILIZATION .57 .59

62. Vera Cruz & Los Mares

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	430	.27*	240	.15*	
NBT	1	1600	10	.04	10	.06	
NBR	0	0	60		90		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01	
EBT	2	3200	60	.02*	170	.05*	
EBR	1	1600	380	.24	450	.28	
WBL	1	1600	80	.05*	30	.02*	
WBT	2	3200	130	.04	180	.06	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.02*	EBR	.12*	

TOTAL CAPACITY UTILIZATION .39 .36

63. Vera Cruz & Vista Hermosa

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	100	.06	
NBT	2	3200	90	.03*	370	.12*	
NBR	0	0	20		10		
SBL	1	1600	630	.39*	360	.23*	
SBT	2	3200	450	.18	150	.08	
SBR	0	0	120		110		
EBL	1	1600	80	.05	90	.06*	
EBT	2	3200	1370	.45*	1160	.38	
EBR	0	0	80		40		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	1040	.39	1190	.54*	
WBR	0	0	200		530		
TOTAL CAPACITY UTILIZATION			.88		.95		

64. La Pata & Pico

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	60	.04*	310	.19	
NBT	2	3200	260	.08	600	.19*	
NBR	1	1600	240	.15	780	.49	
SBL	2	3200	280	.09	290	.09*	
SBT	2	3200	600	.19*	160	.05	
SBR	f		270		350		
EBL	1	1600	360	.23*	360	.23*	
EBT	3	4800	780	.16	1100	.23	
EBR	1	1600	410	.26	130	.08	
WBL	2	3200	660	.21	250	.08	
WBT	2.5	6400	830	{.17}*	890	{.20}*	
WBR	1.5		420	{.15}	480		
Right Turn Adjustment			EBR	.04*	NBR	.15*	
TOTAL CAPACITY UTILIZATION			.67		.86		

65. Vista Hermosa & Pico

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	30	.02	230	.14*	
NBT	2	3200	10	.01*	70	.03	
NBR	0	0	10		10		
SBL	2	3200	370	.12*	270	.08	
SBT	1	1600	60	.04	10	.01*	
SBR	1	1600	270	.17	70	.04	
EBL	2	3200	160	.05*	510	.16*	
EBT	3	4800	890	.19	1690	.35	
EBR	1	1600	260	.16	30	.02	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1620	.41*	1370	.37*	
WBR	0	0	330		410		
Right Turn Adjustment			SBR	.02*			
TOTAL CAPACITY UTILIZATION			.61		.68		

66. PCH & Camino Capistrano

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1600	510	.32*	620	.39	
NBR	1	1600	290	.18	400	.25	
SBL	1	1600	110	.07*	250	.16	
SBT	1	1600	510	.32	1170	.73*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	300	.19*	260	.16*	
WBT	0	0	0		0		
WBR	1	1600	80	.05	120	.08	
TOTAL CAPACITY UTILIZATION			.58		.89		

67. El Camino Real & Pico

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	530	.20*	560	.26*	
NBR	0	0	110		270		
SBL	1	1600	450	.28*	580	.36*	
SBT	2	3200	440	.14	860	.29	
SBR	0	0	20		80		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	180	.13*	150	.11*	
EBR	0	0	20		30		
WBL	1	1600	180	.11*	340	.21*	
WBT	1	1600	80	.05	160	.10	
WBR	1	1600	340	.21	480	.30	

TOTAL CAPACITY UTILIZATION .72 .94

68. El Cm. Real & Cristianitos

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1	1600	130	.08*	130	.08*	
SBT	0	0	0		0	0	
SBR	1	1600	60	.04	130	.08	
EBL	2	3200	90	.03	130	.04*	
EBT	2	3200	1990	.62*	1740	.54	
EBR	0	0	0		0	0	
WBL	0	0	0		0	0	
WBT	2	3200	980	.31	2410	.75*	
WBR	1	1600	30	.02	140	.09	

TOTAL CAPACITY UTILIZATION .70 .87

119. I-5 SB Ramps & Estrella

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3200	760	.24*	1040	.33*	
SBT	0	0	0		0	0	
SBR	1	1600	340	.21	360	.23	
EBL	0	0	0		0	0	
EBT	2	3200	540	.17*	760	.24*	
EBR	1	1600	310	.19	310	.19	
WBL	1	1600	450	.28*	510	.32*	
WBT	2	3200	380	.12	540	.17	
WBR	0	0	0		0	0	

TOTAL CAPACITY UTILIZATION .69 .89

120. I-5 NB Ramps & Estrella

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		180			280	
NBT	0	3200	0	.16*	0	.27*	
NBR	1.5		330			570	
SBL	0	0	0		0	0	
SBT	0	0	0		0	0	
SBR	0	0	0		0	0	
EBL	0	0	0		0	0	
EBT	3	4800	930	.19*	1430	.30*	
EBR	1	1600	380	.24	380	.24	
WBL	0	0	0		0	0	
WBT	3	4800	480	.10	1270	.26	
WBR	f		1130			980	

TOTAL CAPACITY UTILIZATION .35 .57

121. I-5 SB Rmps & Vista Hermosa

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1270	.40*	1230	.38*	
SBT	0	4800	0		0		
SBR	1.5		210	.13	400	.25	
EBL	1	1600	10	.01	40	.03*	
EBT	3	4800	340	.07*	430	.09	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	170	.05	390	.12*	
WBR	f		190		330		
TOTAL CAPACITY UTILIZATION			.47		.53		

122. I-5 NB Rmps & Vista Hermosa

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		40		.03*	10	.01*
NBT	0	4800	0		0		
NBR	1.5		170		.05	220	.07
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1480		.46*	1470	.46*
EBR	f		140			190	
WBL	0	0	0		0		
WBT	1.5	4800	330		.21	720	.38
WBR	1.5		1430		.45	1100	
Right Turn Adjustment			NBR		.02*	NBR	.06*
TOTAL CAPACITY UTILIZATION					.51		.53

123. I-5 SB Ramps & Pico

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1450	.45*	810	.25*	
SBT	0	4800	0		0		
SBR	1.5		210		460	{.00}	
EBL	0	0	0		0		
EBT	3	4800	1030	.21*	1280	.27*	
EBR	1	1600	130	.08	410	.26	
WBL	1	1600	340	.21*	820	.51*	
WBT	2	3200	440	.14	950	.30	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.87		1.03		

124. I-5 NB Ramps & Pico

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	80		.05*	250	.16*
NBT	0	0	0		0		
NBR	2	3200	670		.21	660	.21
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	280		.18	380	.24*
EBT	2	3200	2190		.68*	1700	.53
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	680		.14	1500	.31*
WBR	f		1050			1240	
Right Turn Adjustment			NBR		.16*	NBR	.03*
TOTAL CAPACITY UTILIZATION					.89		.74

125. I-5 SB Ramp & E1 Cm Real

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	120	.08	130	.08	
NBT	0	0	0		0		
NBR	1	1600	200	.13	130	.08	
SBL	1	1600	220	.14*	390	.24*	
SBT	1	1600	70	.04	170	.11	
SBR	1	1600	170	.11	220	.14	
EBL	0	0	0		0		
EBT	2	3200	330	.13*	690	.25*	
EBR	0	0	90		120		
WBL	1	1600	20	.01*	50	.03*	
WBT	2	3200	390	.12	510	.16	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.15*		NBR	.06*	
TOTAL CAPACITY UTILIZATION			.43		.58		

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	70	.04*	210	.13*	
NBT	0	0	0		0		
NBR	1	1600	30	.02	60	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	150	.09*	120	.08*	
EBT	2	3200	470	.15	900	.28	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	350	.22*	410	.21*	
WBR	0	0	400	.25	260		
TOTAL CAPACITY UTILIZATION			.35		.42		

127. I-5 SB Ramps & Cristianitos

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	170	.11*	150	.09*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	90	.06	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	0	0	0		0		
WBT	1	1600	80	.05	80	.05	
WBR	f		770		2110		
TOTAL CAPACITY UTILIZATION			.20		.17		

128. I-5 NB Ramps & Cristianitos

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	30	.02*	40	.03*	
NBT	0	0	0		0		
NBR	2	3200	1940	.61	1690	.53	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	140	.09*	80	.05*	
EBT	1	1600	140	.09	180	.11	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	830	.26*	2150	.67*	
WBR	1	1600	210	.13	400	.25	
Right Turn Adjustment			NBR	.39*	NBR	.04*	
TOTAL CAPACITY UTILIZATION			.76		.79		

Note: Assumes Right-Turn Overlap for NBR

129. I-5 SB Ramps & Baseline

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	130	.08*	250	.16*
SBT	0	0	0		0	
SBR	1	1600	250	.16	70	.04
EBL	0	0	0		0	
EBT	1	1600	30	.02	300	.19*
EBR	1	1600	10	.01	230	.14
WBL	1	1600	50	.03	150	.09*
WBT	1	1600	230	.14*	30	.02
WBR	0	0	0		0	
Right Turn Adjustment	SBR		.08*			

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Baseline

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C
NBL	1	1600	220	.14*	40	.03*
NBT	0	0	0		0	
NBR	1	1600	110	.07	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	70		320	
EBT	1	1600	90	.10*	230	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	60	.04	140	.09
WBR	1	1600	180	.11	250	.16
Right Turn Adjustment	NBR		.02*			

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	950	.28*	820	.24*	
NBT	3	5100	990	.19	810	.16	
NBR	1	1700	510	.30	590	.35	
SBL	2	3400	170	.05	120	.04	
SBT	3	5100	1090	.21*	1090	.21*	
SBR	f		1030		560		
EBL	2	3400	760	.22*	920	.27	
EBT	3	5100	830	.16	1410	.28*	
EBR	1	1700	620	.36	750	.44	
WBL	2	3400	820	.24	700	.21*	
WBT	3	5100	1110	.22*	640	.13	
WBR	1	1700	330	.19	100	.06	
Right Turn Adjustment		EBR	.16*		EBR	.16*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION 1.14 1.15

31. Antonio & Crown Valley

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1090	.32*	1170	.34*	
NBT	3	5100	1630	.32	1220	.24	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1190	.23*	1410	.28*	
SBR	f		1030		960		
EBL	2	3400	700	.21*	1110	.33*	
EBT	0	0	0		0		
EBR	2	3400	620	.18	1230	.36	
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 1.14 1.15

TOTAL CAPACITY UTILIZATION .81 1.03

46. Antonio/La Pata & Ortega

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	40	.02	60	.04	
NBT	1	1700	10	.01*	50	.04*	
NBR	0	0	10		20		
SBL	1	1700	70	.04*	130	.08*	
SBT	2	3400	40	.02	10	.01	
SBR	0	0	1750	1.03	1050	.62	
EBL	2	3400	880	.26*	1450	.43*	
EBT	1	1700	230	.14	690	.41	
EBR	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01	
WBT	1	1700	450	.26*	410	.24*	
WBR	1	1700	120	.07	80	.05	
Right Turn Adjustment		SBR	1.00*		SBR	.54*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION 1.62 1.38

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03	120	.07	
NBT	3	5100	380	.07*	600	.12*	
NBR	f		500		1050		
SBL	2	3400	1160	.34*	1420	.42*	
SBT	3	5100	710	.14	550	.11	
SBR	d	1700	40	.02	170	.10	
EBL	1	1700	170	.10	80	.05	
EBT	1	1700	110	.06*	80	.05*	
EBR	1	1700	160	.09	80	.05	
WBL	2	3400	930	.27*	660	.19*	
WBT	1	1700	40	.02	110	.06	
WBR	f		1430		1570		
Right Turn Adjustment					EBR	.03*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION 1.62 1.38

TOTAL CAPACITY UTILIZATION .82 .83

81. SR-241 & Cristianitos

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3400	1850	.54*	1750	.51	
NBR	d	1700	270	.16	110	.06	
SBL	1	1700	20	.01*	10	.01	
SBT	2	3400	920	.27	2190	.64*	
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*	360	.21*	
WBT	0	0	0		0		
WBR	1	1700	10	.01	30	.02	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.65		.90		

160. SR-241 SB Ramps & C St

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				140	.08*	510
SBT	0	5100			0		0
SBR	1.5				370	.11	680
EBL	0	0	0		0		0
EBT	2	3400			1060	.31*	790
EBR	0	0	0		0		10
WBL	1	1700			50	.03*	40
WBT	2	3400			340	.10	400
WBR	0	0	0		0		0
Right Turn Adjustment					SBR	.03*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.50		.54

161. SR-241 NB Ramps & C St

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	20	.01*	10	.01*	
NBT	0	0	0		0		
NBR	1	1700	40	.02	60	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	750	.22*	410	.12	
EBT	2	3400	450	.13	890	.26*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	370	.11*	430	.13	
WBR	1	1700	490	.29	240	.14	
Right Turn Adjustment	Multi		.19*	NBR	.03*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.35		

162. SR-241 SB & North River

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1700			100	.06*	360
SBT	0	0			0		0
SBR	1	1700			30	.02	430
EBL	0	0	0		0		0
EBT	2	3400			690	.26*	560
EBR	0	0			210		160
WBL	0	0	0		0		0
WBT	2	3400			580	.17	560
WBR	1	1700			560	.33	400
Right Turn Adjustment	WBR	.07*	Multi		.07*		
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.44			.54	

163. SR-241 NB & North River

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	70	.04*	160	.09*	
NBT	0	0	0		0		
NBR	1	1700	360	.21	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	500	.15	870	.26	
EBR	1	1700	300	.18	50	.03	
WBL	0	0	0		0		
WBT	2	3400	1070	.46*	800	.30*	
WBR	0	0	500		220		
Right Turn Adjustment		NBR	.17*		NBR	.23*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .72 .67

169. SR-241 SB Ramps & Pico

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				260	.15*	340
SBT	0	5100			0		0
SBR	1.5				840	.25	680
EBL	0	0	0		0		
EBT	2	3400			1060	.31*	1700
EBR	1	1700			60	.04	90
WBL	1	1700			80	.05*	90
WBT	2	3400			920	.27	790
WBR	0	0			0		0
Right Turn Adjustment		SBR	.10*				
Clearance Interval			.05*				.05*

TOTAL CAPACITY UTILIZATION .66 .80

170. SR-241 NB Ramps & Pico

2025 FEC-CV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01*	40	.02*	
NBT	0	0	0		0		
NBR	1	1700	60	.04	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	780	.23*	1270	.37*	
EBR	1	1700	540	.32	780	.46	
WBL	1	1700	410	.24*	260	.15*	
WBT	2	3400	980	.29	840	.25	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.12*	Multi	.12*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .65 .71

ICU Data Set 16

**2025 FEC-CV-Initial and Ultimate Alternatives
(Buildout Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1130	.33*	650	.19	
NBR	1	1700	450	.26	290	.17	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	600	.18	850	.25*	
SBR	1	1700	450	.26	630	.37	
EBL	2	3400	40	.01*	540	.16*	
EBT	3	5100	1580	.31	2430	.48	
EBR	1	1700	130	.08	230	.14	
WBL	2	3400	150	.04	200	.06	
WBT	3	5100	2330	.46*	1990	.39*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.03*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.92		.94		

2. Jeronimo & Alicia

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	500	.15	250	.07*	
NBT	2	3400	870	.28*	460	.16	
NBR	0	0	70		90		
SBL	2	3400	70	.02*	60	.02	
SBT	2	3400	420	.12	1010	.30*	
SBR	1	1700	320	.19	730	.43	
EBL	2	3400	480	.14*	360	.11	
EBT	3	5100	790	.15	1600	.31*	
EBR	d	1700	140	.08	440	.26	
WBL	2	3400	110	.03	160	.05*	
WBT	3	5100	1120	.22*	990	.19	
WBR	d	1700	70	.04	120	.07	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.71		.78

3. Trabuco & Alicia

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	180	.05	290	.09	
NBT	2	3400	820	.24*	640	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	220	.06*	720	.21*	
SBT	2	3400	430	.13	670	.20	
SBR	d	1700	90	.05	150	.09	
EBL	2	3400	180	.05*	170	.05	
EBT	3	5100	590	.12	1340	.26*	
EBR	d	1700	40	.02	160	.09	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1410	.28*	950	.19	
WBR	d	1700	480	.28	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.73		

4. Marguerite & Alicia

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	80	.05*	60	.04	
NBT	2	3400	340	.10	440	.13*	
NBR	d	1700	60	.04	100	.06	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	600	.18*	380	.11	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	200	.06*	450	.13	
EBT	2	3400	750	.22	1250	.37*	
EBR	d	1700	40	.02	80	.05	
WBL	1	1700	120	.07	80	.05*	
WBT	3	5100	1150	.23*	750	.15	
WBR	d	1700	60	.04	70	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.57		.65

5. Olympiad & Alicia

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	310	.18*	120	.07*	
NBT	2	3400	390	.11	560	.16	
NBR	d	1700	370	.22	370	.22	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	460	.15*	500	.16*	
SBR	0	0	60		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	770	.15*	990	.19*	
EBR	d	1700	120	.07	250	.15	
WBL	1	1700	420	.25*	390	.23*	
WBT	3	5100	770	.15	730	.14	
WBR	d	1700	10	.01	20	.01	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.78		.70		

6. Santa Margarita & Alicia

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	1010	.30*	1250	.37*	
NBT	3	5100	1250	.25	1580	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1410	.28*	1560	.31*	
SBR	1	1700	30	.02	120	.07	
EBL	2	3400	10	.00	130	.04*	
EBT	0	0	0		0		
EBR	2	3400	1080	.32	1620	.48	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment	EBR	.02*	EBR	.07*			
Clearance Interval		.05*		.05*			
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.65		.84		

7. Marguerite & Trabuco

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	640	.19*	580	.17*	
NBT	2	3400	560	.16	620	.18	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	820	.24*	470	.14*	
SBR	d	1700	70	.04	70	.04	
EBL	1	1700	50	.03*	130	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	540	.32	680	.40	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment	EBR	.15*	EBR	.23*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION			.67		.71		

8. Marguerite & Jeronimo

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	360	.21*	270	.16*	
NBT	2	3400	810	.24	1010	.30	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	120	.07	
SBT	2	3400	1100	.32*	860	.25*	
SBR	d	1700	100	.06	90	.05	
EBL	1	1700	170	.10*	100	.06	
EBT	2	3400	140	.04	390	.11*	
EBR	1	1700	350	.21	480	.28	
WBL	1	1700	260	.15	80	.05*	
WBT	2	3400	460	.14*	180	.05	
WBR	d	1700	100	.06	90	.05	
Right Turn Adjustment	EBR	.05*					
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION			.82		.67		

9. Olympiad & Jeronimo

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	280	.16*	140	.08*	
NBT	2	3400	650	.19	850	.25	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	680	.27*	700	.25*	
SBR	0	0	230		140		
EBL	1	1700	140	.08*	140	.08*	
EBT	0	0	0		0		
EBC	1	1700	70	.04	200	.12	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.56		.46		

10. Marguerite & La Paz

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	230	.07*	340	.10*	
NBT	2	3400	830	.24	1080	.32	
NBR	d	1700	150	.09	170	.10	
SBL	2	3400	120	.04	200	.06	
SBT	2	3400	1000	.29*	1130	.33*	
SBR	1	1700	170	.10	130	.08	
EBL	2	3400	230	.07*	340	.10	
EBT	2	3400	320	.09	1100	.32*	
EBC	1	1700	110	.06	190	.11	
WBL	2	3400	360	.11	190	.06*	
WBT	2	3400	490	.14*	370	.11	
WBR	d	1700	220	.13	100	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.86		

11. Olympiad & La Paz

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	240	.14*	200	.12*	
NBT	2	3400	910	.27	730	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	610	.26*	690	.27*	
SBR	0	0	270		220		
EBL	1	1700	140	.08*	300	.18*	
EBT	0	0	0		0		
EBC	1	1700	100	.06	540	.32	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.05*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.53		.67		

12. Empresa & Santa Margarita

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1.5		920		1250		
NBT	0.5	3400	40	.28*	10	.37*	
NBR	1	1700	640	.38	450	.26	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1180	.23*	1960	.38*	
EBC	1	1700	1280	.75	660	.39	
WBL	2	3400	700	.21*	520	.15*	
WBT	3	5100	1490	.29	980	.19	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment			EBR	.31*			
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			1.09		.96		

13. Empresa & Banderas

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1150	.39*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	600	.35*	
SBR	0	0	610	.36	780	.46	
EBL	1	1700	500	.29*	450	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		80	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.73		

14. Empresa & Antonio

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	60		60		20
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5		210		520		
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140		320		
EBL	2	3400	870	.26*	150	.04*	
EBT	3	5100	960	.19	1130	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	830	.16*	1020	.20*	
WBR	f		330		300		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.61		.47

15. Banderas & Antonio

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			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	450	.26	560	.33	
EBL	2	3400	380	.11	370	.11*	
EBT	3	5100	2350	.47*	1230	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1000	.20	1440	.30*	
WBR	0	0	40		90		
Right Turn Adjustment					SBR	.20*	
Clearance Interval						.05*	
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION					.72		.69

16. Cabot & Paseo De Valencia

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	630	.37*	380	.22*	
NBT	2	3400	510	.15	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	580	.18*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	320	.19	660	.39	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							
Clearance Interval						.05*	
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION					.51		.67

17. Cabot & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	190	.06	210	.06	
NBT	2	3400	760	.22*	340	.10*	
NBR	1	1700	190	.11	760	.45	
SBL	2	3400	290	.09*	720	.21*	
SBT	2	3400	280	.08	680	.20	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	990	.19	1360	.27*	
EBR	1	1700	150	.09	130	.08	
WBL	2	3400	330	.10	360	.11*	
WBT	3	5100	1500	.29*	1260	.25	
WBR	1	1700	470	.28	440	.26	
Right Turn Adjustment					NBR	.27*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		1.01		

18. Marguerite & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	410	.12	240	.07	
NBT	2	3400	920	.27*	860	.25*	
NBR	1	1700	50	.03	100	.06	
SBL	2	3400	230	.07*	540	.16*	
SBT	2	3400	680	.20	950	.28	
SBR	1	1700	350	.21	190	.11	
EBL	2	3400	150	.04*	230	.07	
EBT	4	6800	1410	.21	1850	.27*	
EBR	d	1700	110	.06	400	.24	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2480	.36*	1530	.23	
WBR	d	1700	100	.06	200	.12	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.79	.77

19. Felipe & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	100	.06	90	.05	
NBT	2	3400	410	.12*	470	.14*	
NBR	1	1700	60	.04	220	.13	
SBL	1	1700	330	.19*	530	.31*	
SBT	2	3400	440	.13	440	.13	
SBR	d	1700	120	.07	210	.12	
EBL	1	1700	150	.09*	240	.14	
EBT	3	5100	1550	.30	2210	.43*	
EBR	d	1700	90	.05	190	.11	
WBL	1	1700	270	.16	210	.12*	
WBT	3	5100	2050	.40*	1690	.33	
WBR	d	1700	580	.34	380	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.85		1.05		

21. Marguerite & Felipe

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	930	.27*	970	.29*	
NBR	d	1700	270	.16	820	.48	
SBL	1	1700	120	.07*	410	.24*	
SBT	2	3400	840	.25	910	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		760		480		
WBT	0.5	3400	30	.23*	20	.15*	
WBR	1	1700	240	.14	130	.08	
Right Turn Adjustment					NBR	.08*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.67		.86

22. Moulton & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	2	3400	180	.05	250	.07	
NBT	3	5100	1320	.26*	1430	.28*	
NBR	1	1700	390	.23	150	.09	
SBL	2	3400	190	.06*	270	.08*	
SBT	3	5100	780	.15	1350	.26	
SBR	1	1700	180	.11	160	.09	
EBL	2	3400	410	.12	250	.07	
EBT	3	5100	880	.22*	850	.21*	
EBR	0	0	220		200		
WBL	2	3400	210	.06*	360	.11*	
WBT	3	5100	600	.12	1010	.20	
WBR	1	1700	160	.09	140	.08	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.65		.73		

23. Greenfield & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL		0.5			40		40
NBT		1.5	3400		110	.06*	50
NBR		0			60		20
SBL	2	3400	880	.26*	1130	.33*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	40	.02	450	.26	
EBL	2	3400	560	.16*	240	.07	
EBT	3	5100	860	.17	1330	.27*	
EBR	0	0	20		50		
WBL	1	1700	10	.01	70	.04*	
WBT	3	5100	1160	.23*	1230	.24	
WBR	1	1700	560	.33	1020	.60	
Right Turn Adjustment							WBR .11*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.76		.83		

24. Cabot & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	50	.03	110	.06*	
NBT	2	3400	260	.08*	240	.07	
NBR	1	1700	310	.18	180	.11	
SBL	2	3400	290	.09*	400	.12	
SBT	2	3400	130	.08	370	.18*	
SBR	0	0	150	.09	240		
EBL	2	3400	230	.07	300	.09	
EBT	3	5100	1680	.35*	2230	.44*	
EBR	0	0	130		10		
WBL	2	3400	300	.09*	620	.18*	
WBT	3	5100	1590	.31	2070	.41	
WBR	1	1700	370	.22	320	.19	
Right Turn Adjustment	NBR		.03*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.91		

25. Forbes & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	420	.25	
EBL	1	1700	310	.18*	250	.15*	
EBT	4	6800	1640	.26	2510	.39	
EBR	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2080	.50*	2460	.54*	
WBR	0	0	450		270		
Right Turn Adjustment							SBR .08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.85		1.00		

26. Puerta Real & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2.5		30	.01	460	
NBT	0.5	5100	60	.04*	30	.10*
NBR	1	1700	120	.07	370	.22
SBL	1	1700	150	.09*	200	.12*
SBT	1	1700	70	.04	60	.04
SBR	1	1700	370	.22	550	.32
EBL	2	3400	550	.16*	480	.14
EBT	4	6800	2140	.34	3010	.50*
EBR	0	0	170		380	
WBL	2	3400	80	.02	320	.09*
WBT	4	6800	2960	.45*	2570	.41
WBR	0	0	100		230	
Right Turn Adjustment		SBR	.01*	Multi		.11*
Clearance Interval			.05*			.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .80 .97

27. El Regateo & Crown Valley

TOTAL CAPACITY UTILIZATION .69 .86

28. Los Altos & Crown Valley

TOTAL CAPACITY UTILIZATION .70 .92

29 Bellorente & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM 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	1760	.26	3660	.54*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3620	.55*	2330	.35
WBR	0	0	90		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .70 .67

30. Marguerite & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	200	.06*	170	.05
NBT	2	3400	550	.16	670	.20*
NBR	1	1700	480	.28	630	.37
SBL	2	3400	200	.06	570	.17*
SBT	2	3400	760	.22*	620	.18
SBR	1	1700	1030	.61	330	.19
EBL	2	3400	540	.16*	1020	.30*
EBT	4	6800	1210	.18	2470	.36
EBR	1	1700	70	.04	220	.13
WBL	2	3400	680	.20	700	.21
WBT	4	6800	2480	.36*	1870	.28*
WBR	1	1700	600	.35	240	.14
Right Turn Adjustment		SBR		.27*		
Clearance Interval				.05*		.05*
Note:	Assumes Right-Turn Overlap for NBR					

TOTAL CAPACITY UTILIZATION 1.12 1.00

32. Golden Lantern & P. Colinas

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	2150	.42*	960	.19*
NBR	2	3400	860	.25	370	.11
SBL	1	1700	420	.25*	230	.14*
SBT	3	5100	800	.16	1410	.28
SBR	0	0	10		10	
EBL	1	1700	20	.01*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1.5		160		720	
WBT	0.5	3400	10	.05*	10	.21*
WBR	1	1700	180	.11	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.78		.60

33. Cabot & P. Colinas

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	130	.04*
SBT	0	0	0		0	
SBR	2	3400	220	.06	680	.20
EBL	1	1700	500	.29*	230	.14*
EBT	2	3400	650	.19	290	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	150	.09*	450	.15*
WBR	0	0	140		70	
Right Turn Adjustment Clearance Interval				.05*	SBR	.05*
				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .43

34. Cm Capistrano & P. Colinas

TOTAL CAPACITY UTILIZATION .41 .49

35. Camino Capistrano & Avery

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	0	0	0	0		NBL	1	1700	.520	.31*	.350
NBT	1	1700	40	.02*	.40	NBT	2	3400	.570	.17	.530
NBR	1	1700	560	.33	.370	NBR	d	1700	.160	.09	.30
SBL	2	3400	570	.17*	920	SBL	1	1700	.90	.05	.110
SBT	1	1700	20	.01	.40	SBT	2	3400	.380	.11*	.750
SBR	0	0	0		0	SBR	d	1700	.360	.21	.660
EBL	0	0	0		0	EBL	2	3400	.630	.19*	.890
EBT	0	0	0		0	EBT	2	3400	.220	.13	.320
EBR	0	0	0		0	EBR	0	0	.320	.19	.320
WBL	1	1700	450	.26*	650	WBL	1	1700	.20	.01	.150
WBT	0	0	0		0	WBT	2	3400	.140	.06*	.220
WBR	2	3400	520	.15	1020	WBR	0	0	.60		.90
Right Turn Adjustment		NBR	.11*			Clearance Interval				.05*	
Clearance Interval			.05*								.05*
TOTAL CAPACITY UTILIZATION			.61			TOTAL CAPACITY UTILIZATION			.72		.83

36. Marguerite & Avery

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	.520	.31*	.350	NBL	1	1700	.520	.31*	.350
NBT	2	3400	.570	.17	.530	NBT	2	3400	.570	.17	.530
NBR	d	1700	.160	.09	.30	NBR	d	1700	.160	.09	.30
SBL	1	1700	.90	.05	.110	SBL	1	1700	.90	.05	.110
SBT	2	3400	.380	.11*	.750	SBT	2	3400	.380	.11*	.750
SBR	d	1700	.360	.21	.660	SBR	d	1700	.360	.21	.660
EBL	2	3400	.630	.19*	.890	EBL	2	3400	.630	.19*	.890
EBT	2	3400	.220	.13	.320	EBT	2	3400	.220	.13	.320
EBR	0	0	.320	.19	.320	EBR	0	0	.320	.19	.320
WBL	1	1700	.20	.01	.150	WBL	1	1700	.20	.01	.150
WBT	2	3400	.140	.06*	.220	WBT	2	3400	.140	.06*	.220
WBR	0	0	.60		.90	WBR	0	0	.60		.90
Clearance Interval						Clearance Interval					
TOTAL CAPACITY UTILIZATION			.72			TOTAL CAPACITY UTILIZATION			.72		.83

37. Gldn Lantern & Marina Hills

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11	150	NBL	2	3400	380	.11*	.620
NBT	3	5100	1640	.32*	810	NBT	2	3400	30	.01	.10
NBR	1	1700	510	.30	400	NBR	0	0	0		0
SBL	1	1700	260	.15*	280	SBL	0	0	0		0
SBT	3	5100	740	.15	1370	SBT	2	3400	10	.01*	.30
SBR	1	1700	190	.11	380	SBR	0	0	.260	.15	.650
EBL	2	3400	650	.19*	340	EBL	1.5		500	{.18}*	{.260}
EBT	2	3400	310	.18	170	EBT	0	5100	0	{.18}	0
EBR	0	0	300		190	EBR	1.5		560		570
WBL	2	3400	310	.09	650	WBL	0	0	0		0
WBT	2	3400	150	.09*	350	WBT	0	0	0		0
WBR	0	0	220	.13	310	WBR	0	0	0		0
Clearance Interval			.05*		.05*	Clearance Interval					
TOTAL CAPACITY UTILIZATION			.80			TOTAL CAPACITY UTILIZATION			.70		

38. Cm Capistrano & Los Padres

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)											
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C
NBL	2	3400	380	.11*	.620	NBL	2	3400	380	.11*	.620
NBT	2	3400	30	.01	.10	NBT	2	3400	30	.01	.10
NBR	0	0	0		0	NBR	0	0	0		0
SBL	0	0	0		0	SBL	0	0	0		0
SBT	2	3400	10	.01*	.30	SBT	2	3400	10	.01*	.30
SBR	0	0	260	.15	650	SBR	0	260	.15	650	.38
EBL	1.5			500	{.18}*	EBL	1.5		500	{.18}*	{.260}
EBT	0	5100	0	{.18}	0	EBT	0	5100	0	{.18}	0
EBR	1.5			560		EBR	1.5		560		570
WBL	0	0	0		0	WBL	0	0	0		0
WBT	0	0	0		0	WBT	0	0	0		0
WBR	0	0	0		0	WBR	0	0	0		0
Right Turn Adjustment						Right Turn Adjustment					
Clearance Interval						Clearance Interval					
TOTAL CAPACITY UTILIZATION						TOTAL CAPACITY UTILIZATION					

39. Cm Capistrano & J. Serra

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	250	.07*	270	.08*	
NBR	1	1700	1160	.68	790	.46	
SBL	2	3400	520	.15*	450	.13*	
SBT	2	3400	200	.06	490	.14	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	2	3400	840	.25*	1200	.35*	
WBT	0	0	0		0		
WBR	1	1700	280	.16	600	.35	
Right Turn Adjustment		NBR	.36*		NBR	.03*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							
TOTAL CAPACITY UTILIZATION				.88	.64		

40. Rancho Viejo & J. Serra

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	630	.19*	490	.14*	
NBT	2	3400	420	.13	230	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	220	{.09}*	400	{.16}*	
SBR	1.5		600		730		
EBL	1.5		670		510		
EBT	0.5	3400	30	.30*	10	.24*	
EBR	0		330		290		
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				.64	.60		

41. Cm Capistrano & Oso Road

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	40		60	{.04}*	
NBT	2	3400	940	.29*	500	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.19	520	.31*	
SBR	0	0	110		590	.35	
EBL	1	1700	550	.32*	200	.12*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION				.66	.52		

42. Cm Capistrano & Ortega

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	560	.33*	540	.32*	
NBR	1	1700	80	.05	70	.04	
SBL	1	1700	150	.09*	160	.09*	
SBT	1	1700	560	.33	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	150	.09*	200	.12*	
WBT	0	0	0		0		
WBR	1	1700	150	.09	250	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION				.56	.58		

43. Del Obispo & Ortega

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	50	.03*	110	.06*	
NBT	0	0	0		0		
NBR	2	3400	1030	.30	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	460	.16*	530	.19*	
EBR	0	0	100		130		
WBL	2	3400	980	.29*	1100	.32*	
WBT	1	1700	660	.39	740	.44	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.05*		NBR	.01*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.58		.63		

44. Rancho Viejo & Ortega

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		370		550	.16*	
NBT	1.5	5100	180	.12*	130	.11	
NBR	0		70		50		
SBL	1.5		240		420		
SBT	0.5	3400	140	.11*	180	.18*	
SBR	1	1700	120	.07	160	.09	
EBL	1	1700	180	.11	190	.11	
EBT	2	3400	1320	.39*	1820	.54*	
EBR	1	1700	690	.41	470	.28	
WBL	1	1700	90	.05*	80	.05*	
WBT	3	5100	1630	.32	1300	.25	
WBR	1	1700	830	.49	260	.15	
Right Turn Adjustment		WBR	.08*				
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.98		

45. La Novia & Ortega

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	630	.19*	280	.08*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	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	1210	.36	1900	.56*	
EBR	1	1700	350	.21	370	.22	
WBL	1	1700	230	.14	120	.07*	
WBT	2	3400	1860	.55*	1310	.39	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.76		

47. Alipaz & Del Obispo

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	20		30		
NBT	1	1700	80	.06*	60	.05*	
NBR	2	3400	660	.19	630	.19	
SBL	1	1700	60	.04	50	.03	
SBT	1	1700	60	.09*	170	.27*	
SBR	0	0	90		290		
EBL	1	1700	300	.18	120	.07	
EBT	2	3400	570	.18*	640	.20*	
EBR	0	0	40		40		
WBL	1	1700	470	.28*	410	.24*	
WBT	2	3400	680	.21	1040	.31	
WBR	0	0	40		10		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.66		.81		

48. Cm Capistrano & Del Obispo

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	650	.19*	500	.15*	
NBT	1	1700	710	.42	430	.25	
NBR	1	1700	250	.15	240	.14	
SBL	1	1700	50	.03	80	.05	
SBT	1	1700	440	.26*	740	.44*	
SBR	1	1700	650	.38	130	.08	
EBL	1	1700	230	.14*	280	.16*	
EBT	2	3400	820	.24	610	.18	
EBR	1	1700	440	.26	500	.29	
WBL	2	3400	250	.07	320	.09	
WBT	2	3400	480	.17*	690	.21*	
WBR	0	0	90		40		
Right Turn Adjustment		SBR	.01*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.82		1.01		

49. Cm Capistrano & San Juan C.

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	2	3400	570	.17*	750	.22*	
NBR	1	1700	480	.28	800	.47	
SBL	2	3400	250	.07*	900	.26*	
SBT	2	3400	650	.19	920	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1.5				1020		.24*
WBT	0	5100	0	{ .36}* [*]	0		
WBR	1.5				930		.670 { .20}
Right Turn Adjustment							NBR .07*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.65		.84		

50. Valle & San Juan Creek

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		590	.17*	550	.16*	
NBT	0	5100	0		0		
NBR	1.5		190		260	.15	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	380	.21	1070	.50*	
EBR	0	0	350		620		
WBL	1	1700	260	.15	110	.06*	
WBT	2	3400	1350	.40*	950	.28	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.77		

51. La Novia & San Juan Creek

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	170	.10	160	.09	
NBT	1	1700	250	.24*	140	.13*	
NBR	0	0	150		80		
SBL	1	1700	210	.12*	430	.25*	
SBT	1	1700	130	.08	180	.11	
SBR	1	1700	490	.29	300	.18	
EBL	1	1700	220	.13*	250	.15	
EBT	2	3400	280	.08	840	.25*	
EBR	d	1700	60	.04	150	.09	
WBL	1	1700	70	.04	110	.06*	
WBT	2	3400	920	.27*	450	.13	
WBR	d	1700	570	.34	220	.13	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.81		.74		

53. Del Obispo & Del Avion

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	190	.11*	170	.10*
NBT	2	3400	330	.19	370	.17
NBR	0	0	310		210	
SBL	1	1700	70	.04	60	.04
SBT	2	3400	250	.15*	400	.24*
SBR	0	0	420	.25	440	.26
EBL	1.5		230		210	
EBT	1.5	5100	350	.12*	180	.11*
EBR	0		10		160	
WBL	1	1700	320	.19*	180	.11*
WBT	2	3400	200	.09	90	.05
WBR	0	0	110		110	.06
Right Turn Adjustment		SBR		.01*		
Clearance Interval				.05*		.05*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .63 .61

54. Alipaz & Del Avion

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	10		40	{.02}*
NBT	1	1700	80	.05*	50	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	30	.02	110	.06*
SBR	0	0	270	.16	170	.10
EBL	1	1700	450	.26*	290	.17*
EBT	0	0	0		0	
EBR	1	1700	10	.01	30	.02
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION					.36	.30

55. Del Obispo & Stonehill

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	1	1700	80	.05	150	.09
NBT	2	3400	190	.09*	380	.15*
NBR	0	0	110		130	
SBL	1	1700	320	.19*	260	.15*
SBT	2	3400	410	.15	510	.18
SBR	0	0	110		110	
EBL	1	1700	170	.10	210	.12*
EBT	2	3400	760	.26*	660	.23
EBR	0	0	110		120	
WBL	1	1700	90	.05*	240	.14
WBT	2	3400	510	.15	910	.27*
WBR	1	1700	210	.12	520	.31
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .74

56. Los Mares & Las Ramblas

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	50	.01*	10	.00
NBT	0	0	0		0	
NBR	1	1700	270	.16	100	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	260	.08*	390	.11*
EBR	1	1700	40	.02	150	.09
WBL	1	1700	90	.05*	230	.14*
WBT	2	3400	150	.04	170	.05
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .30 .30

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		830		1180		
SBT	0	5100	0	{.30}*{.45}*	0	{.45}*	
SBR	1.5		820		1290		
EBL	0	0	0		0		
EBT	3	5100	1880	.37*	1840	.36*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1310	.26	1140	.22	
WBR	f		670		840		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .72 .86

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		100	.03*	320	{.18}*	
NBT	0	5100	0		0	.18	
NBR	1.5		100	{.00}	590		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1100	.22	2500	.49*	
EBR	f		1600		510		
WBL	0	0	0		0		
WBT	3	5100	1870	.37*	1660	.33	
WBR	f		1470		730		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .45 .72

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	120	.07*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	450	.13	520	.15	
SBL	2	3400	200	.06	530	.16*	
SBT	2	3400	210	.06*	300	.09	
SBR	1	1700	260	.15	300	.18	
EBL	0	0	0		0		
EBT	2	3400	990	.29*	960	.28	
EBR	1	1700	110	.06	180	.11	
WBL	2	3400	200	.06*	240	.07	
WBT	2	3400	560	.27	790	.36*	
WBR	0	0	370		430		
Right Turn Adjustment	Multi		.04*	SBR	.02*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .57 .73

103. I-5 NB/Muirlands & La Paz

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		80	.05	90		
NBT	1	6800	840	.25*	210	{.08}*	
NBR	1.5		140		340		
SBL	2	3400	550	.16*	1010	.30*	
SBT	0	0	0		0		
SBR	2	3400	440	.13	320	.09	
EBL	2	3400	220	.06*	300	.09*	
EBT	2	3400	850	.25	1140	.34	
EBR	f		440		340		
WBL	0	0	0		0		
WBT	3	5100	1260	.34*	1090	.32*	
WBR	0	0	490		540		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .86 .84

104. I-5 SB Ramps & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	770	.23*	1130	.33*	
SBT	0	0	0		0		
SBR	1	1700	310	.18	440	.26	
EBL	0	0	0		0		
EBT	3	5100	1040	.20	2040	.40*	
EBR	f		420		800		
WBL	0	0	0		0		
WBT	3	5100	1980	.39*	1630	.32	
WBR	f		690		370		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.78		

105. I-5 NB Ramps & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	510	.30*	520	.31*	
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	2530	.50*	
EBR	f		270		650		
WBL	0	0	0		0		
WBT	3	5100	2160	.42*	1480	.29	
WBR	f		1260		730		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.77		.86		

106. I-5 SB Ramps & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1240	.24*	1800	.35*	
SBT	0	8500	0		0		
SBR	2.5		720	.21	1250	{.29}	
EBL	0	0	0		0		
EBT	4	6800	1640	.24	2510	.37*	
EBR	1	1700	280	.16	460	.27	
WBL	2	3400	460	.14	570	.17*	
WBT	3	5100	2110	.41*	1640	.32	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.70		.94		

107. I-5 NB Ramps & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		660	{.25}*	210	.12*	
NBT	0	5100	0	.25	0		
NBR	1.5		620		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	2190	.43*	3400	.67*	
EBR	1.5		720	.42	900	.53	
WBL	0	0	0		0		
WBT	3	5100	1920	.38	1990	.39	
WBR	f		1490		1590		
Right Turn Adjustment					NBR	.02*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.73		.86		

108. I-5 SB Ramps & Avery

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	2	3400	370	.11*	620	.18*	
SBT	0	0	0	0	0		
SBR	1	1700	330	.19	560	.33	
EBL	0	0	0	0	0		
EBT	1.5	5100	900	.26*	1000	.29*	
EBR	1.5		210	.12	280	.16	
WBL	1	1700	270	.16*	180	.11*	
WBT	2	3400	640	.19	1090	.32	
WBR	0	0	0	0	0		
Right Turn Adjustment				SBR	.09*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.72		

109. I-5 NB Ramps & Avery

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	1.5			260	.08*	350	.10*
NBT	0	5100		0	0		
NBR	1.5			420	{.04}	410	{.07}
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	1	1700	530	.31*	500	.29*	
EBT	2	3400	770	.23	1120	.33	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	2	3400	660	.19*	920	.27*	
WBR	f		390		300		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.63		.71

110. I-5 SB Ramps & J. Serra

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	1.5	210	.06*	290	.17*		
SBT	0	5100	0	0	0		
SBR	1.5	580	.17	850	.25		
EBL	0	0	0	0	0		
EBT	2	3400	1320	.39*	980	.29*	
EBR	d	1700	340	.20	270	.16	
WBL	1	1700	250	.15*	340	.20*	
WBT	2	3400	550	.16	950	.28	
WBR	0	0	0	0	0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.65		.71		

111. I-5 NB Ramps & J. Serra

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	2	3400	140	.04*	300	.09*	
NBT	0	0	0	0	0		
NBR	1	1700	280	.16	200	.12	
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	2	3400	780	.23*	650	.19*	
EBT	2	3400	750	.22	610	.18	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	1.5	5100	660	{.23}*	980	.29*	
WBR	1.5		580		250	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.55		.62

112. I-5 SB Ramps & Ortega

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1200		1530		
SBT	0	5100	0	{.37}*	0	{.46}*	
SBR	1.5		920		930		
EBL	0	0	0		0		
EBT	3	5100	1320	.26*	1320	.26*	
EBR	1	1700	170	.10	260	.15	
WBL	1	1700	210	.12*	190	.11*	
WBT	2	3400	720	.21	910	.27	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.80		.88		

113. I-5 NB Ramps & Ortega

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		250	{.13}* [*]	260	{.12}* [*]	
NBT	0	5100	0	{.13}	0	{.12}	
NBR	1.5		500		410		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	730	.21*	760	.22*	
EBT	3	5100	1800	.35	2090	.41	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	670	.20*	840	.25*	
WBR	f		1430		1250		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.59		.64		

114. Cm Capistrano & I-5 SB

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	2	3400	880	.26*	1100	.34*	
NBR	0	0	20		40		
SBL	2	3400	600	.18*	480	.14*	
SBT	2	3400	1070	.31	1260	.37	
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*	1140	.34*	
WBT	0	5100	0		0		
WBR	1.5		170		450	.26	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73		.87		

115. Valle & La Novia/I-5 NB

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	260	.15*	110	.06*	
NBT	1	1700	140	.08	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	170	.14*	260	.26*	
SBR	1	1700	330	.19	280	.16	
EBL	1	1700	420	.25*	520	.31*	
EBT	1	1700	40	.05	140	.12	
EBR	0	0	50		60		
WBL	0	0	30		30		
WBT	1	1700	270	.18*	80	.06*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.77		.74		

116. Cm Capistrano & Stonehill

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	290	.09	390	.11*	
NBT	2	3400	640	.28*	520	.31	
NBR	0	0	320		540	.32	
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	620	{.21}	1050	{.36}* [*]	
SBR	1.5		860		1180		
EBL	1	1700	550	.32*	520	.31*	
EBT	2	3400	600	.18	840	.25	
EBR	1	1700	260	.15	430	.25	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .69 .83

117. I-5 SB Ramps & Las Ramblas

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3400	210	.06*	330	.10*	
SBT	0	0	0		0	0	
SBR	f		550		570		
EBL	0	0	0		0	0	
EBT	2	3400	520	.15	760	.22	
EBR	f		990		1240		
WBL	0	0	0		0	0	
WBT	1	1700	350	.21*	370	.22*	
WBR	f		160		90		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .32 .37

118. I-5 NB Ramps & Las Ramblas

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	50		80		
NBT	1	1700	10	.04*	30	.06*	
NBR	1	1700	90	.05	150	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	340	.10	710	.21*	
EBR	f		340		240		
WBL	0	0	0		0		
WBT	3	5100	690	.14*	480	.10	
WBR	0	0	10		10		
Right Turn Adjustment	SBR		.02*		NBR	.03*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .27 .36

150. Greenfield & SR-73 SB Ramps

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	1140	.40*	690	.26*	
NBR	0	0	220		190		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	290	.09	260	.08	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.05}*	0	{.19}*	
EBR	1.5		570		860		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .52 .51

151. Greenfield & SR-73 NB Ramps

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	1100	.32*	610	.18*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	90	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	250	.15*	190	.11*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.57		.39		

152. SR-241 SB & S. Margarita

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	0	0	360		380		
NBT	1	1700	10	.22*	10	.23*	
NBR	2	3400	540	.16	1730	.51	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1820	.36	2540	.50*	
EBR	1	1700	100	.06	90	.05	
WBL	2	3400	30	.01	20	.01*	
WBT	3	5100	2310	.46*	1270	.25	
WBR	0	0	20		10		
Right Turn Adjustment							NBR .27*
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.79		1.09

153. SR-241 NB & S. Margarita

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	70	.02*	30	.01*	
NBT	0	0	0		0		
NBR	f		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	530	.16*	440	.13	
EBT	3	5100	1850	.36	3920	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2270	.45*	1280	.25	
WBR	f		2610		750		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.68		.83		

154. SR-241 SB Ramps & Antonio

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				190	.06*	.24*
SBT	0	5100			0		
SBR	1.5				150	{.01}	470 {.12}
EBL	0	0	0		0		
EBT	3	5100	1370	.27*	1650	.32*	
EBR	1	1700	30	.02	90	.05	
WBL	1	1700	130	.08*	150	.09*	
WBT	3	5100	1250	.25	1020	.20	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.46		.70

155. SR-241 NB Ramps & Antonio

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		80	.02*	30	.02*	
NBT	0	5100	0		0		
NBR	1.5		150	{ .00 }	120	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	660	.19*	180	.05	
EBT	3	5100	900	.18	2250	.44*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1300	.25*	1160	.23	
WBR	1	1700	1560	.92	220	.13	
Right Turn Adjustment		WBR		.66*	NBR	.02*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.17 .53

156. SR-241 SB Ramps & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		70	.02*	230		
SBT	0	5100	0		0		.11*
SBR	1.5		20	.01	330		
EBL	0	0	0		0		
EBT	2	3400	1040	.31	900	.26	
EBR	1	1700	380	.22	670	.39	
WBL	2	3400	130	.04	90	.03	
WBT	2	3400	1670	.49*	1040	.31*	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.03*	
Clearance Interval						.05*	.05*

TOTAL CAPACITY UTILIZATION .56 .50

157. SR-241 NB Ramps & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		630	{ .20 }*	480	{ .18 }*	
NBT	0	3400	0	.20	0	.18	
NBR	0.5		50		130		
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	630	.19	1080	.32*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1180	.35*	620	.18	
WBR	1	1700	440	.26	80	.05	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .88 .55

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	70	.04*	120	.08*	
NBT	1	1600	40	.03	80	.05	
NBR	1	1600	90	.06	80	.05	
SBL	0	0	20		10		
SBT	1	1600	110	.09*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	170	.11*	100	.06*	
EBR	0	0	230	.14	200	.13	
WBL	1	1600	110	.07*	140	.09*	
WBT	2	3200	110	.04	210	.07	
WBR	0	0	10		20		
Right Turn Adjustment			EBR	.01*			
TOTAL CAPACITY UTILIZATION			.31		.28		

59. La Pata & Del Rio

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	120	.08*	470	.29*	
NBT	2	3200	750	.23	590	.18	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	730	.23*	1070	.33*	
SBR	1	1600	10	.01	20	.01	
EBL	0.5		20		10	{.01}* {.01}	
EBT	0	3200	0	{.18}* {.01}	0		
EBR	1.5		640		370		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.49		.63		

60. La Pata & Vista Hermosa

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	530	.17*	610	.19*	
NBT	3	4800	330	.07	840	.18	
NBR	1	1600	140	.09	350	.22	
SBL	1	1600	180	.11	160	.10	
SBT	3	4800	800	.17*	570	.12*	
SBR	1	1600	40	.03	150	.09	
EBL	1	1600	150	.09*	110	.07	
EBT	2	3200	390	.12	530	.17*	
EBR	1	1600	400	.25	260	.16	
WBL	1	1600	400	.25	270	.17*	
WBT	2	3200	810	.31*	560	.21	
WBR	0	0	170		110		
TOTAL CAPACITY UTILIZATION			.74		.65		

61. Talega & Vista Hermosa

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	10	.01	
NBT	1	1600	10	.04*	30	.09*	
NBR	0	0	50		120		
SBL	1	1600	280	.18*	100	.06*	
SBT	0.5	3200	20	{.21}	20	{.08}	
SBR	1.5		820		450		
EBL	2	3200	420	.13*	550	.17*	
EBT	2	3200	140	.05	230	.08	
EBR	0	0	10		10		
WBL	1	1600	70	.04	100	.06	
WBT	2	3200	300	.15*	210	.13*	
WBR	0	0	170		280	.18	
TOTAL CAPACITY UTILIZATION			.50		.45		

62. Vera Cruz & Los Mares

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	340	.21*	130	.08*	
NBT	1	1600	10	.04	10	.02	
NBR	0	0	50		20		
SBL	0	0	10		10		
SBT	1	1600	10	.03*	10	.02*	
SBR	0	0	20		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	310	.10*	230	.07	
EBR	1	1600	240	.15	260	.16	
WBL	1	1600	40	.03*	10	.01	
WBT	2	3200	120	.04	320	.10*	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .37 .21

63. Vera Cruz & Vista Hermosa

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	10	.01	20	.01	
NBT	2	3200	60	.03*	170	.06*	
NBR	0	0	20		10		
SBL	1	1600	280	.18*	110	.07*	
SBT	2	3200	160	.08	60	.04	
SBR	0	0	110		100	.06	
EBL	1	1600	70	.04	110	.07*	
EBT	2	3200	1350	.43*	890	.29	
EBR	0	0	40		30		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	920	.31	1230	.45*	
WBR	0	0	80		220		

TOTAL CAPACITY UTILIZATION .65 .65

64. La Pata & Pico

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	60	.04*	300	.19	
NBT	2	3200	310	.10	730	.23*	
NBR	1	1600	230	.14	700	.44	
SBL	2	3200	410	.13	490	.15*	
SBT	2	3200	800	.25*	230	.07	
SBR	f		400		540		
EBL	1	1600	300	.19*	440	.28*	
EBT	3	4800	650	.14	930	.19	
EBR	1	1600	330	.21	130	.08	
WBL	2	3200	630	.20	240	.08	
WBT	2.5	6400	680	{.15}* [*]	690	{.18}* [*]	
WBR	1.5		510		650		
Right Turn Adjustment	EBR		.04*	NBR	.01*		

TOTAL CAPACITY UTILIZATION .67 .85

65. Vista Hermosa & Pico

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	20	.01	220	.14*	
NBT	2	3200	20	.01*	60	.02	
NBR	0	0	10		10		
SBL	2	3200	310	.10*	250	.08	
SBT	1	1600	60	.04	10	.01*	
SBR	1	1600	200	.13	70	.04	
EBL	2	3200	110	.03*	380	.12*	
EBT	3	4800	910	.19	1760	.37	
EBR	1	1600	290	.18	30	.02	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1610	.40*	1340	.34*	
WBR	0	0	290		300		
Right Turn Adjustment	SBR		.01*				

TOTAL CAPACITY UTILIZATION .55 .61

66. PCH & Camino Capistrano

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	2	3200	480	.15*	630	.20	
NBR	1	1600	310	.19	390	.24	
SBL	1	1600	110	.07*	160	.10	
SBT	2	3200	510	.16	1140	.36*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	290	.18*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	110	.07	

TOTAL CAPACITY UTILIZATION .40 .52

67. El Camino Real & Pico

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	30	.02	
NBT	2	3200	520	.16*	560	.18*	
NBR	1	1600	110	.07	280	.18	
SBL	2	3200	450	.14*	560	.18*	
SBT	2	3200	440	.15	840	.29	
SBR	0	0	30		90		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	150	.05*	370	.12*	
WBT	1	1600	70	.04	150	.09	
WBR	1	1600	350	.22	500	.31	

TOTAL CAPACITY UTILIZATION .48 .59

68. El Cm. Real & Cristianitos

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	120	.08*	
SBT	0	0	0		0		
SBR	1	1600	70	.04	130	.08	
EBL	2	3200	90	.03	140	.04*	
EBT	2	3200	1740	.54*	1480	.46	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	740	.23	2190	.68*	
WBR	1	1600	20	.01	150	.09	

TOTAL CAPACITY UTILIZATION .61 .80

119. I-5 SB Ramps & Estrella

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	700	.22*	790	.25*	
SBT	0	0	0		0		
SBR	1	1600	320	.20	350	.22	
EBL	0	0	0		0		
EBT	2	3200	540	.17*	780	.24*	
EBR	1	1600	320	.20	280	.18	
WBL	1	1600	440	.28*	510	.32*	
WBT	2	3200	420	.13	580	.18	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .67 .81

120. I-5 NB Ramps & Estrella

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0.5		170		310		
NBT	0	3200	0	.16*	0	.27*	
NBR	1.5		340		540		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	900	.19*	1200	.25*	
EBR	1	1600	350	.22	360	.23	
WBL	0	0	0		0		
WBT	3	4800	580	.12	600	.13	
WBR	f		910		780		

TOTAL CAPACITY UTILIZATION .35 .52

121. I-5 SB Rmps & Vista Hermosa

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				1070	.33*	930
SBT	0	4800			0		0
SBR	1.5				190	.12	400
EBL	1	1600			10	.01	20
EBT	3	4800			360	.08*	520
EBR	0	0			0		0
WBL	0	0	0		0		0
WBT	2	3200			150	.05	440
WBR	f				180		340

TOTAL CAPACITY UTILIZATION .35 .52

TOTAL CAPACITY UTILIZATION .41 .44

122. I-5 NB Ramps & Vista Hermosa

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		20	.01*	10	.01*	
NBT	0	4800	0		0		
NBR	1.5		270	.08	260	.08	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1300	.41*	1240	.39*	
EBR	f		150		220		
WBL	0	0	0		0		
WBT	1.5	4800	310	.19	770	{.35}	
WBR	1.5		1280	.40	940		
Right Turn Adjustment	NBR		.07*	NBR	.07*		

TOTAL CAPACITY UTILIZATION .49 .47

123. I-5 SB Ramps & Pico

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				1290	.40*	660
SBT	0	4800			0		0
SBR	1.5				220	450	{.00}
EBL	0	0	0		0		0
EBT	3	4800			1000	.21*	1210
EBR	1	1600			160	.10	440
WBL	1	1600			270	.17*	690
WBT	2	3200			420	.13	950
WBR	0	0			0		0

TOTAL CAPACITY UTILIZATION .78 .89

124. I-5 NB Ramps & Pico

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	90	.06*	250	.16*	
NBT	0	0	0		0		
NBR	2	3200	720	.23	650	.20	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	290	.18	370	.23*	
EBT	2	3200	2040	.64*	1490	.47	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	600	.13	1390	.29*	
WBR	f		940		1280		
Right Turn Adjustment	NBR		.17*				

TOTAL CAPACITY UTILIZATION .87 .68

125. I-5 SB Ramp & E1 Cm Real

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	130	.08	140	.09	
NBT	0	0	0		0		
NBR	1	1600	210	.13	120	.08	
SBL	1	1600	180	.11*	330	.21*	
SBT	1	1600	50	.03	160	.10	
SBR	1	1600	140	.09	210	.13	
EBL	0	0	0		0		
EBT	2	3200	360	.14*	690	.26*	
EBR	0	0	90		130		
WBL	1	1600	20	.01*	50	.03*	
WBT	2	3200	430	.13	550	.17	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.16*		NBR	.06*	

TOTAL CAPACITY UTILIZATION .42 .56

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	90	.06*	240	.15*	
NBT	0	0	0		0		
NBR	1	1600	30	.02	70	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	170	.11*	100	.06*	
EBT	2	3200	440	.14	840	.26	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	380	.23*	420	.22*	
WBR	0	0	370		270		

TOTAL CAPACITY UTILIZATION .40 .43

127. I-5 SB Ramps & Cristianitos

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	150	.09*	120	.08*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	90	.06	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	0	0	0		0		
WBT	1	1600	80	.05	80	.05	
WBR	f		570		1910		

TOTAL CAPACITY UTILIZATION .18 .16

128. I-5 NB Ramps & Cristianitos

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1600	30 .02*	40 .03*		
NBT	0	0	0	0		
NBR	2	3200	1710 .53	1470 .46		
SBL	0	0	0	0		
SBT	0	0	0	0		
SBR	0	0	0	0		
EBL	1	1600	140 .09*	80 .05*		
EBT	1	1600	120 .08	150 .09		
EBR	0	0	0	0		
WBL	0	0	0	0		
WBT	2	3200	630 .20*	1950 .61*		
WBR	1	1600	180 .11	370 .23		
Right Turn Adjustment		NBR	.35*			
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .66 .69

129. I-5 SB Ramps & Basilone

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	0	0	0	0		
NBR	0	0	0	0		
SBL	1	1600	130 .08*	250 .16*		
SBT	0	0	0	0		
SBR	1	1600	250 .16	70 .04		
EBL	0	0	0	0		
EBT	1	1600	30 .02	300 .19*		
EBR	1	1600	10 .01	230 .14		
WBL	1	1600	50 .03	150 .09*		
WBT	1	1600	230 .14*	30 .02		
WBR	0	0	0	0		
Right Turn Adjustment		SBR	.08*			

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1600	220 .14*	40 .03*		
NBT	0	0	0	0		
NBR	1	1600	110 .07	80 .05		
SBL	0	0	0	0		
SBT	0	0	0	0		
SBR	0	0	0	0		
EBL	0	0	70	320		
EBT	1	1600	90 .10*	230 .34*		
EBR	0	0	0	0		
WBL	0	0	0	0		
WBT	1	1600	60 .04	140 .09		
WBR	1	1600	180 .11	250 .16		
Right Turn Adjustment		NBR	.02*			

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	920	.27*	790	.23*	
NBT	3	5100	1020	.20	940	.18	
NBR	1	1700	540	.32	620	.36	
SBL	2	3400	160	.05	110	.03	
SBT	3	5100	1220	.24*	1140	.22*	
SBR	f		1010		530		
EBL	2	3400	730	.21*	860	.25	
EBT	3	5100	830	.16	1360	.27*	
EBR	f		620		750		
WBL	2	3400	880	.26	740	.22*	
WBT	3	5100	1070	.21*	630	.12	
WBR	1	1700	310	.18	90	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.98		.99		

31. Antonio & Crown Valley

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	990	.29*	1080	.32*	
NBT	3	5100	1720	.34	1390	.27	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1470	.29*	1530	.30*	
SBR	f		960		930		
EBL	2	3400	670	.20*	1080	.32*	
EBT	0	0	0		0		
EBR	2	3400	600	.18	1110	.33	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							EBR .01*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.83		.83		1.00

46. Antonio/La Pata & Ortega

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06*	160	.05	
NBT	2	3400	610	.18	1080	.32*	
NBR	1	1700	120	.07	220	.13	
SBL	2	3400	50	.01	110	.03*	
SBT	2	3400	1370	.40*	750	.22	
SBR	1	1700	1290	.76	810	.48	
EBL	2	3400	690	.20*	1150	.34*	
EBT	2	3400	160	.05	590	.17	
EBR	1	1700	100	.06	170	.10	
WBL	2	3400	220	.06	160	.05	
WBT	2	3400	390	.11*	310	.09*	
WBR	1	1700	90	.05	60	.04	
Right Turn Adjustment	SBR	.36*	SBR	.18*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		1.18		1.01			

52. La Pata & San Juan Creek

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	290	.17*	160	.09*	
NBT	2	3400	760	.23	850	.25	
NBR	0	0	10		10		
SBL	1	1700	30	.02	10	.01	
SBT	2	3400	970	.29*	800	.24*	
SBR	1	1700	690	.41	260	.15	
EBL	1	1700	170	.10*	620	.36*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	120	.07	340	.20	
WBL	1	1700	10	.01	20	.01	
WBT	1	1700	0	.01*	10	.03*	
WBR	0	0	10		40		
Right Turn Adjustment	SBR	.12*					
Clearance Interval		.05*			.05*		.05*
TOTAL CAPACITY UTILIZATION		.74			.74		.77

57. La Pata & Las Ramblas

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04*	60	.04*	
NBT	2	3400	700	.21	550	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	580	.17*	830	.24*	
SBR	1	1700	160	.09	350	.21	
EBL	0.5		370	.22*	220		
EBT	0	3400	0		0	.15*	
EBR	1.5		150	.09	280		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.48		.48	

74. Antonio & North River

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	170	.10	
NBT	3	5100	640	.13*	1110	.22*	
NBR	f		610		1280		
SBL	2	3400	920	.27*	1170	.34*	
SBT	3	5100	1300	.25	920	.18	
SBR	d	1700	40	.02	140	.08	
EBL	1	1700	160	.09	70	.04	
EBT	1	1700	90	.05*	70	.04*	
EBR	1	1700	190	.11	90	.05	
WBL	2	3400	1150	.34*	780	.23*	
WBT	1	1700	40	.02	80	.05	
WBR	f		1250		1290		
Right Turn Adjustment				EBR	.06*	EBR	.01*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.90		.89

81. SR-241 & Cristianitos

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	1580	.46*	1500	.44	
NBR	d	1700	270	.16	110	.06	
SBL	1	1700	20	.01*	10	.01	
SBT	2	3400	680	.20	1970	.58*	
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*	360	.21*	
WBT	0	0	0		0		
WBR	1	1700	10	.01	30	.02	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.57		.84	

160. SR-241 SB Ramps & C St

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				150	.09*	500
SBT	0	5100	0		0		.23*
SBR	1.5				410	.12	660
EBL	0	0	0		0		0
EBT	2	3400	1050	.31*	840	.25*	
EBR	0	0	10		10		
WBL	1	1700	50	.03*	40	.02*	
WBT	2	3400	340	.10	390	.11	
WBR	0	0	0		0		
Right Turn Adjustment				SBR	.03*		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.51		.55

161. SR-241 NB Ramps & C St

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	10	.01*	10	.01*	
NBT	0	0	0		0		
NBR	1	1700	40	.02	60	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	740	.22*	430	.13*	
EBT	2	3400	450	.13	900	.26	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	380	.11*	430	.13*	
WBR	1	1700	490	.29	240	.14	
Right Turn Adjustment	Multi		.19*	Multi	.04*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.36		

162. SR-241 SB & North River

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1700	120	.07*	340	.20*	
SBT	0	0	0		0		
SBR	1	1700	30	.02	430	.25	
EBL	0	0	0		0		0
EBT	2	3400	670	.22*	560	.18*	
EBR	0	0	80		40		
WBL	0	0	0		0		0
WBT	2	3400	520	.15	430	.13	
WBR	1	1700	460	.27	350	.21	
Right Turn Adjustment	WBR		.05*	Multi	.08*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.39		.51		

163. SR-241 NB & North River

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	10	.01*	40	.02*	
NBT	0	0	0		0		
NBR	1	1700	330	.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	500	.15	850	.25	
EBR	1	1700	290	.17	60	.04	
WBL	0	0	0		0		
WBT	2	3400	970	.43*	740	.29*	
WBR	0	0	490		240		
Right Turn Adjustment	NBR		.18*	NBR	.26*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.62		

169. SR-241 SB Ramps & Pico

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		240		300		
SBT	0	5100	0	.14*	0	.12*	
SBR	1.5		460		330		
EBL	0	0	0		0		
EBT	2	3400	840	.25	1490	.44*	
EBR	1	1700	60	.04	120	.07	
WBL	1	1700	80	.05	90	.05*	
WBT	2	3400	1020	.30*	860	.25	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.49		.66		

170. SR-241 NB Ramps & Pico

2025 FEC-CV Alt. (Buildout w/Proposed RMV Plan)						
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
		VOL	V/C	VOL	V/C	
NBL	1	1700	20	.01*	40	.02*
NBT	0	0	0	0	0	
NBR	1	1700	60	.04	80	.05
SBL	0	0	0	0	0	
SBT	0	0	0	0	0	
SBR	0	0	0	0	0	
EBL	0	0	0	0	0	
EBT	2	3400	810	.24*	1340	.39*
EBR	1	1700	280	.16	450	.26
WBL	1	1700	370	.22*	250	.15*
WBT	2	3400	1080	.32	910	.27
WBR	0	0	0	0	0	
Right Turn Adjustment		NBR	.03*	NBR	.03*	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.55		.64	

ICU Data Set 17

**2025 FEC-OHV-Initial and Ultimate Alternatives
(Committed Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1140	.34*	720	.21	
NBR	1	1700	470	.28	340	.20	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	640	.19	820	.24*	
SBR	1	1700	460	.27	660	.39	
EBL	2	3400	40	.01*	540	.16*	
EBT	3	5100	1650	.32	2470	.48	
EBR	1	1700	120	.07	230	.14	
WBL	2	3400	190	.06	210	.06	
WBT	3	5100	2370	.46*	2020	.40*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR	.03*	SBR	.03*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		.97		

2. Jeronimo & Alicia

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	530	.16	250	.07*	
NBT	2	3400	880	.28*	480	.17	
NBR	0	0	60		90		
SBL	1	1700	50	.03*	50	.03	
SBT	2	3400	420	.12	1020	.30*	
SBR	1	1700	330	.19	760	.45	
EBL	1	1700	480	.28*	400	.24*	
EBT	3	5100	860	.17	1650	.32	
EBR	d	1700	150	.09	450	.26	
WBL	1	1700	110	.06	160	.09	
WBT	3	5100	1150	.23*	1000	.20*	
WBR	d	1700	70	.04	130	.08	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		.86

3. Trabuco & Alicia

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	170	.10	300	.18	
NBT	2	3400	870	.26*	650	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	220	.13*	670	.39*	
SBT	2	3400	420	.12	740	.22	
SBR	d	1700	90	.05	160	.09	
EBL	1	1700	220	.13*	170	.10	
EBT	3	5100	600	.12	1390	.27*	
EBR	d	1700	40	.02	150	.09	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1450	.28*	960	.19	
WBR	d	1700	420	.25	340	.20	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.85		.95		

4. Marguerite & Alicia

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	120	.07*	60	.04	
NBT	2	3400	360	.11	500	.15*	
NBR	d	1700	70	.04	130	.08	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	620	.18*	450	.13	
SBR	d	1700	350	.21	180	.11	
EBL	2	3400	220	.06	470	.14	
EBT	2	3400	740	.22*	1210	.36*	
EBR	d	1700	30	.02	90	.05	
WBL	1	1700	200	.12*	120	.07*	
WBT	3	5100	1090	.21	730	.14	
WBR	d	1700	50	.03	60	.04	
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION					.64		.67

5. Olympiad & Alicia

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	170	.10*	70	.04	
NBT	2	3400	330	.10	480	.14*	
NBR	d	1700	330	.19	280	.16	
SBL	1	1700	20	.01	50	.03*	
SBT	2	3400	420	.14*	370	.13	
SBR	0	0	70		60		
EBL	1	1700	30	.02	120	.07	
EBT	3	5100	780	.15*	1070	.21*	
EBR	d	1700	100	.06	130	.08	
WBL	1	1700	320	.19*	300	.18*	
WBT	3	5100	920	.18	770	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.63		.61	

6. Santa Margarita & Alicia

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	1050	.31*	1230	.36*	
NBT	3	5100	1240	.24	1540	.30	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1410	.28*	1590	.31*	
SBR	1	1700	30	.02	100	.06	
EBL	2	3400	10	.00	130	.04*	
EBT	0	0	0		0		
EBR	2	3400	1050	.31	1620	.48	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment						EBR	.08*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION					.64		.84

7. Marguerite & Trabuco

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	690	.41*	590	.35*	
NBT	2	3400	590	.17	710	.21	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	910	.27*	580	.17*	
SBR	d	1700	60	.04	80	.05	
EBL	1	1700	50	.03*	130	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	520	.31	750	.44	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment				EBR	.14*		
Clearance Interval				.05*	.05*		
TOTAL CAPACITY UTILIZATION				.77	.83		

8. Marguerite & Jeronimo

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	400	.24*	270	.16*	
NBT	2	3400	790	.23	1100	.32	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	200	.12	
SBT	2	3400	1170	.34*	950	.28*	
SBR	d	1700	90	.05	90	.05	
EBL	1	1700	190	.11*	100	.06	
EBT	2	3400	140	.04	410	.12*	
EBR	1	1700	350	.21	470	.28	
WBL	1	1700	270	.16	90	.05*	
WBT	2	3400	380	.11*	190	.06	
WBR	d	1700	170	.10	90	.05	
Right Turn Adjustment				EBR	.04*		
Clearance Interval				.05*	.05*		
TOTAL CAPACITY UTILIZATION				.85	.70		

9. Olympiad & Jeronimo

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	230	.14*	130	.08*	
NBT	2	3400	440	.13	650	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.23*	450	.17*	
SBR	0	0	250		140		
EBL	1	1700	130	.08*	190	.11*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	230	.14	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.50		.41		

10. Marguerite & La Paz

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	230	.07*	340	.10*	
NBT	2	3400	830	.24	1150	.34	
NBR	d	1700	150	.09	160	.09	
SBL	2	3400	130	.04	220	.06	
SBT	2	3400	1030	.30*	1180	.35*	
SBR	1	1700	200	.12	130	.08	
EBL	2	3400	220	.06*	350	.10	
EBT	2	3400	320	.09	1090	.32*	
EBR	1	1700	100	.06	190	.11	
WBL	2	3400	350	.10	190	.06*	
WBT	2	3400	460	.14*	360	.11	
WBR	d	1700	380	.22	120	.07	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.88		

11. Olympiad & La Paz

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	410	.24*	230	.14*	
NBT	2	3400	670	.20	560	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.21*	540	.20*	
SBR	0	0	190		150		
EBL	1	1700	110	.06*	260	.15*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	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			.56		.60		

12. Empresa & Santa Margarita

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		950		1210		
NBT	0.5	3400	40	.29*	10	.36*	
NBR	1	1700	670	.39	460	.27	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1180	.23*	1960	.38*	
EBR	1	1700	1260	.74	700	.41	
WBL	2	3400	700	.21*	540	.16*	
WBT	3	5100	1510	.30	970	.19	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment			EBR	.29*			
Clearance Interval				.05*			.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.56		.60		

TOTAL CAPACITY UTILIZATION .1.08 .96

13. Empresa & Banderas

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1190	.40*	520	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	530	.31	610	.36*	
SBR	0	0	590	.35	830	.49	
EBL	1	1700	530	.31*	450	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		90	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.82		.74	

14. Empresa & Antonio

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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		530		
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140		340		
EBL	2	3400	910	.27*	140	.04	
EBT	3	5100	980	.19	1150	.23*	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02*	
WBT	3	5100	850	.17*	1070	.21	
WBR	f		330		290		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.63		.48

15. Banderas & Antonio

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	590	.35	
EBL	2	3400	400	.12	370	.11*	
EBT	3	5100	2410	.48*	1230	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1010	.21	1510	.31*	
WBR	0	0	50		90		
Right Turn Adjustment				SBR	.22*		
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.73		.72	

16. Cabot & Paseo De Valencia

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	640	.38*	400	.24*	
NBT	2	3400	490	.14	510	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	580	.19*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	340	.20	670	.39	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBC	.20*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.52		.69

17. Cabot & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	230	.07	
NBT	2	3400	780	.23*	350	.10*	
NBR	1	1700	230	.14	790	.46	
SBL	2	3400	290	.09*	730	.21*	
SBT	2	3400	290	.09	690	.20	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	1030	.20	1390	.27*	
EBR	1	1700	160	.09	140	.08	
WBL	2	3400	380	.11	440	.13*	
WBT	3	5100	1490	.29*	1370	.27	
WBR	1	1700	440	.26	450	.26	
Right Turn Adjustment					NBR	.26*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		1.02		

18. Marguerite & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	430	.13	250	.07	
NBT	2	3400	940	.28*	920	.27*	
NBR	1	1700	60	.04	70	.04	
SBL	2	3400	210	.06*	520	.15*	
SBT	2	3400	690	.20	970	.29	
SBR	1	1700	370	.22	200	.12	
EBL	2	3400	140	.04*	220	.06	
EBT	4	6800	1530	.23	1960	.29*	
EBR	d	1700	110	.06	410	.24	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2550	.38*	1630	.24	
WBR	d	1700	90	.05	200	.12	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.81	.80

19. Felipe & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05	120	.07	
NBT	2	3400	370	.11*	400	.12*	
NBR	1	1700	70	.04	280	.16	
SBL	1	1700	290	.17*	460	.27*	
SBT	2	3400	410	.12	390	.11	
SBR	d	1700	120	.07	200	.12	
EBL	1	1700	150	.09*	210	.12	
EBT	3	5100	1650	.32	2340	.46*	
EBR	d	1700	100	.06	180	.11	
WBL	1	1700	320	.19	230	.14*	
WBT	3	5100	2120	.42*	1790	.35	
WBR	d	1700	570	.34	360	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.84		1.04		

21. Marguerite & Felipe

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	950	.28*	990	.29*	
NBR	d	1700	250	.15	840	.49	
SBL	1	1700	120	.07*	420	.25*	
SBT	2	3400	840	.25	920	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		780		450		
WBT	0.5	3400	30	.24*	10	.14*	
WBR	1	1700	240	.14	140	.08	
Right Turn Adjustment					NBR	.09*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.69		.87

22. Moulton & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	180	.05	200	.06	
NBT	3	5100	1380	.27*	1450	.28*	
NBR	1	1700	620	.36	180	.11	
SBL	2	3400	200	.06*	270	.08*	
SBT	3	5100	810	.16	1430	.28	
SBR	1	1700	170	.10	110	.06	
EBL	2	3400	470	.14	250	.07	
EBT	3	5100	1080	.25*	940	.23*	
EBR	0	0	210		220		
WBL	2	3400	220	.06*	600	.18*	
WBT	3	5100	660	.13	1220	.24	
WBR	1	1700	150	.09	150	.09	
Right Turn Adjustment		NBR		.04*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.73		.82	

23. Greenfield & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL		0.5			50		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0		60		20		
SBL	2	3400	890	.26*	1110	.33*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	70	.04	600	.35	
EBL	2	3400	670	.20*	290	.09*	
EBT	3	5100	1190	.24	1420	.29	
EBR	0	0	20		50		
WBL	1	1700	10	.01	60	.04	
WBT	3	5100	1210	.24*	1570	.31*	
WBR	1	1700	570	.34	1020	.60	
Right Turn Adjustment							WBR .04*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.81		.85

24. Cabot & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	60	.04	170	.10*	
NBT	2	3400	220	.06*	250	.07	
NBR	1	1700	300	.18	240	.14	
SBL	2	3400	300	.09*	400	.12	
SBT	2	3400	150	.09	390	.21*	
SBR	0	0	170	.10	320		
EBL	2	3400	340	.10	340	.10	
EBT	3	5100	1870	.40*	2270	.45*	
EBR	0	0	190		10		
WBL	2	3400	390	.11*	610	.18*	
WBT	3	5100	1620	.32	2270	.45	
WBR	1	1700	360	.21	330	.19	
Right Turn Adjustment		NBR		.04*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.75		.99	

25. Forbes & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	60	.04	210	.12	
NBT	1	1700	20	.01*	40	.02*	
NBR	1	1700	100	.06	180	.11	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	30	.02	30	.02	
SBR	1	1700	230	.14	460	.27	
EBL	1	1700	330	.19*	260	.15*	
EBT	4	6800	1810	.29	2600	.40	
EBR	0	0	160		120		
WBL	1	1700	290	.17	140	.08	
WBT	3	5100	2200	.52*	2600	.57*	
WBR	0	0	430		290		
Right Turn Adjustment							SBR .10*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.88		1.05

26. Puerta Real & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2.5		30	.01	490		
NBT	0.5	5100	60	.04*	40	.10*	
NBR	1	1700	120	.07	290	.17	
SBL	1	1700	160	.09*	190	.11*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	360	.21	570	.34	
EBL	2	3400	550	.16*	480	.14	
EBT	4	6800	2270	.36	3190	.52*	
EBR	0	0	180		360		
WBL	2	3400	80	.02	320	.09*	
WBT	4	6800	3050	.46*	2760	.44	
WBR	0	0	100		230		
Right Turn Adjustment					SBR	.10*	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.97		

27. El Regateo & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		340	.10*	490	.14*	
NBT	1.5	5100	30	.05	20	.11	
NBR	0		60		170		
SBL	0.5		30		70		
SBT	1.5	3400	10	.02*	40	.06*	
SBR	0		70	.04	170	.10	
EBL	1	1700	180		110	.06	
EBT	4	6800	2160	.32	3280	.48*	
EBR	1	1700	220	.13	280	.16	
WBL	1	1700	280	.16	230	.14*	
WBT	4	6800	2820	.43*	2650	.40	
WBR	0	0	130		70		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.71		.87

28. Los Altos & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		230		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1920	.31	3410	.50*	
EBR	0	0	160		20		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3170	.51*	2510	.37	
WBR	0	0	290		30		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.93		

29. Bellojente & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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	1900	.28	3750	.55*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3710	.56*	2520	.38	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		.05*
TOTAL CAPACITY UTILIZATION			.71		.68		

30. Marguerite & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	170	.05*	170	.05	
NBT	2	3400	540	.16	780	.23*	
NBR	1	1700	490	.29	660	.39	
SBL	2	3400	190	.06	530	.16*	
SBT	2	3400	790	.23*	630	.19	
SBR	1	1700	1010	.59	330	.19	
EBL	2	3400	570	.17*	970	.29	
EBT	4	6800	1320	.19	2630	.39*	
EBR	1	1700	70	.04	200	.12	
WBL	2	3400	740	.22	740	.22*	
WBT	4	6800	2620	.39*	2060	.30	
WBR	1	1700	560	.33	230	.14	
Right Turn Adjustment		SBR		.23*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.12 1.05

32. Golden Lantern & P. Colinas

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01*	
NBT	2	3400	2380	.70*	980	.29	
NBR	1	1700	1050	.62	650	.38	
SBL	1	1700	370	.22*	240	.14	
SBT	2	3400	830	.25	1620	.48*	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		390		1050		
WBT	0.5	3400	10	.12*	10	.31*	
WBR	1	1700	210	.12	260	.15	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
					1.10		.86

TOTAL CAPACITY UTILIZATION 1.12 1.05

33. Cabot & P. Colinas

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	130	.04*	160	.05*	
SBT	0	0	0		0		
SBR	2	3400	330	.10	680	.20	
EBL	1	1700	420	.25*	290	.17*	
EBT	2	3400	870	.26	530	.16	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	340	.15*	690	.24*	
WBR	0	0	170		120		
Right Turn Adjustment			SBR		.02*		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
					.49		.53

34. Cm Capistrano & P. Colinas

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0.5	3400	300	{.18}*	280	{.31}*	
NBR	1.5		490	{.12}	1090		
SBL	1	1700	30	.02*	70	.04*	
SBT	1	1700	140	.08	410	.24	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		690		780		
WBT	0	3400	0	.23*	0	.24*	
WBR	0.5		80		50		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
					.48		.64

35. Camino Capistrano & Avery

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	30	.02*	90	.05*	
NBR	1	1700	140	.08	160	.09	
SBL	2	3400	790	.23*	1200	.35*	
SBT	1	1700	40	.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	210	.12*	110	.06*	
WBT	0	0	0		0		
WBR	2	3400	740	.22	1270	.37	
Right Turn Adjustment					WBR	.05*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.42		.56		

36. Marguerite & Avery

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	610	.36*	400	.24*	
NBT	2	3400	630	.19	580	.17	
NBR	d	1700	170	.10	40	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	440	.13*	870	.26*	
SBR	d	1700	470	.28	540	.32	
EBL	2	3400	570	.17*	920	.27*	
EBT	2	3400	210	.12	320	.18	
EBR	0	0	320	.19	300		
WBL	1	1700	20	.01	180	.11	
WBT	2	3400	140	.06*	210	.09*	
WBR	0	0	60		80		
Right Turn Adjustment					SBR	.02*	
Clearance Interval			.05*			.05*	.05*
TOTAL CAPACITY UTILIZATION			.79		.91		

37. Gldn Lantern & Marina Hills

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	200	.12	180	.11*	
NBT	2	3400	2060	.61*	1280	.38	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	1090	.32	2040	.60*	
SBR	1	1700	230	.14	450	.26	
EBL	1.5		710	.21*	380	.11*	
EBT	1.5	5100	10	.01	10	.01	
EBR	1	1700	330	.19	200	.12	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.89		.88		

39. Cm Capistrano & J. Serra

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	110	.06*	90	.05	
NBR	1	1700	1180	.69	1040	.61	
SBL	1	1700	100	.06*	130	.08	
SBT	1	1700	80	.05	280	.16*	
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	100	.06	180	.11	
Right Turn Adjustment					NBR	.25*	
Clearance Interval			.05*			.05*	.05*
TOTAL CAPACITY UTILIZATION			.93		.92		

40. Rancho Viejo & J. Serra

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		
			VOL	V/C	VOL	V/C
NBL	2	3400	430	.13*	400	.12*
NBT	2	3400	490	.15	260	.08
NBR	0	0	10		10	
SBL	1	1700	10	.01	10	.01
SBT	1.5	5100	240	{.10}* [*]	330	{.17}* [*]
SBR	1.5		620		880	
EBL	1.5		740		530	
EBT	0.5	3400	30	.29*	10	.25*
EBR	0		210		310	
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			.58		.60	

41. Cm Capistrano & Oso Road

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		
			VOL	V/C	VOL	V/C
NBL	0	0	50		70	{.04}* [*]
NBT	2	3400	1220	.37*	690	.22
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	500	.16	720	.26*
SBR	0	0	50		150	
EBL	1	1700	150	.09*	70	.04*
EBT	0	0	0		0	
EBR	1	1700	120	.07	80	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.51		.39	

42. Cm Capistrano & Ortega

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1700	880	.52*	820	.48*
NBR	1	1700	190	.11	70	.04
SBL	1	1700	130	.08*	140	.08*
SBT	1	1700	600	.35	750	.44
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*	380	.22*
WBT	0	0	0		0	
WBR	1	1700	140	.08	210	.12
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.81		.83	

43. Del Obispo & Ortega

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		
			VOL	V/C	VOL	V/C
NBL	1	1700	50	.03*	100	.06*
NBT	0	0	0		0	
NBR	2	3400	1180	.35	1310	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	590	.20*	500	.19*
EBR	0	0	80		130	
WBL	2	3400	1230	.36*	1270	.37*
WBT	1	1700	780	.46	880	.52
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*	NBR	.05*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.69		.72	

44. Rancho Viejo & Ortega

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		370		560	.16*	
NBT	1.5	5100	180	.12*	140	.11	
NBR	0		60		40		
SBL	1.5		140		290		
SBT	0.5	3400	130	.08*	180	.14*	
SBR	1	1700	130	.08	230	.14	
EBL	1	1700	300	.18*	210	.12	
EBT	2	3400	1430	.42	1870	.55*	
EBR	1	1700	720	.42	470	.28	
WBL	1	1700	80	.05	70	.04*	
WBT	3	5100	1880	.37*	1370	.27	
WBR	1	1700	580	.34	160	.09	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.94		

47. Alipaz & Del Obispo

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0		20				.30
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	780	.23	770	.23	
SBL	1	1700	80	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0		30				.30
EBL	1	1700	20	.01	30	.02	
EBT	2	3400	840	.26*	720	.22*	
EBR	0		40				.40
WBL	1	1700	550	.32*	570	.34*	
WBT	2	3400	750	.23	1300	.39	
WBR	0		40				.30
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.67		

48. Cm Capistrano & Del Obispo

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	530	.16	440	.13*	
NBT	1	1700	910	.54*	580	.34	
NBR	1	1700	240	.14	330	.19	
SBL	1	1700	40	.02*	70	.04	
SBT	1	1700	530	.31	850	.50*	
SBR	1	1700	730	.43	530	.31	
EBL	1	1700	490	.29*	410	.24*	
EBT	2	3400	960	.28	760	.22	
EBR	1	1700	430	.25	400	.24	
WBL	1	1700	320	.19	390	.23	
WBT	2	3400	620	.20*	760	.24*	
WBR	0	0	70		50		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.10		1.16		

49. Cm Capistrano & San Juan C.

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0		0				.0
NBT	2	3400	920	.27*	1000	.29*	
NBR	1	1700	470	.28	480	.28	
SBL	2	3400	250	.07*	710	.21*	
SBT	2	3400	770	.23	1120	.33	
SBR	0		0				.0
EBL	0		0				.0
EBT	0		0				.0
EBR	0		0				.0
WBL	1.5		900				.24*
WBT	0	5100	0	{.28}*	0		
WBR	1.5		600				.15}
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.67		.79		

45. La Novia & Ortega

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR
NBL	2	3400	340	.10*	260	.08*		
NBT	0	0	0		0		0	
NBR	1	1700	470	.28	410	.24		
SBL	0	0	0		0		0	
SBT	0	0	0		0		0	
SBR	0	0	0		0		0	
EBL	0	0	0		0		0	
EBT	2	3400	1230	.36	1950	.57*		
EBR	1	1700	340	.20	220	.13		
WBL	1	1700	410	.24	470	.28*		
WBT	2	3400	2120	.62*	1300	.38		
WBR	0	0	0		0		0	
Clearance Interval			.05*		.05*			
TOTAL CAPACITY UTILIZATION			.77		.98			

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)w/Mit								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR
NBL	2	3400	340	.10*	260	.08*		
NBT	0	0	0		0		0	
NBR	1	1700	470	.28	410	.24		
SBL	0	0	0		0		0	
SBT	0	0	0		0		0	
SBR	0	0	0		0		0	
EBL	0	0	0		0		0	
EBT	2	3400	1230	.36	1950	.57*		
EBR	1	1700	340	.20	220	.13		
WBL	2	3400	410	.12	470	.14*		
WBT	2	3400	2120	.62*	1300	.38		
WBR	0	0	0		0		0	
Right Turn Adjustment							NBR	.05*
Clearance Interval							.05*	.05*
TOTAL CAPACITY UTILIZATION			.77		.89			

50. Valle & San Juan Creek

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1	1700	540	.32*	470	.28*	
NBT	0	0	0		0		
NBR	1	1700	510	.30	440	.26	
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	540	.32	
EBR	1	1700	370	.22	650	.38	
WBL	1	1700	270	.16	310	.18	
WBT	1	1700	960	.56*	890	.52*	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.93		.85		

51. La Novia & San Juan Creek

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1	1700	170	.10*	150	.09*	
NBT	1	1700	290	.22	160	.12	
NBR	0	0	90		50		
SBL	1	1700	230	.14	250	.15	
SBT	1	1700	140	.45*	240	.49*	
SBR	0	0	630		600		
EBL	1	1700	550	.32*	460	.27*	
EBT	1	1700	230	.14	280	.16	
EBR	1	1700	60	.04	130	.08	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	400	.24*	280	.16*	
WBR	1	1700	320	.19	220	.13	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						1.16	1.06

53. Del Obispo & Del Avion

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	1	1700	210	.12*	180	.11*	
NBT	2	3400	250	.15	380	.18	
NBR	0	0	350	.21	240		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	260	.15*	380	.22*	
SBR	0	0	470	.28	540	.32	
EBL	1.5		330		240		
EBT	1.5	5100	400	.15*	270	.14*	
EBR	0		10		200		
WBL	1	1700	360	.21*	190	.11*	
WBT	2	3400	250	.11	130	.07	
WBR	0	0	110		120		
Right Turn Adjustment		SBR	.02*				
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.63		

54. Alipaz & Del Avion

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		AM PK HOUR	PM PK HOUR
		VOL	V/C	VOL	V/C		
NBL	0	0	10		40	{.02}*	
NBT	1	1700	70	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	100	.06*	
SBR	0	0	350	.21	210	.12	
EBL	1	1700	530	.31*	400	.24*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.41	.37

55. Del Obispo & Stonehill

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	140	.08	150	.09	
NBT	2	3400	220	.10*	400	.16*	
NBR	0	0	120		130		
SBL	1	1700	340	.20*	260	.15*	
SBT	2	3400	430	.16	550	.20	
SBR	0	0	120		120		
EBL	1	1700	170	.10	230	.14	
EBT	1	1700	790	.53*	650	.46*	
EBR	0	0	110		140		
WBL	1	1700	90	.05*	240	.14*	
WBT	2	3400	460	.14	930	.27	
WBR	1	1700	220	.13	530	.31	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .93 .96

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		820		1130		
SBT	0	5100	0	{.29}*	0	{.44}* <td></td>	
SBR	1.5		820		1280		
EBL	0	0	0		0		0
EBT	3	5100	1950	.38*	1870	.37*	
EBR	f		180		210		
WBL	0	0	0		0		0
WBT	3	5100	1320	.26	1190	.23	
WBR	f		720		880		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .72 .86

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		100	.03*	320	.19*	
NBT	0	5100	0		0		0
NBR	1.5		130	{.00}	640	.19	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1120	.22	2500	.49*	
EBR	f		1650		500		
WBL	0	0	0		0		
WBT	3	5100	1940	.38*	1750	.34	
WBR	f		1450		700		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .46 .73

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	120	.07*	220	.13*	
NBT	0	0	0		0		0
NBR	2	3400	430	.13	530	.16	
SBL	1.5		200	.12	540		
SBT	1.5	5100	210	.12*	290	.23*	
SBR	0		280	.16	330		
EBL	0	0	0		0		0
EBT	2	3400	1070	.31*	990	.29*	
EBR	1	1700	110	.06	180	.11	
WBL	1	1700	200	.12*	250	.15*	
WBT	2	3400	570	.29	790	.36	
WBR	0	0	430		430		
Clearance Interval				.05*		.05*	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .67 .85

103. I-5 NB/Muirlands & La Paz

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1.5		80	.05	90		
NBT	1	6800	870	.26*	290	{.09}*	
NBR	1.5		140		330		
SBL	2	3400	560	.16*	980	.29*	
SBT	0	0	0		0		
SBR	2	3400	490	.14	340	.10	
EBL	2	3400	230	.07*	330	.10*	
EBT	2	3400	840	.25	1170	.34	
EBR	f		510		340		
WBL	0	0	0		0		
WBT	3	5100	1280	.35*	1070	.31*	
WBR	0	0	490		560	.33	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.89		.84		

104. I-5 SB Ramps & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0		0		0		0
NBT	0		0		0		0
NBR	0		0		0		0
SBL	2	3400	820	.24*	1080	.32*	
SBT	0	0	0		0		
SBR	1	1700	320	.19	520	.31	
EBL	0	0	0		0		
EBT	3	5100	1120	.22	2130	.42*	
EBR	f		430		790		
WBL	0	0	0		0		
WBT	3	5100	1990	.39*	1750	.34	
WBR	f		780		390		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.68		.79

105. I-5 NB Ramps & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	500	.29*	550	.32*	
NBT	0	0	0		0		
NBR	1	1700	310	.18	600	.35	
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	2530	.50*	
EBR	f		320		670		
WBL	0	0	0		0		
WBT	3	5100	2270	.45*	1590	.31	
WBR	f		1260		740		
Right Turn Adjustment				NBR	.03*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.90		

106. I-5 SB Ramps & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0		0		0		0
NBT	0		0		0		0
NBR	0		0		0		0
SBL	2.5		1180	.23*	1700	.33*	
SBT	0	8500	0		0		
SBR	2.5		780	.23	1210	{.28}	
EBL	0	0	0		0		
EBT	4	6800	1760	.26*	2590	.38*	
EBR	1	1700	330	.19	470	.28	
WBL	2	3400	620	.18*	620	.18*	
WBT	3	5100	2130	.42	1830	.36	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.72		.94

107. I-5 NB Ramps & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	1.5		650 { .26}*	210 .12*			
NBT	0	5100	0 .26	0			
NBR	1.5		690	730 .21			
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	0	0	0	0			
EBT	2.5	6800	2260 .44*	3300 .65*			
EBR	1.5		720 .42	970 .57			
WBL	0	0	0	0			
WBT	3	5100	2100 .41	2230 .44			
WBR	f		1380	1580			
Right Turn Adjustment				NBR .09*			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.75	.91			

108. I-5 SB Ramps & Avery

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1.5		450	600			
SBT	0	3400	0 .20*	0 .27*			
SBR	0.5		220	330			
EBL	0	0	0	0			
EBT	2	3400	630 .27*	1020 .40			
EBR	0	0	280	330			
WBL	1	1700	380 .22*	150 .09			
WBT	1	1700	740 .44	1040 .61*			
WBR	0	0	0	0			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION				.74			.93

109. I-5 NB Ramps & Avery

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	1	1700	310 .18*	390 .23*			
NBT	0	0	0	0			
NBR	1	1700	380 .22	420 .25			
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	1	1700	360 .21*	510 .30*			
EBT	2	3400	740 .22	1110 .33			
EBR	0	0	0	0			
WBL	0	0	0	0			
WBT	1	1700	830 .49*	800 .47*			
WBR	1	1700	410 .24	350 .21			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.93	1.05			

110. I-5 SB Ramps & J. Serra

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C			
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1.5		240 .07*	390			
SBT	0	5100	0	0	{ .13}*		
SBR	1.5		590 .17	760			
EBL	0	0	0	0			
EBT	2	3400	1140 .34*	1040 .31*			
EBR	d	1700	130 .08	130 .08			
WBL	1	1700	260 .15*	430 .25*			
WBT	2	3400	380 .11	630 .19			
WBR	0	0	0	0			
Clearance Interval			.05*	.05*			
TOTAL CAPACITY UTILIZATION			.61	.74			

111. I-5 NB Ramps & J. Serra

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	40	.01*	110	.03*
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	700	.21*	780	.23*
EBT	2	3400	690	.20	640	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	5100	600	.21*	950	.28*
WBR	1.5		460		340	.20
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.48		.59

112. I-5 SB Ramps & Ortega

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL
NBL	0	0	0			0
NBT	0	0	0			0
NBR	0	0	0			0
SBL	1.5		1120			1260
SBT	0	5100	0	{.34}* .34*		0 .39}* .39*
SBR	1.5		1000			1060
EBL	0	0	0			0
EBT	3	5100	1610	.35*	1550	.36*
EBR	0	0	170			270
WBL	1	1700	440	.26*	390	.23*
WBT	2	3400	1020	.30	1090	.32
WBR	0	0	0			0
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				1.00		1.03

113. I-5 NB Ramps & Ortega

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0.5		260		260	
NBT	0	3400	0	{.26}*	0	.24*
NBR	1.5		700		560	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	840	.25*	760	.22
EBT	2	3400	1870	.55	2030	.60*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1200	.35*	1210	.36
WBR	1	1700	1160	.68	1030	.61
Right Turn Adjustment			WBR	.22*	WBR	.12*
Clearance Interval				.05*		.05*

114. Cm Capistrano & I-5 SB

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C
NBL	0	0	0		0	
NBT	2	3400	1210	.36*	1140	.34*
NBR	0	0	10		10	
SBL	2	3400	680	.20*	600	.18*
SBT	2	3400	990	.29	1340	.39
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		830	.24*	1100	.32*
WBT	0	5100	0		0	
WBR	1.5		170		350	.21
Clearance Interval				.05*		.05*

115. Valle & La Novia/I-5 NB

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	310	.18*	160	.09*	
NBT	1	1700	260	.15	200	.12	
NBR	1	1700	30	.02	50	.03	
SBL	0	0	70		190		
SBT	1	1700	240	.18*	510	.41*	
SBR	1	1700	300	.18	250	.15	
EBL	1	1700	580	.34*	580	.34*	
EBT	1	1700	50	.06	140	.11	
EBC	0	0	50		50		
WBL	0	0	50		60		
WBT	1	1700	270	.19*	70	.08*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .94 .97

116. Cm Capistrano & Stonehill

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	280	.08	420	.12	
NBT	1	1700	930	.74*	620	.66*	
NBR	0	0	320		510		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	660	.19	1160	.34	
SBR	1	1700	810	.48	1170	.69	
EBL	1	1700	610	.36*	480	.28	
EBT	1	1700	590	.35	800	.47*	
EBC	1	1700	290	.17	500	.29	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.19 1.34

117. I-5 SB Ramps & Las Ramblas

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	280	.08*	230	.07*	
SBT	0	0	0		0		
SBR	f		540		600		
EBL	0	0	0		0		
EBT	2	3400	540	.16	670	.20*	
EBC	f		760		1320		
WBL	0	0	0		0		
WBT	1	1700	390	.23*	250	.15	
WBC	f		200		240		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .36 .32

118. I-5 NB Ramps & Las Ramblas

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	80		20		
NBT	1	1700	10	.05*	30	.03*	
NBR	1	1700	160	.09	190	.11	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05*	
EBT	2	3400	420	.12	530	.16	
EBC	f		360		250		
WBL	0	0	0		0		
WBT	3	5100	650	.13*	570	.11*	
WBC	0	0	10		10		
Right Turn Adjustment		Multi			.05*	NBR	.08*
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .30 .33

150. Greenfield & SR-73 SB Ramps

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1170	.44*	690	.27*	
NBR	0	0	320		230		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	310	.09	380	.11	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.03}* [*]	0	{.20}* [*]	
EBR	1.5		570		870		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.54		.53		

151. Greenfield & SR-73 NB Ramps

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	1130	.33*	610	.18*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	80	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	270	.16*	310	.18*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.46		

152. SR-241 SB & S. Margarita

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	360		390		
NBT	1	1700	10	.22*	10	.24*	
NBR	2	3400	530	.16	1710	.50	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1850	.36	2550	.50*	
EBR	1	1700	90	.05	90	.05	
WBL	2	3400	20	.01	20	.01*	
WBT	3	5100	2310	.46*	1260	.25	
WBR	0	0	20		10		
Right Turn Adjustment				NBR	.25*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.79		1.08		

153. SR-241 NB & S. Margarita

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		70	.02*	20	{.01}* [*]	
NBT	0	5100	0		0	.01	
NBR	1.5		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	550	.32*	440	.26	
EBT	3	5100	1850	.36	3910	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2280	.45*	1270	.25	
WBR	1	1700	2600	1.53	760	.45	
Right Turn Adjustment			WRB	1.06*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .1.90 .83

154. SR-241 SB Ramps & Antonio

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		190	.06*	840	.25*	
SBT	0	5100	0		0		
SBR	1.5		140	{.01}	490	{.13}	
EBL	0	0	0		0		
EBT	3	5100	1400	.27*	1660	.33*	
EBR	1	1700	20	.01	100	.06	
WBL	1	1700	120	.07*	130	.08*	
WBT	3	5100	1270	.25	1040	.20	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.45		.71	

155. SR-241 NB Ramps & Antonio

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		100		30		
NBT	0	5100	0		0		
NBR	1.5		130	{.00}	110	.03	
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	920	.18	2280	.45*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1280	.25*	1160	.23	
WBR	1	1700	1590	.94	230	.14	
Right Turn Adjustment					WBR	.67*	NBR
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					1.38		.53

156. SR-241 SB Ramps & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		70	.02*	250		
SBT	0	5100	0		0	.12*	
SBR	1.5		20	.01	360		
EBL	0	0	0		0		
EBT	2	3400	1140	.34	880	.26	
EBR	1	1700	420	.25	750	.44	
WBL	2	3400	130	.04	80	.02	
WBT	2	3400	1730	.51*	1070	.31*	
WBR	0	0	0		0		
Right Turn Adjustment				EBC	.06*		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.58		.54	

157. SR-241 NB Ramps & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		710	{.22}*	500	{.18}*	
NBT	0	3400	0	.22	0	.18	
NBR	0.5		40		120		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	570	.17*	40	.01	
EBT	2	3400	640	.19	1070	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1150	.34*	610	.18	
WBR	1	1700	460	.27	80	.05	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.78		.54

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	100	.06*	60	.04*	
NBT	1	1600	20	.01	50	.03	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	50	.04*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	0	.00	
EBT	2	3200	20	.01*	100	.06*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	80	.03	50	.02	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .15 .14

60. La Pata & Vista Hermosa

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	690	.22*	780	.24*	
NBT	3	4800	260	.05	250	.05	
NBR	1	1600	330	.21	310	.19	
SBL	1	1600	10	.01	10	.01	
SBT	3	4800	70	.01*	10	.00*	
SBR	1	1600	40	.03	10	.01	
EBL	1	1600	50	.03	60	.04	
EBT	2	3200	460	.14*	1040	.33*	
EBR	1	1600	820	.51	530	.33	
WBL	1	1600	560	.35*	340	.21*	
WBT	2	3200	1090	.36	770	.26	
WBR	0	0	60		70		
Right Turn Adjustment		EBR		.20*			

TOTAL CAPACITY UTILIZATION .92 .78

61. Talega & Vista Hermosa

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.08*	
NBR	0	0	60		90		
SBL	1	1600	260	.16	70	.04*	
SBT	0.5	3200	20	{.30}* [*]	20	{.10}	
SBR	1.5		1120		600		
EBL	2	3200	500	.16*	800	.25*	
EBT	2	3200	130	.05	210	.07	
EBR	0	0	20		10		
WBL	1	1600	60	.04	80	.05	
WBT	2	3200	210	.13*	220	.14*	
WBR	0	0	200		480	.30	
Right Turn Adjustment		WBR		.13*			

TOTAL CAPACITY UTILIZATION .60 .64

62. Vera Cruz & Los Mares

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	580	.36*	320	.20*	
NBT	1	1600	10	.05	10	.07	
NBR	0	0	70		100		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	60	.02*	170	.05	
EBR	1	1600	720	.45	630	.39	
WBL	1	1600	80	.05*	20	.01	
WBT	2	3200	140	.05	190	.06*	
WBR	0	0	10		10		
Right Turn Adjustment		EBR		.16*	EBR	.18*	

TOTAL CAPACITY UTILIZATION .62 .47

63. Vera Cruz & Vista Hermosa

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	10	.01	110	.07	
NBT	2	3200	120	.04*	640	.20*	
NBR	0	0	20		10		
SBL	1	1600	730	.46*	600	.38*	
SBT	2	3200	830	.28	210	.10	
SBR	0	0	80		100		
EBL	1	1600	70	.04*	50	.03*	
EBT	2	3200	1490	.49	1320	.42	
EBR	0	0	80		10		
WBL	1	1600	10	.01	20	.01	
WBT	2	3200	1240	.49*	1220	.58*	
WBR	0	0	320		630		

TOTAL CAPACITY UTILIZATION 1.03 1.19

64. La Pata & Pico

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	70	.04*	470	.29*	
NBT	2	3200	250	.08	600	.19	
NBR	1	1600	150	.09	470	.29	
SBL	2	3200	430	.13	430	.13	
SBT	2	3200	690	.22*	180	.06*	
SBR	f		390		400		
EBL	1	1600	590	.37*	330	.21*	
EBT	3	4800	990	.21	1150	.24	
EBR	1	1600	430	.27	140	.09	
WBL	2	3200	460	.14	180	.06	
WBT	2.5	6400	880	{.19}* [*]	1100	{.23}* [*]	
WBR	1.5		560		470	{.17}	

TOTAL CAPACITY UTILIZATION .82 .79

65. Vista Hermosa & Pico

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	30	.02	290	.18*	
NBT	2	3200	10	.01*	70	.03	
NBR	0	0	10		10		
SBL	2	3200	190	.06*	140	.04	
SBT	1	1600	70	.04	10	.01*	
SBR	1	1600	370	.23	100	.06	
EBL	2	3200	230	.07*	670	.21*	
EBT	3	4800	1020	.21	1410	.29	
EBR	1	1600	340	.21	30	.02	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1510	.35*	1390	.33*	
WBR	0	0	190		210		
Right Turn Adjustment		SBR	.13*				

TOTAL CAPACITY UTILIZATION .62 .73

66. PCH & Camino Capistrano

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	1	1600	750	.47*	810	.51	
NBR	1	1600	300	.19	410	.26	
SBL	1	1600	120	.08*	320	.20	
SBT	1	1600	660	.41	1280	.80*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	300	.19*	300	.19*	
WBT	0	0	0		0		
WBR	1	1600	70	.04	190	.12	

TOTAL CAPACITY UTILIZATION .74 .99

67. El Camino Real & Pico

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	650	.23*	690	.28*	
NBR	0	0	90		210		
SBL	1	1600	530	.33*	610	.38*	
SBT	2	3200	520	.17	950	.33	
SBR	0	0	30		100		
EBL	1	1600	90	.06	80	.05	
EBT	1	1600	190	.13*	130	.10*	
EBR	0	0	20		30		
WBL	1	1600	110	.07*	300	.19*	
WBT	1	1600	70	.04	160	.10	
WBR	1	1600	540	.34	530	.33	

TOTAL CAPACITY UTILIZATION .76 .95

68. El Cm. Real & Cristianitos

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0	0	
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	150	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0	0	
WBL	0	0	0		0	0	
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .30

119. I-5 SB Ramps & Estrella

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	1060	.33*	1170	.37*	
SBT	0	0	0		0		
SBR	1	1600	300	.19	360	.23	
EBL	0	0	0		0		
EBT	2	3200	610	.19*	800	.25*	
EBR	1	1600	330	.21	340	.21	
WBL	1	1600	440	.28*	520	.33*	
WBT	2	3200	440	.14	580	.18	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .80 .95

120. I-5 NB Ramps & Estrella

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		120		240		
NBT	0	3200	0	.14*	0	.26*	
NBR	1.5		340		580		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	1340	.28*	1650	.34*	
EBR	1	1600	340	.21	370	.23	
WBL	0	0	0		0		
WBT	3	4800	490	.10	500	.10	
WBR	f		1240		1090		

TOTAL CAPACITY UTILIZATION .42 .60

121. I-5 SB Rmps & Vista Hermosa

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1240	.39*	1440	.45*	
SBT	0	4800	0		0		
SBR	1.5		180	.11	510	.32	
EBL	1	1600	10	.01	50	.03*	
EBT	3	4800	430	.09*	470	.10	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	150	.05	420	.13*	
WBR	f		190		240		
TOTAL CAPACITY UTILIZATION			.48		.61		

122. I-5 NB Rmps & Vista Hermosa

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5				20	.01*	10
NBT	0	4800			0		0
NBR	1.5				340	.11	160
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1500	.47*	1680	.52*	
EBR	f		170		250		
WBL	0	0	0		0		
WBT	1.5	4800	320	.20	640	.40	
WBR	1.5		1540	.48	1420	.44	
Right Turn Adjustment			NBR	.10*	NBR	.04*	
TOTAL CAPACITY UTILIZATION				.58		.57	

123. I-5 SB Ramps & Pico

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1430	.45*	860	.27*	
SBT	0	4800	0		0		
SBR	1.5		140		310		
EBL	0	0	0		0		
EBT	3	4800	940	.20*	1200	.25*	
EBR	1	1600	150	.09	430	.27	
WBL	1	1600	470	.29*	1110	.69*	
WBT	2	3200	600	.19	1010	.32	
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION			.94		1.21		

124. I-5 NB Ramps & Pico

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	90	.06*	290	.18*	
NBT	0	0	0		0		
NBR	2	3200	840	.26	890	.28	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	230	.14	260	.16	
EBT	2	3200	2160	.68*	1780	.56*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	4800	980	.20	1800	.38	
WBR	f		1170		1160		
Right Turn Adjustment			NBR	.20*	NBR	.10*	
TOTAL CAPACITY UTILIZATION				.94		.84	

125. I-5 SB Ramp & E1 Cm Real

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	140	.09	140	.09	
NBT	0	0	0		0		
NBR	1	1600	220	.14	130	.08	
SBL	1	1600	220	.14*	430	.27*	
SBT	1	1600	60	.04	190	.12	
SBR	1	1600	140	.09	260	.16	
EBL	0	0	0		0		
EBT	2	3200	310	.13*	760	.28*	
EBR	0	0	90		130		
WBL	1	1600	20	.01*	40	.03*	
WBT	2	3200	410	.13	500	.16	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.16*		NBR	.06*	

TOTAL CAPACITY UTILIZATION .44 .64

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	70	.04*	160	.10*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	180	.11*	130	.08	
EBT	2	3200	470	.15	970	.30*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	380	.24*	410	.21	
WBR	0	0	380		270		

TOTAL CAPACITY UTILIZATION .39 .40

127. I-5 SB Ramps & Cristianitos

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	50	.03*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .25

128. I-5 NB Ramps & Cristianitos

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	80	.05	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment					NBR	.04*	

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Baseline

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.08*			

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Baseline

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment					NBR	.02*	

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)						2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)w/Mit							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR		
NBL	2	3400	900	.26*	840	.25*	NBL	3	5100	900	.18*	840	.16*
NBT	3	5100	1060	.21	840	.16	NBT	3	5100	1060	.21	840	.16
NBR	1	1700	620	.36	610	.36	NBR	1	1700	620	.36	610	.36
SBL	2	3400	150	.04	110	.03	SBL	2	3400	150	.04	110	.03
SBT	3	5100	1190	.23*	1200	.24*	SBT	4	6800	1190	.18*	1200	.18*
SBR	f		1030		560		SBR	f		1030		560	
EBL	2	3400	770	.23*	960	.28	EBL	2	3400	770	.23*	960	.28
EBT	3	5100	900	.18	1400	.27*	EBT	3	5100	900	.18	1400	.27*
EBR	1	1700	570	.34	730	.43	EBR	f		570		730	
WBL	2	3400	800	.24	790	.23*	WBL	2	3400	800	.24	790	.23*
WBT	3	5100	1170	.23*	640	.13	WBT	3	5100	1170	.23*	640	.13
WBR	1	1700	300	.18	80	.05	WBR	1	1700	300	.18	80	.05
Right Turn Adjustment		EBR	.12*	EBR	.16*		Clearance Interval				.05*	.05*	
Clearance Interval			.05*		.05*		Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION			1.12		1.20		TOTAL CAPACITY UTILIZATION			.87		.89	

46. Antonio/La Pata & Ortega

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	40	.02*	60	.04	
NBT	1	1700	10	.01	50	.04*	
NBR	0	0	10		20		
SBL	1	1700	60	.04	110	.06*	
SBT	2	3400	50	.03*	10	.01	
SBR	0	0	1710	1.01	1060	.62	
EBL	2	3400	960	.28*	1440	.42*	
EBT	1	1700	340	.20	760	.45	
EBR	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01	
WBT	1	1700	550	.32*	540	.32*	
WBR	1	1700	90	.05	70	.04	
Right Turn Adjustment		SBR	.98*		SBR	.56*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			1.68		1.45		

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)w/Mit							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	40	.02*	60	.04	
NBT	1	1700	10	.01	50	.04*	
NBR	0	0	10		20		
SBL	1	1700	60	.04	110	.06*	
SBT	1	1700	50	.03*	10	.01	
SBR	f		1710		1060		
EBL	2	3400	960	.28*	1440	.42*	
EBT	1	1700	340	.20	760	.45	
EBR	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	550	.16*	540	.16*	
WBR	1	1700	90	.05	70	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.54		.73

31. Antonio & Crown Valley

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	1090	.32*	1130	.33*	
NBT	3	5100	1630	.32	1260	.25	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1200	.24*	1420	.28*	
SBR	f		1070		1110		
EBL	2	3400	820	.24*	1140	.34*	
EBT	0	0	0		0		
EBR	2	3400	600	.18	1220	.36	
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			.85		1.02		

74. Antonio & North River

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	50	.03	120	.07	
NBT	3	5100	430	.08*	640	.13*	
NBR	f		510		1000		
SBL	2	3400	1090	.32*	1350	.40*	
SBT	3	5100	720	.14	580	.11	
SBR	d	1700	40	.02	160	.09	
EBL	1	1700	160	.09	80	.05	
EBT	1	1700	130	.08*	70	.04*	
EBR	1	1700	150	.09	70	.04	
WBL	2	3400	900	.26*	600	.18*	
WBT	1	1700	50	.03	110	.06	
WBR	f		1370		1520		
Right Turn Adjustment			EBR	.01*			
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.80		1.02		

160. SR-241 SB Ramps & C St

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		160	.09*	530		
SBT	0	5100	0		0	.28*	
SBR	1.5		620	.18	880		
EBL	0	0	0		0		
EBT	2	3400	1320	.39*	1040	.31*	
EBR	0	0	10		10		
WBL	1	1700	40	.02*	60	.04*	
WBT	2	3400	310	.09	340	.10	
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.09*				
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.64		.68		

161. SR-241 NB Ramps & C St

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	10	.01*	10	.01*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	40	.02	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	1030	.30*	650	.19*	
EBT	2	3400	440	.13	910	.27	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	350	.10*	400	.12*	
WBR	1	1700	520	.31	270	.16	
Right Turn Adjustment		Multi	.23*	Multi	.05*		
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.69		.42		

162. SR-241 SB & North River

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	f		200		440		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	f		120		830		
EBL	0	0	0		0		
EBT	2	3400	490	.14	920	.27*	
EBR	f		620		180		
WBL	0	0	0		0		
WBT	2	3400	810	.24*	560	.16	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .29 .32

163. SR-241 NB & North River

2025 FEC-OHV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	f		0		0		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	f		0		0		
EBL	0	0	0		0		
EBT	2	3400	690	.20	1350	.40*	
EBR	f		0		0		
WBL	0	0	0		0		
WBT	2	3400	810	.24*	560	.16	
WBR	f		630		320		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .29 .45

ICU Data Set 18

**2025 FEC-OHV-Initial and Ultimate Alternatives
(Buildout Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	1	1700	250	.15	140	.08*	
NBT	2	3400	1170	.34*	660	.19	
NBR	1	1700	470	.28	310	.18	
SBL	1	1700	60	.04*	120	.07	
SBT	2	3400	610	.18	810	.24*	
SBR	1	1700	470	.28	660	.39	
EBL	2	3400	40	.01*	540	.16*	
EBT	3	5100	1590	.31	2450	.48	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	160	.05	210	.06	
WBT	3	5100	2340	.46*	1970	.39*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR	.04*		SBR	.03*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.94			.95	

2. Jeronimo & Alicia

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	2	3400	510	.15	240	.07*	
NBT	2	3400	870	.28*	470	.16	
NBR	0	0	70		90		
SBL	2	3400	70	.02*	70	.02	
SBT	2	3400	420	.12	1030	.30*	
SBR	1	1700	320	.19	740	.44	
EBL	2	3400	490	.14*	430	.13	
EBT	3	5100	800	.16	1580	.31*	
EBR	d	1700	140	.08	430	.25	
WBL	2	3400	110	.03	160	.05*	
WBT	3	5100	1120	.22*	960	.19	
WBR	d	1700	70	.04	140	.08	
Right Turn Adjustment					SBR	.01*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.71	.79	

3. Trabuco & Alicia

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	2	3400	170	.05	290	.09	
NBT	2	3400	840	.25*	650	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	220	.06*	730	.21*	
SBT	2	3400	420	.12	670	.20	
SBR	d	1700	90	.05	160	.09	
EBL	2	3400	180	.05*	170	.05	
EBT	3	5100	600	.12	1320	.26*	
EBR	d	1700	40	.02	170	.10	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1420	.28*	930	.18	
WBR	d	1700	480	.28	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.73		

4. Marguerite & Alicia

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	1	1700	80	.05*	60	.04	
NBT	2	3400	350	.10	450	.13*	
NBR	d	1700	60	.04	100	.06	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	600	.18*	390	.11	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	200	.06*	440	.13	
EBT	2	3400	760	.22	1250	.37*	
EBR	d	1700	40	.02	80	.05	
WBL	1	1700	120	.07	80	.05*	
WBT	3	5100	1150	.23*	740	.15	
WBR	d	1700	60	.04	70	.04	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.57	.65	

5. Olympiad & Alicia

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	310	.18*	120	.07*	
NBT	2	3400	400	.12	580	.17	
NBR	d	1700	380	.22	390	.23	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	460	.15*	500	.16*	
SBR	0	0	60		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	780	.15*	980	.19*	
EBR	d	1700	120	.07	260	.15	
WBL	1	1700	420	.25*	400	.24*	
WBT	3	5100	770	.15	720	.14	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.78		.71		

6. Santa Margarita & Alicia

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1020	.30*	1240	.36*	
NBT	3	5100	1220	.24	1590	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1410	.28*	1570	.31*	
SBR	1	1700	30	.02	130	.08	
EBL	2	3400	10	.00	140	.04*	
EBT	0	0	0		0		
EBR	2	3400	1100	.32	1610	.47	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.02*	EBR	.07*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.65		.83		

7. Marguerite & Trabuco

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	650	.19*	590	.17*	
NBT	2	3400	580	.17	640	.19	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	830	.24*	480	.14*	
SBR	d	1700	70	.04	70	.04	
EBL	1	1700	50	.03*	130	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	540	.32	690	.41	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment		EBR	.15*	EBR	.24*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.72		

8. Marguerite & Jeronimo

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	350	.21*	270	.16*	
NBT	2	3400	830	.24	1030	.30	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	120	.07	
SBT	2	3400	1100	.32*	880	.26*	
SBR	d	1700	100	.06	90	.05	
EBL	1	1700	170	.10*	100	.06	
EBT	2	3400	140	.04	390	.11*	
EBR	1	1700	350	.21	480	.28	
WBL	1	1700	260	.15	80	.05*	
WBT	2	3400	480	.14*	180	.05	
WBR	d	1700	100	.06	90	.05	
Right Turn Adjustment				EBR	.05*		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		.68		

9. Olympiad & Jeronimo

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	300	.18*	140	.08*	
NBT	2	3400	670	.20	880	.26	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	680	.27*	730	.26*	
SBR	0	0	230		140		
EBL	1	1700	140	.08*	140	.08*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	210	.12	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.47		

10. Marguerite & La Paz

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	2	3400	240	.07*	330	.10*	
NBT	2	3400	830	.24	1100	.32	
NBR	d	1700	150	.09	170	.10	
SBL	2	3400	120	.04	200	.06	
SBT	2	3400	1000	.29*	1150	.34*	
SBR	1	1700	170	.10	120	.07	
EBL	2	3400	240	.07*	340	.10	
EBT	2	3400	320	.09	1070	.31*	
EBR	1	1700	110	.06	190	.11	
WBL	2	3400	370	.11	190	.06*	
WBT	2	3400	490	.14*	370	.11	
WBR	d	1700	220	.13	100	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.86		

11. Olympiad & La Paz

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	250	.15*	190	.11*	
NBT	2	3400	940	.28	750	.22	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	600	.26*	730	.28*	
SBR	0	0	280		220		
EBL	1	1700	140	.08*	310	.18*	
EBT	0	0	0		0		
EBR	1	1700	100	.06	500	.29	
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			.54		.65		

12. Empresa & Santa Margarita

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1.5		930		1270		
NBT	0.5	3400	40	.29*	10	.38*	
NBR	1	1700	660	.39	470	.28	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1180	.23*	1960	.38*	
EBR	1	1700	1300	.76	670	.39	
WBL	2	3400	730	.21*	540	.16*	
WBT	3	5100	1470	.29	970	.19	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.31*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			1.10		.98		

13. Empresa & Banderas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1140	.39*	540	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	530	.31	620	.36*	
SBR	0	0	640	.38	790	.46	
EBL	1	1700	550	.32*	480	.28*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		80	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		.76		

14. Empresa & Antonio

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	60		60		20
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5				220		510
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140				350
EBL	2	3400	860	.25*	150	.04	
EBT	3	5100	1000	.20	1220	.24*	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02*	
WBT	3	5100	920	.18*	1080	.21	
WBR	f		320				300
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.62		.49		

15. Banderas & Antonio

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	560	.33	
EBL	2	3400	420	.12	390	.11*	
EBT	3	5100	2370	.47*	1320	.26	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1090	.22	1530	.32*	
WBR	0	0	50		90		
Right Turn Adjustment				SBR	.20*		
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION			.72		.71		

16. Cabot & Paseo De Valencia

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	630	.37*	390	.23*	
NBT	2	3400	510	.15	500	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	590	.19*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	330	.19	670	.39	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.21*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.51		.69		

17. Cabot & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	2	3400	200	.06	210	.06	
NBT	2	3400	790	.23*	370	.11*	
NBR	1	1700	190	.11	770	.45	
SBL	2	3400	290	.09*	730	.21*	
SBT	2	3400	290	.09	710	.21	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	980	.19	1360	.27*	
EBR	1	1700	150	.09	140	.08	
WBL	2	3400	350	.10	380	.11*	
WBT	3	5100	1470	.29*	1260	.25	
WBR	1	1700	450	.26	430	.25	
Right Turn Adjustment					NBR	.26*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.70		1.01		

18. Marguerite & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	2	3400	400	.12	230	.07	
NBT	2	3400	940	.28*	870	.26*	
NBR	1	1700	50	.03	90	.05	
SBL	2	3400	220	.06*	530	.16*	
SBT	2	3400	690	.20	960	.28	
SBR	1	1700	360	.21	190	.11	
EBL	2	3400	150	.04*	240	.07	
EBT	4	6800	1420	.21	1870	.28*	
EBR	d	1700	110	.06	400	.24	
WBL	2	3400	100	.03	140	.04*	
WBT	4	6800	2480	.36*	1540	.23	
WBR	d	1700	100	.06	200	.12	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.79				.79

19. Felipe & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	100	.06	100	.06	
NBT	2	3400	440	.13*	490	.14*	
NBR	1	1700	60	.04	240	.14	
SBL	1	1700	310	.18*	490	.29*	
SBT	2	3400	450	.13	460	.14	
SBR	d	1700	120	.07	220	.13	
EBL	1	1700	170	.10*	230	.14	
EBT	3	5100	1550	.30	2230	.44*	
EBR	d	1700	90	.05	200	.12	
WBL	1	1700	290	.17	210	.12*	
WBT	3	5100	2040	.40*	1660	.33	
WBR	d	1700	570	.34	380	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.86		1.04		

21. Marguerite & Felipe

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	950	.28*	980	.29*	
NBR	d	1700	290	.17	850	.50	
SBL	1	1700	120	.07*	400	.24*	
SBT	2	3400	850	.25	920	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	40	.02	
EBT	1	1700	60	.05*	60	.05*	
EBR	0	0	30		30		
WBL	1.5		790		500		
WBT	0.5	3400	30	.24*	20	.15*	
WBR	1	1700	240	.14	120	.07	
Right Turn Adjustment					NBR	.10*	
Clearance Interval						.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.69				.88

22. Moulton & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	180	.05	250	.07	
NBT	3	5100	1350	.26*	1480	.29*	
NBR	1	1700	390	.23	160	.09	
SBL	2	3400	190	.06*	260	.08*	
SBT	3	5100	790	.15	1410	.28	
SBR	1	1700	180	.11	140	.08	
EBL	2	3400	430	.13	240	.07	
EBT	3	5100	850	.21*	850	.21*	
EBR	0	0	210		210		
WBL	2	3400	210	.06*	400	.12*	
WBT	3	5100	590	.12	1010	.20	
WBR	1	1700	160	.09	140	.08	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.75		

23. Greenfield & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0.5				40		40
NBT	1.5	3400			110	.06*	50
NBR	0				60		20
SBL	2	3400			880	.26*	1140
SBT	1	1700			50	.03	170
SBR	1	1700			40	.02	480
EBL	2	3400			520	.15*	240
EBT	3	5100			870	.17	1330
EBR	0	0			20		50
WBL	1	1700			10	.01	70
WBT	3	5100			1160	.23*	1240
WBR	1	1700			580	.34	1030
Right Turn Adjustment							WBR .11*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.75		.84

24. Cabot & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	60	.04	110	.06*	
NBT	2	3400	290	.09*	240	.07	
NBR	1	1700	300	.18	190	.11	
SBL	2	3400	290	.09*	410	.12	
SBT	2	3400	140	.08	410	.19*	
SBR	0	0	150	.09	250		
EBL	2	3400	230	.07	320	.09	
EBT	3	5100	1690	.36*	2230	.44*	
EBR	0	0	130		10		
WBL	2	3400	300	.09*	610	.18*	
WBT	3	5100	1600	.31	2080	.41	
WBR	1	1700	380	.22	340	.20	
Right Turn Adjustment	NBR			.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		.92		

25. Forbes & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	420	.25	
EBL	1	1700	310	.18*	250	.15*	
EBT	4	6800	1650	.27	2520	.39	
EBR	0	0	160		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2100	.50*	2470	.54*	
WBR	0	0	440		260		
Right Turn Adjustment							SBR .08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.85		1.00

26. Puerta Real & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2.5		30	.01	460		
NBT	0.5	5100	60	.04*	30	.10*	
NBR	1	1700	120	.07	350	.21	
SBL	1	1700	160	.09*	200	.12*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	560	.33	
EBL	2	3400	550	.16*	480	.14	
EBT	4	6800	2190	.35	3010	.50*	
EBR	0	0	160		370		
WBL	2	3400	80	.02	.330	.10*	
WBT	4	6800	2980	.45*	2600	.42	
WBR	0	0	100		230		
Right Turn Adjustment		SBR	.01*	Multi	.10*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.97		

27. El Regateo & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		330	.10*	480	.14*	
NBT	1.5	5100	30	.05	20	.11	
NBR	0		60		170		
SBL	0.5		30		80		
SBT	1.5	3400	10	.02*	40	.07*	
SBR	0		70	.04	170	.10	
EBL	1	1700	180	.11*	110	.06	
EBT	4	6800	2050	.30	3170	.47*	
EBR	1	1700	240	.14	270	.16	
WBL	1	1700	270	.16	220	.13*	
WBT	4	6800	2750	.42*	2500	.38	
WBR	0	0	130		70		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.86		

28. Los Altos & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		220		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1820	.29	3290	.49*	
EBR	0	0	160		20		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3090	.50*	2360	.35	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.92		

29. Bellojente & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	1800	.27	3630	.54*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3630	.55*	2370	.35	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.67		

30. Marguerite & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	2	3400	200	.06*	170	.05	
NBT	2	3400	560	.16	720	.21*	
NBR	1	1700	480	.28	640	.38	
SBL	2	3400	200	.06	580	.17*	
SBT	2	3400	760	.22*	630	.19	
SBR	1	1700	1070	.63	330	.19	
EBL	2	3400	560	.16*	1020	.30*	
EBT	4	6800	1230	.18	2440	.36	
EBR	1	1700	60	.04	220	.13	
WBL	2	3400	690	.20	720	.21	
WBT	4	6800	2460	.36*	1910	.28*	
WBR	1	1700	620	.36	240	.14	
Right Turn Adjustment		SBR		.29*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.14 1.01

32. Golden Lantern & P. Colinas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01
NBT	3	5100	2170	.43*	1010	.20*
NBR	2	3400	880	.26	370	.11
SBL	1	1700	410	.24*	240	.14*
SBT	3	5100	810	.16	1520	.30
SBR	0	0	10		10	
EBL	1	1700	20	.01*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1.5		170		740	
WBT	0.5	3400	10	.05*	10	.22*
WBR	1	1700	180	.11	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.78		62

TOTAL CAPACITY UTILIZATION .78 62

33. Cabot & P. Colinas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	80	.02*	140	.04*
SBT	0	0	0		0	
SBR	2	3400	220	.06	700	.21
EBL	1	1700	520	.31*	230	.14*
EBT	2	3400	630	.19	300	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	150	.09*	450	.16*
WBR	0	0	150		80	
Right Turn Adjustment Clearance Interval					SBR	.06*
				.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .45

34. Cm Capistrano & P. Colinas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	0	0	0		0	
NBT	0.5	3400	300	.18*	310	{.26}*
NBR	1.5		260	.15	770	
SBL	1	1700	30	.02*	60	.04*
SBT	1	1700	130	.08	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		480	
WBT	0	3400	0	.15*	0	.16*
WBR	0.5		80		60	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .51

35. Camino Capistrano & Avery

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	50	.03*	40	.02*	
NBR	1	1700	530	.31	370	.22	
SBL	2	3400	560	.16*	910	.27*	
SBT	1	1700	20	.01	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	450	.26*	620	.36*	
WBT	0	0	0		0		
WBR	2	3400	520	.15	1020	.30	
Right Turn Adjustment		NBR	.08*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.70		

36. Marguerite & Avery

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	560	.33*	350	.21*	
NBT	2	3400	600	.18	560	.16	
NBR	d	1700	180	.11	40	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	390	.11*	760	.22*	
SBR	d	1700	370	.22	670	.39	
EBL	2	3400	620	.18*	890	.26*	
EBT	2	3400	200	.12	320	.19	
EBR	0	0	310	.18	350	.21	
WBL	1	1700	20	.01	190	.11	
WBT	2	3400	140	.06*	200	.08*	
WBR	0	0	60		80		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.73		.82

37. Glnd Lantern & Marina Hills

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	190	.11	150	.09*	
NBT	3	5100	1720	.34*	860	.17	
NBR	1	1700	480	.28	400	.24	
SBL	1	1700	260	.15*	280	.16	
SBT	3	5100	760	.15	1520	.30*	
SBR	1	1700	190	.11	380	.22	
EBL	2	3400	650	.19*	350	.10*	
EBT	2	3400	310	.18	170	.10	
EBR	0	0	300		190	.11	
WBL	2	3400	310	.09	620	.18	
WBT	2	3400	150	.09*	330	.19*	
WBR	0	0	200	.12	310		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.82		.73		

38. Cm Capistrano & Los Padres

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	2	3400	360	.11*	600	.18*	
NBT	2	3400	30	.01	10	.00	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	40	.02*	
SBR	0	0	270	.16	620	.36	
EBL	1.5		480	{.17}* 0	260	{.12}* 0	
EBT	0	5100	0	{.17}	0	{.12}	
EBR	1.5		550		560		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		SBR	.02*		SBR	.25*	
Clearance Interval			.05*		.05*	.05*	
TOTAL CAPACITY UTILIZATION					.36		.62

39. Cm Capistrano & J. Serra

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	0	0	0		0		
NBT	2	3400	250	.07*	290	.09*	
NBR	1	1700	1230	.72	900	.53	
SBL	2	3400	490	.14*	440	.13*	
SBT	2	3400	220	.06	490	.14	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	2	3400	840	.25*	1300	.38*	
WBT	0	0	0		0		
WBR	1	1700	270	.16	560	.33	
Right Turn Adjustment		NBR	.40*		NBR	.06*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							
TOTAL CAPACITY UTILIZATION			.91		.71		

40. Rancho Viejo & J. Serra

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	2	3400	570	.17*	520	.15*	
NBT	2	3400	490	.15	240	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}*}	460	{.17}*}	
SBR	1.5		600		740		
EBL	1.5		700		530		
EBT	0.5	3400	30	.31*	10	.26*	
EBR	0		320		350		
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		.64		

41. Cm Capistrano & Oso Road

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	0	0	40		60	{.04}*}	
NBT	2	3400	1040	.32*	600	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	540	.19	610	.35*	
SBR	0	0	110		590		
EBL	1	1700	530	.31*	230	.14*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.58		

42. Cm Capistrano & Ortega

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	660	.39*	630	.37*	
NBR	1	1700	110	.06	70	.04	
SBL	1	1700	170	.10*	160	.09*	
SBT	1	1700	560	.33	570	.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	150	.09	260	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.63		.61		

43. Del Obispo & Ortega

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL
NBL	1	1700	50	.03*	120	.07*
NBT	0	0	0		0	
NBR	2	3400	1030	.30	1060	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	510	.18*	510	.19*
EBR	0	0	90		130	
WBL	2	3400	980	.29*	1240	.36*
WBT	1	1700	660	.39	720	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		67

44. Rancho Viejo & Ortega

45. La Novia & Ortega

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	590	.17*	320	.09*
NBT	0	0	0		0	
NBR	1	1700	130	.08	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	1210	.36	1880	.55*
EBR	1	1700	350	.21	340	.20
WBL	1	1700	240	.14	190	.11*
WBT	2	3400	1860	.55*	1320	.39
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

47. Alipaz & Del Obispo

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	20		30	
NBT	1	1700	70	.05*	60	.05*
NBR	2	3400	670	.20	640	.19
SBL	1	1700	60	.04	50	.03
SBT	1	1700	60	.09*	150	.27*
SBR	0	0	90		310	
EBL	1	1700	290	.17	140	.08
EBT	2	3400	600	.19*	620	.19*
EBR	0	0	40		30	
WBL	1	1700	460	.27*	410	.24*
WBT	2	3400	680	.21	1040	.31
WBR	0	0	40		10	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

48. Cm Capistrano & Del Obispo

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	630	.19	470	.14*	
NBT	1	1700	850	.50*	510	.30	
NBR	1	1700	240	.14	250	.15	
SBL	1	1700	40	.02*	80	.05	
SBT	1	1700	440	.26	800	.47*	
SBR	1	1700	650	.38	140	.08	
EBL	1	1700	230	.14	290	.17*	
EBT	2	3400	840	.25*	610	.18	
EBR	1	1700	440	.26	480	.28	
WBL	2	3400	250	.07*	450	.13	
WBT	2	3400	480	.17	710	.22*	
WBR	0	0	90		40		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.89		1.05	

49. Cm Capistrano & San Juan C.

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	2	3400	660	.19*	820	.24*	
NBR	1	1700	490	.29	680	.40	
SBL	2	3400	250	.07*	1030	.30*	
SBT	2	3400	660	.19	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				1050		.25*
WBT	0	5100	0	{.37}* ¹	0		
WBR	1.5				930		.640 {.15}
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.68		.84

50. Valle & San Juan Creek

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		620	.18*	540	.16*	
NBT	0	5100	0		0		
NBR	1.5		240	.14	260	.15	
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	1040	.50*	
EBR	0	0	350		670		
WBL	1	1700	230	.14	170	.10*	
WBT	2	3400	1360	.40*	940	.28	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.63		.81	

51. La Novia & San Juan Creek

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	170	.10	160	.09	
NBT	1	1700	270	.24*	150	.13*	
NBR	0	0	140		70		
SBL	1	1700	210	.12*	370	.22*	
SBT	1	1700	140	.08	190	.11	
SBR	1	1700	500	.29	380	.22	
EBL	1	1700	300	.18*	260	.15	
EBT	2	3400	260	.08	800	.24*	
EBR	d	1700	60	.04	140	.08	
WBL	1	1700	70	.04	110	.06*	
WBT	2	3400	890	.26*	420	.12	
WBR	d	1700	520	.31	250	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.85		.70

53. Del Obispo & Del Avion

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	190	.11*	170	.10*	
NBT	2	3400	340	.19	390	.18	
NBR	0	0	320		210		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	260	.15*	430	.25*	
SBR	0	0	420	.25	440	.26	
EBL	1.5		230		200		
EBT	1.5	5100	360	.12*	190	.11*	
EBR	0		10		190		
WBL	1	1700	320	.19*	160	.09*	
WBT	2	3400	200	.09	100	.06	
WBR	0	0	110		110	.06	
Right Turn Adjustment		SBR		.01*			
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.63		.60		

54. Alipaz & Del Avion

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	0	0	10		40	{.02}* 0	
NBT	1	1700	70	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	270	.16	160	.09	
EBL	1	1700	460	.27*	300	.18*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.37		.31

55. Del Obispo & Stonehill

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	80	.05	150	.09	
NBT	2	3400	200	.09*	400	.16*	
NBR	0	0	110		140		
SBL	1	1700	320	.19*	280	.16*	
SBT	2	3400	410	.16	530	.19	
SBR	0	0	120		110		
EBL	1	1700	170	.10	210	.12*	
EBT	2	3400	760	.26*	650	.24	
EBR	0	0	110		150		
WBL	1	1700	100	.06*	240	.14	
WBT	2	3400	520	.15	910	.27*	
WBR	1	1700	210	.12	520	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.65		.76		

56. Los Mares & Las Ramblas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	2	3400	130	.04*	60	.02*	
NBT	0	0	0		0		
NBR	1	1700	310	.18	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	150	.04*	230	.07*	
EBR	1	1700	140	.08	450	.26	
WBL	1	1700	80	.05*	290	.17*	
WBT	2	3400	40	.01	50	.01	
WBR	0	0	0		0		
Right Turn Adjustment		Multi		.11*	EBR	.17*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.29		.48

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		840		1150		
SBT	0	5100	0	{.30}*	0	{.44}**	
SBR	1.5		810		1270		
EBL	0	0	0		0		
EBT	3	5100	1880	.37*	1850	.36*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1320	.26	1140	.22	
WBR	f		680		860		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.85		

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		100	.03*	320	{.18}*	
NBT	0	5100	0		0	.18	
NBR	1.5		100	{.00}	600		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1110	.22	2510	.49*	
EBR	f		1600		490		
WBL	0	0	0		0		
WBT	3	5100	1910	.37*	1690	.33	
WBR	f		1450		700		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.45		.72		

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	120	.07*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	460	.14	520	.15	
SBL	2	3400	200	.06	520	.15*	
SBT	2	3400	210	.06*	300	.09	
SBR	1	1700	260	.15	280	.16	
EBL	0	0	0		0		
EBT	2	3400	1020	.30*	970	.29	
EBR	1	1700	110	.06	180	.11	
WBL	2	3400	200	.06*	250	.07	
WBT	2	3400	570	.28	790	.36*	
WBR	0	0	390		430		
Right Turn Adjustment	Multi		.05*	SBR	.01*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.59		.71		

103. I-5 NB/Muirlands & La Paz

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		80	.05	90		
NBT	1	6800	900	.26*	240	{.09}* 340	
NBR	1.5		140				
SBL	2	3400	550	.16*	970	.29*	
SBT	0	0	0		0		
SBR	2	3400	460	.14	330	.10	
EBL	2	3400	220	.06*	320	.09*	
EBT	2	3400	860	.25	1130	.33	
EBR	f		470		330		
WBL	0	0	0		0		
WBT	3	5100	1260	.35*	1070	.31*	
WBR	0	0	500		540	.32	
Clearance Interval					.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.88		.83		

104. I-5 SB Ramps & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3400	760	.22*	1100	.32*	
SBT	0	0	0		0	0	
SBR	1	1700	310	.18	460	.27	
EBL	0	0	0		0	0	
EBT	3	5100	1040	.20	2080	.41*	
EBR	f		420		770		
WBL	0	0	0		0	0	
WBT	3	5100	1960	.38*	1620	.32	
WBR	f		710		380		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.65		.78	

105. I-5 NB Ramps & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	500	.29*	490	.29*	
NBT	0	0	0		0	0	
NBR	1	1700	290	.17	540	.32	
SBL	0	0	0		0	0	
SBT	0	0	0		0	0	
SBR	0	0	0		0	0	
EBL	0	0	0		0	0	
EBT	3	5100	1650	.32	2530	.50*	
EBR	f		270		650		
WBL	0	0	0		0	0	
WBT	3	5100	2160	.42*	1510	.30	
WBR	f		1260		700		
Right Turn Adjustment						NBR	.03*
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.76		.87	

106. I-5 SB Ramps & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2.5		1210	.24*	1770	.35*	
SBT	0	8500	0		0	0	
SBR	2.5		720	.21	1240	{.28}	
EBL	0	0	0		0	0	
EBT	4	6800	1650	.24	2520	.37*	
EBR	1	1700	280	.16	460	.27	
WBL	2	3400	490	.14	600	.18*	
WBT	3	5100	2120	.42*	1650	.32	
WBR	0	0	0		0	0	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.95	

107. I-5 NB Ramps & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		660	{.26}*	210	.12*	
NBT	0	5100	0	.26	0	0	
NBR	1.5		660		470	.14	
SBL	0	0	0		0	0	
SBT	0	0	0		0	0	
SBR	0	0	0		0	0	
EBL	0	0	0		0	0	
EBT	2.5	6800	2180	.43*	3370	.66*	
EBR	1.5		720	.42	890	.52	
WBL	0	0	0		0	0	
WBT	3	5100	1960	.38	2040	.40	
WBR	f		1460		1580		
Right Turn Adjustment						NBR	.02*
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.74		.85	

108. I-5 SB Ramps & Avery

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	0	0	0	0	
NBT	0	0	0	0	
NBR	0	0	0	0	
SBL	2	3400	370 .11*	640 .19*	
SBT	0	0	0	0	
SBR	1	1700	330 .19	510 .30	
EBL	0	0	0	0	
EBT	1.5	5100	870 .26*	1010 .30*	
EBR	1.5		210 .12	270 .16	
WBL	1	1700	270 .16*	150 .09*	
WBT	2	3400	640 .19	1110 .33	
WBR	0	0	0	0	
Right Turn Adjustment				SBR .06*	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.58	.69	

109. I-5 NB Ramps & Avery

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	1.5			260 .08*	340 .10*
NBT	0	5100		0	0
NBR	1.5			380 {.03}	400 {.06}
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	1	1700	490 .29*	510 .30*	
EBT	2	3400	770 .23	1140 .34	
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	2	3400	670 .20*	930 .27*	
WBR	f		430	290	
Clearance Interval				.05*	.05*
TOTAL CAPACITY UTILIZATION				.62	.72

110. I-5 SB Ramps & J. Serra

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	0	0	0	0	
NBT	0	0	0	0	
NBR	0	0	0	0	
SBL	1.5		210 .06*	350	
SBT	0	5100	0	0 {.19}* {.19}*	
SBR	1.5		580 .17	920	
EBL	0	0	0	0	
EBT	2	3400	1370 .40*	1090 .32*	
EBR	d	1700	340 .20	260 .15	
WBL	1	1700	250 .15*	320 .19*	
WBT	2	3400	530 .16	940 .28	
WBR	0	0	0	0	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.66	.75	

111. I-5 NB Ramps & J. Serra

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)					
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C	
NBL	2	3400	120 .04*	270 .08*	
NBT	0	0	0	0	
NBR	1	1700	270 .16	200 .12	
SBL	0	0	0	0	
SBT	0	0	0	0	
SBR	0	0	0	0	
EBL	2	3400	810 .24*	750 .22*	
EBT	2	3400	770 .23	690 .20	
EBR	0	0	0	0	
WBL	0	0	0	0	
WBT	1.5	5100	670 {.22}* {.22}*	980 .29*	
WBR	1.5		510	290 .17	
Clearance Interval			.05*	.05*	
TOTAL CAPACITY UTILIZATION			.55	.64	

112. I-5 SB Ramps & Ortega

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1180		1340		
SBT	0	5100	0	{.36}*	0	{.43}*	
SBR	1.5		920		980		
EBL	0	0	0		0		
EBT	3	5100	1380	.27*	1320	.26*	
EBR	1	1700	160	.09	250	.15	
WBL	1	1700	240	.14*	240	.14*	
WBT	2	3400	720	.21	970	.29	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.82		.88		

113. I-5 NB Ramps & Ortega

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				250	{.14}*	260 {.11}*
NBT	0	5100			0	{.14}	0 {.11}
NBR	1.5				540		440
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	2	3400	750	.22*	720	.21*	
EBT	3	5100	1820	.36	1930	.38	
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	2	3400	710	.21*	950	.28*	
WBR	f		1380				1180
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.65		

114. Cm Capistrano & I-5 SB

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	970	.29*	1170	.35*	
NBR	0	0	20		20		
SBL	2	3400	620	.18*	500	.15*	
SBT	2	3400	1090	.32	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		800	.24*	1100	.32*	
WBT	0	5100	0		0		
WBR	1.5		170		330	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.76		.87		

115. Valle & La Novia/I-5 NB

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	350	.21*	160	.09*	
NBT	1	1700	170	.10	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	170	.14*	400	.35*	
SBR	1	1700	310	.18	240	.14	
EBL	1	1700	470	.28*	510	.30*	
EBT	1	1700	40	.05	140	.11	
EBR	0	0	50		50		
WBL	0	0	30		40		
WBT	1	1700	260	.17*	70	.06*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.85		.85		

116. Cm Capistrano & Stonehill

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	300	.09	400	.12*	
NBT	2	3400	740	.31*	580	.32	
NBR	0	0	320		510		
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	630	{.21}	1060	{.36}* [*]	
SBR	1.5		870		1170		
EBL	1	1700	540	.32*	520	.31*	
EBT	2	3400	600	.18	800	.24	
EBR	1	1700	260	.15	480	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.84		

117. I-5 SB Ramps & Las Ramblas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	210	.06*	290	.09*	
SBT	0	0	0		0		
SBR	f		540		580		
EBL	0	0	0		0		
EBT	2	3400	520	.15	810	.24*	
EBR	f		960		1180		
WBL	0	0	0		0		
WBT	1	1700	330	.19*	340	.20	
WBR	f		160		130		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.30		.38		

118. I-5 NB Ramps & Las Ramblas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	20		50		
NBT	1	1700	10	.02*	30	.05*	
NBR	1	1700	80	.05	150	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	370	.11	740	.22*	
EBR	f		320		220		
WBL	0	0	0		0		
WBT	3	5100	650	.13*	510	.10	
WBR	0	0	10		10		
Right Turn Adjustment	Multi		.03*		NBR	.04*	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.25		.37		

150. Greenfield & SR-73 SB Ramps

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3400	1130	.40*	690	.26*	
NBR	0	0	220		180		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	280	.08	240	.07	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}*	0	{.20}*	
EBR	1.5		570		910		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.51		.52		

151. Greenfield & SR-73 NB Ramps

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1090	.32*	610	.18*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	90	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	250	.15*	170	.10*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.57		.38		

152. SR-241 SB & S. Margarita

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	370		390		
NBT	1	1700	10	.22*	10	.24*	
NBR	2	3400	530	.16	1710	.50	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1870	.37	2570	.50*	
EBR	1	1700	70	.04	80	.05	
WBL	2	3400	20	.01	20	.01*	
WBT	3	5100	2290	.45*	1260	.25	
WBR	0	0	20		10		
Right Turn Adjustment							NBR .25*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.78		1.08

153. SR-241 NB & S. Margarita

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	60	.02*	20	.01*	
NBT	0	0	0		0		
NBR	f		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	560	.16*	450	.13	
EBT	3	5100	1850	.36	3910	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2250	.44*	1260	.25	
WBR	f		2620		750		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.67		.83		

154. SR-241 SB Ramps & Antonio

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				190	.06*	.24*
SBT	0	5100			0		
SBR	1.5				180	{.05}	.500 {.15}
EBL	0	0	0		0		
EBT	3	5100	1420	.28*	1720	.34*	
EBR	1	1700	20	.01	90	.05	
WBL	1	1700	90	.05*	110	.06*	
WBT	3	5100	1310	.26	1050	.21	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.44		.69

155. SR-241 NB Ramps & Antonio

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		100	.03*	30	.02*	
NBT	0	5100	0	0	0	0	
NBR	1.5		120	{.00}	80	.02	
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	2	3400	670	.20*	210	.06	
EBT	3	5100	930	.18	2310	.45*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1290	.25*	1150	.23	
WBR	1	1700	1580	.93	220	.13	
Right Turn Adjustment		WBR		.66*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.19 .52

156. SR-241 SB Ramps & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	1.5		70	.02*	240		
SBT	0	5100	0	0	0	0	.12*
SBR	1.5		20	.01	370		
EBL	0	0	0	0	0	0	
EBT	2	3400	1140	.34	930	.27	
EBR	1	1700	460	.27	730	.43	
WBL	2	3400	90	.03	70	.02	
WBT	2	3400	1780	.52*	1130	.33*	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.03*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .59 .53

157. SR-241 NB Ramps & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		710	{.22}*	550	{.19}*	
NBT	0	3400	0	.22	0	.19	
NBR	0.5		40		90		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	560	.16*	40	.01	
EBT	2	3400	650	.19	1110	.33*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1160	.34*	620	.18	
WBR	1	1700	450	.26	90	.05	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .77 .57

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	140	.09*	220	.14*	
NBT	1	1600	30	.02	80	.05	
NBR	1	1600	180	.11	120	.08	
SBL	0	0	20		10		
SBT	1	1600	100	.08*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	200	.13*	90	.06*	
EBR	0	0	350	.22	310	.19	
WBL	1	1600	220	.14*	430	.27*	
WBT	2	3200	100	.03	250	.08	
WBR	0	0	10		20		
Right Turn Adjustment		EBR	.02*		EBR	.02*	

TOTAL CAPACITY UTILIZATION .46 .53

59. La Pata & Del Rio

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	270	.17*	580	.36*	
NBT	2	3200	1350	.42	1380	.43	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	1480	.46*	1620	.51*	
SBR	1	1600	20	.01	20	.01	
EBL	0.5				10		20
EBT	0	3200	0	{.22}*	0	{.11}*	
EBR	1.5		890				770
WBL	0	0	0		0		0
WBT	0	0	0		0		0
WBR	0	0	0		0		0

TOTAL CAPACITY UTILIZATION .85 .98

60. La Pata & Vista Hermosa

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3200	530	.17*	770	.24	
NBT	3	4800	760	.16	1300	.27*	
NBR	1	1600	190	.12	240	.15	
SBL	1	1600	220	.14	280	.18*	
SBT	3	4800	1430	.30*	1020	.21	
SBR	1	1600	240	.15	260	.16	
EBL	1	1600	360	.23*	320	.20*	
EBT	2	3200	360	.11	520	.16	
EBR	1	1600	510	.32	360	.23	
WBL	1	1600	530	.33	360	.23	
WBT	2	3200	780	.33*	550	.23*	
WBR	0	0	270		190		

TOTAL CAPACITY UTILIZATION 1.03 .88

61. Talega & Vista Hermosa

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	10	.01*	10	.01*	
NBT	1	1600	10	.04	30	.08	
NBR	0	0	50		90		
SBL	1	1600	200	.13	70	.04	
SBT	0.5	3200	20	{.25}*	20	{.13}*	
SBR	1.5		960		550		
EBL	2	3200	440	.14*	440	.14*	
EBT	2	3200	140	.05	260	.08	
EBR	0	0	10		10		
WBL	1	1600	50	.03	80	.05	
WBT	2	3200	300	.13*	210	.13*	
WBR	0	0	130		430	.27	
Right Turn Adjustment					WBR	.09*	

TOTAL CAPACITY UTILIZATION .53 .50

62. Vera Cruz & Los Mares

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	400	.25*	140	.09*	
NBT	1	1600	10	.03	10	.03	
NBR	0	0	40		30		
SBL	0	0	10		10		
SBT	1	1600	10	.03*	10	.02*	
SBR	0	0	20		10		
EBL	1	1600	10	.01	10	.01*	
EBT	2	3200	460	.14*	300	.09	
EBR	1	1600	270	.17	280	.18	
WBL	1	1600	50	.03*	20	.01	
WBT	2	3200	170	.06	440	.14*	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .45 .26

63. Vera Cruz & Vista Hermosa

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	190	.12*	
NBT	2	3200	70	.03*	280	.09	
NBR	0	0	20		10		
SBL	1	1600	220	.14*	110	.07	
SBT	2	3200	250	.10	80	.05*	
SBR	0	0	80		90	.06	
EBL	1	1600	30	.02	70	.04*	
EBT	2	3200	1520	.51*	1010	.32	
EBR	0	0	100		20		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	1050	.37	1410	.50*	
WBR	0	0	120		190		

TOTAL CAPACITY UTILIZATION .69 .71

64. La Pata & Pico

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	60	.04*	310	.19	
NBT	2	3200	350	.11	1010	.32*	
NBR	1	1600	150	.09	420	.26	
SBL	2	3200	570	.18	540	.17*	
SBT	2	3200	1040	.33*	290	.09	
SBR	f		840		990		
EBL	1	1600	630	.39*	530	.33*	
EBT	3	4800	720	.15	1010	.21	
EBR	1	1600	320	.20	130	.08	
WBL	2	3200	370	.12	160	.05	
WBT	2.5	6400	780	{.16}* [*]	810	{.21}* [*]	
WBR	1.5		570	{.16}	740		

TOTAL CAPACITY UTILIZATION .92 1.03

65. Vista Hermosa & Pico

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	20	.01	320	.20*	
NBT	2	3200	10	.01*	50	.02	
NBR	0	0	10		10		
SBL	2	3200	180	.06*	130	.04	
SBT	1	1600	50	.03	10	.01*	
SBR	1	1600	240	.15	100	.06	
EBL	2	3200	120	.04*	610	.19*	
EBT	3	4800	980	.20	1360	.28	
EBR	1	1600	360	.23	30	.02	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1460	.35*	1330	.32*	
WBR	0	0	220		190		

Right Turn Adjustment SBR .06*

TOTAL CAPACITY UTILIZATION .52 .72

66. PCH & Camino Capistrano

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	2	3200	580	.18*	650	.20	
NBR	1	1600	330	.21	380	.24	
SBL	1	1600	90	.06*	180	.11	
SBT	2	3200	460	.14	1170	.37*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	260	.16*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	40	.03	120	.08	

TOTAL CAPACITY UTILIZATION .40 .53

67. El Camino Real & Pico

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	610	.19*	580	.18*	
NBR	1	1600	160	.10	260	.16	
SBL	2	3200	430	.13*	530	.17*	
SBT	2	3200	410	.13	890	.30	
SBR	0	0	20		80		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	200	.14*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	160	.05*	370	.12*	
WBT	1	1600	80	.05	170	.11	
WBR	1	1600	420	.26	490	.31	
Right Turn Adjustment			WBR	.02*			

TOTAL CAPACITY UTILIZATION .53 .58

68. El Cm. Real & Cristianitos

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	140	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .30

119. I-5 SB Ramps & Estrella

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	810	.25*	930	.29*	
SBT	0	0	0		0		
SBR	1	1600	320	.20	360	.23	
EBL	0	0	0		0		
EBT	2	3200	590	.18*	770	.24*	
EBR	1	1600	300	.19	220	.14	
WBL	1	1600	410	.26*	470	.29*	
WBT	2	3200	390	.12	570	.18	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .69 .82

120. I-5 NB Ramps & Estrella

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0.5		180		260		
NBT	0	3200	0	.15*	0	.24*	
NBR	1.5		300		520		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	1040	.22*	1350	.28*	
EBR	1	1600	370	.23	350	.22	
WBL	0	0	0		0		
WBT	3	4800	750	.16	720	.15	
WBR	f		940		800		

TOTAL CAPACITY UTILIZATION .37 .52

121. I-5 SB Rmps & Vista Hermosa

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				1060	.33*	840
SBT	0	4800			0		0
SBR	1.5				170	.11	400
EBL	1	1600			20	.01	50
EBT	3	4800			360	.08*	490
EBR	0	0			0		0
WBL	0	0	0		0		0
WBT	2	3200			180	.06	480
WBR	f				350		860

TOTAL CAPACITY UTILIZATION .41 .44

122. I-5 NB Ramps & Vista Hermosa

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		40	.03*	10	.01*	
NBT	0	4800	0		0		
NBR	1.5		620	.19	460	.14	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1290	.40*	1120	.35	
EBR	f		140		210		
WBL	0	0	0		0		
WBT	1.5	4800	510	.32	1320	.45*	
WBR	1.5		1150	.36	860		
Right Turn Adjustment	NBR		.16*	NBR	.05*		

TOTAL CAPACITY UTILIZATION .59 .51

124. I-5 NB Ramps & Pico

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600			70	.04*	250
NBT	0	0			0		0
NBR	2	3200			900	.28	990
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	1	1600			250	.16	350
EBT	2	3200			2030	.63*	1460
EBR	0	0			0		0
WBL	0	0	0		0		0
WBT	3	4800			1130	.24	1670
WBR	f				1060		1270
Right Turn Adjustment	NBR		.24*	NBR	.07*		

TOTAL CAPACITY UTILIZATION .91 .80

123. I-5 SB Ramps & Pico

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)w/Mit.							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C		LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C
NBL	0	0	0		0		NBL	0	0	0		0	
NBT	0	0	0		0		NBT	0	0	0		0	
NBR	0	0	0		0		NBR	0	0	0		0	
SBL	1.5		1220	.38*	600	.19*	SBL	1.5		1220	.38*	600	.19*
SBT	0	4800	0		0		SBT	0	4800	0		0	
SBR	1.5		190		490	{.00}	SBR	1.5		190		490	{.07}
EBL	0	0	0		0		EBL	0	0	0		0	
EBT	3	4800	1030	.21*	1230	.26*	EBT	3	4800	1030	.21*	1230	.26*
EBR	1	1600	140	.09	370	.23	EBR	1	1600	140	.09	370	.23
WBL	1	1600	710	.44*	1070	.67*	WBL	2	3200	710	.22*	1070	.33*
WBT	2	3200	490	.15	860	.27	WBT	2	3200	490	.15	860	.27
WBR	0	0	0		0		WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION			1.03		1.12		TOTAL CAPACITY UTILIZATION			.81		.78	

125. I-5 SB Ramp & E1 Cm Real

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)														
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR				
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C			
NBL	1	1600	.140	.09*	.130	.08	NBL	1	1600	.90	.06*	.160	.10*	
NBT	0	0	0	0	0	NBT	0	0	0	0	0	0		
NBR	1	1600	.210	.13	.130	.08	NBR	1	1600	.10	.01	.40	.03	
SBL	1	1600	.210	.13	.420	.26*	SBL	0	0	0	0	0	0	
SBT	1	1600	.60	.04*	.190	.12	SBT	0	0	0	0	0	0	
SBR	1	1600	.190	.12	.260	.16	SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	EBL	1	1600	.180	.11*	.130	.08		
EBT	2	3200	.310	.13*	.710	.27*	EBT	2	3200	.470	.15	.990	.31*	
EBR	0	0	90		140		EBR	0	0	0	0	0		
WBL	1	1600	.20	.01*	.40	.03*	WBL	0	0	0	0	0		
WBT	2	3200	.400	.13	.470	.15	WBT	2	3200	.360	.23*	.400	.21	
WBR	0	0	0		0		WBR	0	0	.430	.27	.260		
Right Turn Adjustment		Multi		.19*	NBR	.06*								
TOTAL CAPACITY UTILIZATION				.46		.62								

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	1	1600	.90	.06*	.160	.10*	NBL	1	.90	.06*	.160	.10*	
NBT	0	0	0	0	0	NBT	0	0	0	0	0		
NBR	1	1600	.10	.01	.40	.03	NBR	1	.10	.01	.40	.03	
SBL	0	0	0	0	0	SBL	0	0	0	0	0		
SBT	0	0	0	0	0	SBT	0	0	0	0	0		
SBR	0	0	0	0	0	SBR	0	0	0	0	0		
EBL	1	1600	.180	.11*	.130	.08	EBL	1	.180	.11*	.130	.08	
EBT	2	3200	.470	.15	.990	.31*	EBT	2	.470	.15	.990	.31*	
EBR	0	0	0	0	0	EBR	0	0	0	0	0		
WBL	0	0	0	0	0	WBL	0	0	0	0	0		
WBT	2	3200	.360	.23*	.400	.21	WBT	2	.360	.23*	.400	.21	
WBR	0	0	.430	.27	.260		WBR	0	.430	.27	.260		
Right Turn Adjustment		NBR		.06*									
TOTAL CAPACITY UTILIZATION				.40		.41							

127. I-5 SB Ramps & Cristianitos

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0	NBL	1	.50	.03*	.40	.03*		
NBT	0	0	0	0	0	NBT	0	0	0	0	0		
NBR	0	0	0	0	0	NBR	1	.240	.15	.140	.09		
SBL	1	1600	.110	.07*	.40	.03*	SBL	0	0	0	0		
SBT	0	0	0	0	0	SBT	0	0	0	0	0		
SBR	1	1600	.50	.03	.80	.05	SBR	0	0	0	0		
EBL	0	0	0	0	0	EBL	1	.120	.08*	.80	.05*		
EBT	1	1600	.110	.09*	.110	.08*	EBT	1	.100	.06	.70	.04	
EBR	0	0	40		20		EBR	0	0	0	0		
WBL	1	1600	.80	.05*	.230	.14*	WBL	0	0	0	0		
WBT	1	1600	.80	.05	.80	.05	WBT	1	.110	.08*	.270	.26*	
WBR	0	0	0		0		WBR	0	10		.140		
Right Turn Adjustment		NBR		.06*									
TOTAL CAPACITY UTILIZATION				.21		.25							

128. I-5 NB Ramps & Cristianitos

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)													
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR			
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C		
NBL	1	1600	.50	.03*	.40	.03*	NBL	1	.50	.03*	.40	.03*	
NBT	0	0	0	0	0	NBT	0	0	0	0	0		
NBR	1	1600	.240	.15	.140	.09	NBR	1	.240	.15	.140	.09	
SBL	0	0	0	0	0	SBL	0	0	0	0	0		
SBT	0	0	0	0	0	SBT	0	0	0	0	0		
SBR	0	0	0	0	0	SBR	0	0	0	0	0		
EBL	1	1600	.120	.08*	.80	.05*	EBL	1	.120	.08*	.80	.05*	
EBT	1	1600	.100	.06	.70	.04	EBT	1	.100	.06	.70	.04	
EBR	0	0	0	0	0	EBR	0	0	0	0	0		
WBL	0	0	0	0	0	WBL	0	0	0	0	0		
WBT	1	1600	.110	.08*	.270	.26*	WBT	1	.110	.08*	.270	.26*	
WBR	0	0	10		.140		WBR	0	.10		.140		
Right Turn Adjustment		NBR		.04*									
TOTAL CAPACITY UTILIZATION				.23		.34							

129. I-5 SB Ramps & Baseline

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment	SBR	.08*					

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Baseline

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment	NBR	.02*					

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	830	.24*	740	.22*	
NBT	3	5100	1120	.22	1060	.21	
NBR	1	1700	640	.38	650	.38	
SBL	2	3400	150	.04	100	.03	
SBT	3	5100	1360	.27*	1250	.25*	
SBR	f		1010		520		
EBL	2	3400	720	.21*	880	.26	
EBT	3	5100	910	.18	1420	.28*	
EBR	f		530		670		
WBL	2	3400	890	.26	860	.25*	
WBT	3	5100	1160	.23*	660	.13	
WBR	1	1700	290	.17	80	.05	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.00 1.05

31. Antonio & Crown Valley

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	1000	.29*	1040	.31*	
NBT	3	5100	1750	.34	1480	.29	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1530	.30*	1580	.31*	
SBR	f		950		1010		
EBL	2	3400	730	.21*	1080	.32*	
EBT	0	0	0		0		
EBR	2	3400	570	.17	1100	.32	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .85 .99

46. Antonio/La Pata & Ortega

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	200	.06*	130	.04	
NBT	2	3400	1020	.30	1270	.37*	
NBR	1	1700	280	.16	540	.32	
SBL	2	3400	50	.01	80	.02*	
SBT	2	3400	1520	.45*	1100	.32	
SBR	1	1700	1250	.74	840	.49	
EBL	2	3400	740	.22*	1110	.33*	
EBT	2	3400	190	.06	620	.18	
EBR	1	1700	90	.05	170	.10	
WBL	2	3400	460	.14	360	.11	
WBT	2	3400	430	.13*	380	.11*	
WBR	1	1700	70	.04	60	.04	
Right Turn Adjustment		SBR	.29*	SBR	.14*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION 1.20 1.02

57. La Pata & Las Ramblas

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	20	.01*	10	.01*	
NBT	2	3400	1340	.39	1370	.40	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	1410	.41*	1400	.41*	
SBR	1	1700	100	.06	320	.19	
EBL	0.5		380	.22*	120		
EBT	0	3400	0		0	.09*	
EBR	1.5		80	.05	200		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .56

52. La Pata & San Juan Creek

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	270	.16*	180	.11*
NBT	2	3400	1380	.41	1360	.40
NBR	0	0	10		10	
SBL	1	1700	20	.01	10	.01
SBT	2	3400	1430	.42*	1370	.40*
SBR	1	1700	620	.36	240	.14
EBL	1	1700	140	.08*	590	.35*
EBT	1	1700	10	.01	20	.01
EBR	1	1700	110	.06	270	.16
WBL	1	1700	10	.01	20	.01
WBT	1	1700	0	.01*	20	.03*
WBR	0	0	10		30	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.94	

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)w/Mit.						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	270	.16*	180	.11*
NBT	2	3400	1380	.41	1360	.40
NBR	0	0	10		10	
SBL	1	1700	20	.01	10	.01
SBT	2	3400	1430	.42*	1370	.40*
SBR	1	1700	620	.36	240	.14
EBL	2	3400	140	.04*	590	.17*
EBT	1	1700	10	.01	20	.01
EBR	1	1700	110	.06	270	.16
WBL	1	1700	10	.01	20	.01
WBT	1	1700	0	.01*	20	.03*
WBR	0	0	10		30	
Right Turn Adjustment			EBC	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.70		.76	

74. Antonio & North River

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	50	.03	160	.09	
NBT	3	5100	780	.15*	1300	.25*	
NBR	f		900		1260		
SBL	2	3400	770	.23*	1070	.31*	
SBT	3	5100	1490	.29	1060	.21	
SBR	d	1700	40	.02	140	.08	
EBL	1	1700	140	.08	80	.05	
EBT	1	1700	100	.06*	70	.04*	
EBR	1	1700	190	.11	80	.05	
WBL	2	3400	1110	.33*	1000	.29*	
WBT	1	1700	40	.02	100	.06	
WBR	f		1200		1160		
Right Turn Adjustment		EBR	.05*	EBR	.01*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.87		.95		

160. SR-241 SB Ramps & C St

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1.5				160	.09*	520
SBT	0	5100			0	0	
SBR	1.5				590	.17	880
EBL	0	0	0		0	0	
EBT	2	3400			1340	.40*	1020
EBR	0	0	10			10	
WBL	1	1700	40	.02*	60	.04*	
WBT	2	3400	320	.09	320	.09	
WBR	0	0	0		0	0	
Right Turn Adjustment		SBR	.08*				
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.64			.66	

161. SR-241 NB Ramps & C St

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	1	1700	10	.01*	10	.01*	
NBT	0	0	0		0	0	
NBR	1	1700	50	.03	40	.02	
SBL	0	0	0		0	0	
SBT	0	0	0		0	0	
SBR	0	0	0		0	0	
EBL	2	3400	1060	.31*	620	.18*	
EBT	2	3400	440	.13	910	.27	
EBR	0	0	0		0	0	
WBL	0	0	0		0	0	
WBT	2	3400	360	.11*	390	.11*	
WBR	1	1700	510	.30	280	.16	
Right Turn Adjustment	Multi		.21*	Multi	.06*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.41		

162. SR-241 SB & North River

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	f				200		420
SBL	0	0	0		0	0	
SBT	0	0	0		0	0	
SBR	f				70		910
EBL	0	0	0		0	0	
EBT	2	3400			360	.11	590
EBR	f				610		130
WBL	0	0	0		0	0	
WBT	2	3400	540	.16*	370	.11	
WBR	0	0	0		0	0	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.21			.22	

163. SR-241 NB & North River

2025 FEC-OHV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	0	0	0		0	
EBT	2	3400	560	.16	1010	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	540	.16*	370	.11
WBR	f		630		320	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.21		.35	

ICU Data Set 19

**2025 FEC-APV-Initial and Ultimate Alternatives
(Committed Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1130	.33*	700	.21	
NBR	1	1700	450	.26	310	.18	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	610	.18	850	.25*	
SBR	1	1700	470	.28	620	.36	
EBL	2	3400	40	.01*	550	.16*	
EBT	3	5100	1620	.32	2470	.48	
EBR	1	1700	130	.08	230	.14	
WBL	2	3400	160	.05	200	.06	
WBT	3	5100	2360	.46*	2030	.40*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.05*			
Clearance Interval				.05*			
TOTAL CAPACITY UTILIZATION			.94		.95		

2. Jeronimo & Alicia

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	530	.16	250	.07*	
NBT	2	3400	870	.28*	470	.16	
NBR	0	0	70		90		
SBL	1	1700	60	.04*	50	.03	
SBT	2	3400	420	.12	1010	.30*	
SBR	1	1700	320	.19	730	.43	
EBL	1	1700	480	.28*	350	.21*	
EBT	3	5100	820	.16	1650	.32	
EBR	d	1700	150	.09	460	.27	
WBL	1	1700	110	.06	160	.09	
WBT	3	5100	1130	.22*	1010	.20*	
WBR	d	1700	60	.04	130	.08	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		.83

3. Trabuco & Alicia

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	200	.12	300	.18	
NBT	2	3400	850	.25*	650	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	210	.12*	670	.39*	
SBT	2	3400	420	.12	720	.21	
SBR	d	1700	90	.05	150	.09	
EBL	1	1700	190	.11*	170	.10	
EBT	3	5100	600	.12	1370	.27*	
EBR	d	1700	40	.02	170	.10	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1390	.27*	980	.19	
WBR	d	1700	440	.26	330	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.80		.95		

4. Marguerite & Alicia

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	110	.06*	60	.04	
NBT	2	3400	350	.10	490	.14*	
NBR	d	1700	70	.04	130	.08	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	610	.18*	430	.13	
SBR	d	1700	360	.21	180	.11	
EBL	2	3400	210	.06	460	.14	
EBT	2	3400	740	.22*	1220	.36*	
EBR	d	1700	30	.02	90	.05	
WBL	1	1700	200	.12*	110	.06*	
WBT	3	5100	1080	.21	730	.14	
WBR	d	1700	50	.03	60	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.63		.65

5. Olympiad & Alicia

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	170	.10*	70	.04	
NBT	2	3400	330	.10	470	.14*	
NBR	d	1700	320	.19	280	.16	
SBL	1	1700	20	.01	50	.03*	
SBT	2	3400	420	.14*	370	.13	
SBR	0	0	70		60		
EBL	1	1700	30	.02	120	.07	
EBT	3	5100	780	.15*	1080	.21*	
EBR	d	1700	100	.06	130	.08	
WBL	1	1700	310	.18*	300	.18*	
WBT	3	5100	890	.17	780	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.62		.61	

6. Santa Margarita & Alicia

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	1040	.31*	1250	.37*	
NBT	3	5100	1290	.25	1560	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1420	.28*	1580	.31*	
SBR	1	1700	30	.02	90	.05	
EBL	2	3400	10	.00	120	.04*	
EBT	0	0	0		0		
EBR	2	3400	1060	.31	1630	.48	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment						EBR	.07*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION				.64		.84	

7. Marguerite & Trabuco

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	670	.39*	590	.35*	
NBT	2	3400	590	.17	690	.20	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	910	.27*	550	.16*	
SBR	d	1700	50	.03	70	.04	
EBL	1	1700	50	.03*	140	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	530	.31	730	.43	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment				EBR	.13*		
Clearance Interval				.05*	.05*		
TOTAL CAPACITY UTILIZATION				.75		.81	

8. Marguerite & Jeronimo

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	390	.23*	270	.16*	
NBT	2	3400	780	.23	1080	.32	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	190	.11	
SBT	2	3400	1160	.34*	910	.27*	
SBR	d	1700	100	.06	90	.05	
EBL	1	1700	190	.11*	100	.06	
EBT	2	3400	140	.04	410	.12*	
EBR	1	1700	350	.21	470	.28	
WBL	1	1700	270	.16	80	.05*	
WBT	2	3400	370	.11*	190	.06	
WBR	d	1700	160	.09	90	.05	
Right Turn Adjustment				EBR	.04*		
Clearance Interval				.05*	.05*		
TOTAL CAPACITY UTILIZATION				.84		.69	

9. Olympiad & Jeronimo

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	220	.13*	130	.08*	
NBT	2	3400	430	.13	650	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	510	.23*	450	.17*	
SBR	0	0	260		140		
EBL	1	1700	130	.08*	190	.11*	
EBT	0	0	0		0		
EBR	1	1700	70	.04	220	.13	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.41		

10. Marguerite & La Paz

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	230	.07*	340	.10*	
NBT	2	3400	820	.24	1130	.33	
NBR	d	1700	140	.08	160	.09	
SBL	2	3400	130	.04	220	.06	
SBT	2	3400	1020	.30*	1130	.33*	
SBR	1	1700	210	.12	140	.08	
EBL	2	3400	220	.06*	350	.10	
EBT	2	3400	320	.09	1090	.32*	
EBR	1	1700	100	.06	210	.12	
WBL	2	3400	340	.10	190	.06*	
WBT	2	3400	460	.14*	370	.11	
WBR	d	1700	370	.22	120	.07	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.62		.86		

11. Olympiad & La Paz

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	390	.23*	230	.14*	
NBT	2	3400	660	.19	560	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.21*	530	.20*	
SBR	0	0	190		150		
EBL	1	1700	120	.07*	260	.15*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	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			.56		.62		

12. Empresa & Santa Margarita

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1.5		990		1220		
NBT	0.5	3400	40	.30*	10	.36*	
NBR	1	1700	640	.38	460	.27	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1210	.24*	1960	.38*	
EBR	1	1700	1240	.73	700	.41	
WBL	2	3400	680	.20*	520	.15*	
WBT	3	5100	1500	.29	1000	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.26*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			1.06		.95		

13. Empresa & Banderas

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	50	.03	70	.04*	
NBT	2	3400	1200	.41*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	610	.36*	
SBR	0	0	560	.33	800	.47	
EBL	1	1700	530	.31*	440	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		90	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.83		.74	

14. Empresa & Antonio

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	60		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		330		
EBL	2	3400	870	.26*	140	.04*	
EBT	3	5100	970	.19	1110	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	810	.16*	1040	.20*	
WBR	f		380		300		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.61		.48

15. Banderas & Antonio

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
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	390	.23	560	.33	
EBL	2	3400	390	.11	350	.10*	
EBT	3	5100	2340	.46*	1180	.23	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	950	.19	1450	.30*	
WBR	0	0	40		90		
Right Turn Adjustment				SBR	.21*		
Clearance Interval					.05*		
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.71		.69	

16. Cabot & Paseo De Valencia

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	620	.36*	390	.23*	
NBT	2	3400	480	.14	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	530	.17*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	320	.19	650	.38	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EVR	.20*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.50		.66

17. Cabot & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	220	.06	
NBT	2	3400	730	.21*	340	.10*	
NBR	1	1700	280	.16	770	.45	
SBL	2	3400	280	.08*	720	.21*	
SBT	2	3400	280	.08	620	.18	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	120	.04*	130	.04	
EBT	3	5100	1040	.20	1410	.28*	
EBR	1	1700	150	.09	130	.08	
WBL	2	3400	360	.11	430	.13*	
WBT	3	5100	1540	.30*	1360	.27	
WBR	1	1700	450	.26	450	.26	
Right Turn Adjustment					NBR	.25*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.68		1.02		

18. Marguerite & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	440	.13	240	.07	
NBT	2	3400	920	.27*	900	.26*	
NBR	1	1700	60	.04	90	.05	
SBL	2	3400	230	.07*	540	.16*	
SBT	2	3400	680	.20	950	.28	
SBR	1	1700	360	.21	190	.11	
EBL	2	3400	150	.04*	220	.06	
EBT	4	6800	1500	.22	1930	.28*	
EBR	d	1700	110	.06	430	.25	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2540	.37*	1610	.24	
WBR	d	1700	100	.06	200	.12	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.80		.79		

19. Felipe & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05	100	.06	
NBT	2	3400	350	.10*	390	.11*	
NBR	1	1700	60	.04	270	.16	
SBL	1	1700	300	.18*	500	.29*	
SBT	2	3400	400	.12	370	.11	
SBR	d	1700	130	.08	190	.11	
EBL	1	1700	140	.08	220	.13	
EBT	3	5100	1640	.32*	2310	.45*	
EBR	d	1700	90	.05	180	.11	
WBL	1	1700	310	.18*	230	.14*	
WBT	3	5100	2120	.42	1770	.35	
WBR	d	1700	570	.34	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.83		1.04		

21. Marguerite & Felipe

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	20	.01	
NBT	2	3400	920	.27*	1000	.29*	
NBR	d	1700	240	.14	780	.46	
SBL	1	1700	120	.07*	420	.25*	
SBT	2	3400	840	.25	920	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	40	.02	
EBT	1	1700	60	.05*	50	.05*	
EBR	0	0	30		30		
WBL	1.5		760		440		
WBT	0.5	3400	30	.23*	10	.13*	
WBR	1	1700	240	.14	130	.08	
Right Turn Adjustment					NBR	.07*	
Clearance Interval					.05*		.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.67		.84		

22. Moulton & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	200	.06	
NBT	3	5100	1330	.26*	1410	.28*	
NBR	1	1700	570	.34	190	.11	
SBL	2	3400	190	.06*	260	.08*	
SBT	3	5100	800	.16	1420	.28	
SBR	1	1700	180	.11	100	.06	
EBL	2	3400	440	.13	240	.07	
EBT	3	5100	1040	.25*	940	.23*	
EBR	0	0	210		210		
WBL	2	3400	220	.06*	580	.17*	
WBT	3	5100	670	.13	1220	.24	
WBR	1	1700	160	.09	160	.09	
Right Turn Adjustment		NBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.71		.81		

23. Greenfield & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				50		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		20
SBL	2	3400	870	.26*	1100	.32*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	70	.04	610	.36	
EBL	2	3400	630	.19*	290	.09*	
EBT	3	5100	1140	.23	1420	.29	
EBR	0	0	20			50	
WBL	1	1700	10	.01	60	.04	
WBT	3	5100	1210	.24*	1540	.30*	
WBR	1	1700	560	.33	1010	.59	
Right Turn Adjustment							WBR .05*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.80		.84

24. Cabot & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	170	.10*	
NBT	2	3400	260	.08*	220	.06	
NBR	1	1700	300	.18	250	.15	
SBL	2	3400	290	.09*	370	.11	
SBT	2	3400	140	.08	340	.19*	
SBR	0	0	160	.09	310		
EBL	2	3400	300	.09	310	.09	
EBT	3	5100	1850	.40*	2280	.45*	
EBR	0	0	180		10		
WBL	2	3400	390	.11*	600	.18*	
WBT	3	5100	1620	.32	2250	.44	
WBR	1	1700	360	.21	310	.18	
Right Turn Adjustment		NBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.75		.97		

25. Forbes & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	290	.17*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	450	.26	
EBL	1	1700	320	.19*	250	.15*	
EBT	4	6800	1780	.28	2590	.40	
EBR	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2200	.52*	2570	.56*	
WBR	0	0	430		270		
Right Turn Adjustment							SBR .08*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.88		1.03

26. Puerta Real & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2.5		30	.01	480	
NBT	0.5	5100	60	.04*	40	.10*
NBR	1	1700	120	.07	290	.17
SBL	1	1700	150	.09*	190	.11*
SBT	1	1700	70	.04	60	.04
SBR	1	1700	360	.21	570	.34
EBL	2	3400	550	.16*	490	.14
EBT	4	6800	2200	.35	3170	.52*
EBR	0	0	190		370	
WBL	2	3400	80	.02	300	.09*
WBT	4	6800	3060	.46*	2700	.43
WBR	0	0	100		230	
Right Turn Adjustment					SBR	.09*
Clearance Interval						.05*
Note: Assumes N/S Split Phasing						

27. El Regateo & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1.5		330	.10*	490	.14*
NBT	1.5	5100	30	.05	20	.11
NBR	0		60		170	
SBL	0.5		30		70	
SBT	1.5	3400	10	.02*	40	.06*
SBR	0		70	.04	170	.10
EBL	1	1700	180	.11*	110	.06
EBT	4	6800	2080	.31	3270	.48*
EBR	1	1700	220	.13	270	.16
WBL	1	1700	280	.16	240	.14*
WBT	4	6800	2840	.44*	2570	.39
WBR	0	0	130		70	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

28. Los Altos & Crown Valley

29. Bellorente & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	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	1820	.27	3740	.55*
EBR	0	0	10		20	
WBL	1	1700	10	.01	10	.01*
WBT	4	6800	3730	.56*	2440	.36
WBR	0	0	90		30	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .93

30. Marguerite & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	180	.05*	170	.05	
NBT	2	3400	530	.16	730	.21*	
NBR	1	1700	460	.27	680	.40	
SBL	2	3400	190	.06	530	.16*	
SBT	2	3400	780	.23*	620	.18	
SBR	1	1700	1000	.59	320	.19	
EBL	2	3400	540	.16*	960	.28	
EBT	4	6800	1260	.19	2620	.39*	
EBR	1	1700	70	.04	210	.12	
WBL	2	3400	730	.21	710	.21*	
WBT	4	6800	2650	.39*	1990	.29	
WBR	1	1700	560	.33	230	.14	
Right Turn Adjustment		SBR		.24*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.12 1.02

32. Golden Lantern & P. Colinas

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	10	.01	10	.01*	
NBT	2	3400	2270	.67*	940	.28	
NBR	1	1700	1100	.65	640	.38	
SBL	1	1700	380	.22*	240	.14	
SBT	2	3400	810	.24	1590	.47*	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		380		1000		
WBT	0.5	3400	10	.11*	10	.30*	
WBR	1	1700	210	.12	260	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					1.06		.84

TOTAL CAPACITY UTILIZATION 1.12 1.02

33. Cabot & P. Colinas

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	120	.04*	140	.04*	
SBT	0	0	0		0		
SBR	2	3400	320	.09	640	.19	
EBL	1	1700	470	.28*	280	.16*	
EBT	2	3400	870	.26	520	.15	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	340	.14*	690	.24*	
WBR	0	0	150		110		
Right Turn Adjustment			SBR		.03*		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
			.51		.52		

34. Cm Capistrano & P. Colinas

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0.5	3400	300	{.18}*	300	{.32}*	
NBR	1.5		470	{.11}	1090		
SBL	1	1700	30	.02*	70	.04*	
SBT	1	1700	150	.09	410	.24	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		680		760		
WBT	0	3400	0	.22*	0	.24*	
WBR	0.5		80		50		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					.47		.65

35. Camino Capistrano & Avery

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	20	.01*	80	.05*
NBR	1	1700	130	.08	160	.09
SBL	2	3400	790	.23*	1190	.35*
SBT	1	1700	40	.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	210	.12*	110	.06*
WBT	0	0	0		0	
WBR	2	3400	740	.22	1290	.38
Right Turn Adjustment					WBR	.06*
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.41		.57	

36. Marguerite & Avery

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	540	.32*	390	.23*
NBT	2	3400	570	.17	540	.16
NBR	d	1700	150	.09	40	.02
SBL	1	1700	90	.05	110	.06
SBT	2	3400	430	.13*	830	.24*
SBR	d	1700	440	.26	550	.32
EBL	2	3400	600	.18*	900	.26*
EBT	2	3400	200	.12	330	.19
EBR	0	0	320	.19	390	.23
WBL	1	1700	20	.01	130	.08
WBT	2	3400	140	.06*	220	.09*
WBR	0	0	60		90	
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.74	.87

37. Gldn Lantern & Marina Hills

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	200	.12	180	.11*
NBT	2	3400	1980	.58*	1200	.35
NBR	1	1700	10	.01	10	.01
SBL	1	1700	10	.01*	10	.01
SBT	2	3400	1060	.31	1920	.56*
SBR	1	1700	230	.14	460	.27
EBL	1.5		720	.21*	370	.11*
EBT	1.5	5100	10	.01	10	.01
EBR	1	1700	330	.19	200	.12
WBL	1	1700	10	.01	10	.01
WBT	2	3400	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval			.05*		.05*	
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			.86		.84	

39. Cm Capistrano & J. Serra

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	0	0	0		0	
NBT	1	1700	100	.06*	90	.05
NBR	1	1700	1190	.70	910	.54
SBL	1	1700	100	.06*	140	.08
SBT	1	1700	80	.05	270	.16*
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*	1200	.71*
WBT	0	0	0		0	
WBR	1	1700	100	.06	190	.11
Right Turn Adjustment			NBR	.26*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION					.93	.92

40. Rancho Viejo & J. Serra

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	440	.13*	340	.10*	
NBT	2	3400	350	.11	250	.08	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}*	370	{.18}*	
SBR	1.5		620		840		
EBL	1.5		720		500		
EBT	0.5	3400	30	.29*	10	.23*	
EBR	0		220		280		
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			.57		.57		

41. Cm Capistrano & Oso Road

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	50			70	{.04}*
NBT	2	3400	1210	.37*	550	.18	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	480	.16	700	.25*	
SBR	0	0	50		150		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.51		.38		

42. Cm Capistrano & Ortega

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	1	1700	860	.51*	680	.40*	
NBR	1	1700	130	.08	80	.05	
SBL	1	1700	140	.08*	140	.08*	
SBT	1	1700	580	.34	730	.43	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	260	.15*	270	.16*	
WBT	0	0	0		0		
WBR	1	1700	150	.09	210	.12	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.69		

43. Del Obispo & Ortega

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	50	.03*	90	.05*	
NBT	0	0	0		0		
NBR	2	3400	1150	.34	1360	.40	
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*	520	.19*	
EBR	0	0	80		120		
WBL	2	3400	1240	.36*	1280	.38*	
WBT	1	1700	780	.46	800	.47	
WBR	0	0	0		0		
Right Turn Adjustment				NBR	.04*	NBR	.06*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.66		.73		

44. Rancho Viejo & Ortega

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		370		580	.17*	
NBT	1.5	5100	180	.12*	120	.10	
NBR	0		60		50		
SBL	1.5		140		360		
SBT	0.5	3400	130	.08*	180	.16*	
SBR	1	1700	130	.08	170	.10	
EBL	1	1700	220	.13*	210	.12	
EBT	2	3400	1400	.41	1760	.52*	
EBR	1	1700	710	.42	480	.28	
WBL	1	1700	80	.05	70	.04*	
WBT	3	5100	1860	.36*	1390	.27	
WBR	1	1700	530	.31	140	.08	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.74		.94		

45. La Novia & Ortega

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	330	.10*	240	.07*	
NBT	0	0	0		0		
NBR	1	1700	280	.16	390	.23	
SBL	0		0		0		
SBT	0		0		0		
SBR	0		0		0		
EBL	0		0		0		
EBT	2	3400	1190	.35	1920	.56*	
EBR	1	1700	340	.20	210	.12	
WBL	1	1700	410	.24	360	.21*	
WBT	2	3400	2060	.61*	1310	.39	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.76		.89

47. Alipaz & Del Obispo

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	20		30		
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	770	.23	780	.23	
SBL	1	1700	90	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0	0	30		30		
EBL	1	1700	20	.01	30	.02	
EBT	2	3400	830	.26*	720	.22*	
EBR	0	0	40		40		
WBL	1	1700	560	.33*	580	.34*	
WBT	2	3400	760	.24	1310	.39	
WBR	0	0	40		30		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.67		

48. Cm Capistrano & Del Obispo

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	540	.16	440	.13*	
NBT	1	1700	810	.48*	480	.28	
NBR	1	1700	220	.13	330	.19	
SBL	1	1700	40	.02*	70	.04	
SBT	1	1700	490	.29	740	.44*	
SBR	1	1700	740	.44	500	.29	
EBL	1	1700	500	.29*	380	.22*	
EBT	2	3400	940	.28	780	.23	
EBR	1	1700	430	.25	420	.25	
WBL	1	1700	320	.19	340	.20	
WBT	2	3400	640	.21*	820	.25*	
WBR	0	0	60		40		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.105		.109

49. Cm Capistrano & San Juan C.

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	830	.24*	900	.26*	
NBR	1	1700	500	.29	510	.30	
SBL	2	3400	230	.07*	630	.19*	
SBT	2	3400	740	.22	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		900		820	.24*	
WBT	0	5100	0	{.27}* [*]	0		
WBR	1.5		580		530	{.17}	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.74		

50. Valle & San Juan Creek

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	540	.32*	490	.29*	
NBT	0	0	0		0		
NBR	1	1700	300	.18	380	.22	
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	560	.33	
EBR	1	1700	360	.21	580	.34	
WBL	1	1700	270	.16	190	.11	
WBT	1	1700	950	.56*	860	.51*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.93		.85		

51. La Novia & San Juan Creek

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	170	.10*	160	.09*	
NBT	1	1700	270	.21	160	.12	
NBR	0	0	90		50		
SBL	1	1700	230	.14	250	.15	
SBT	1	1700	140	.44*	230	.41*	
SBR	0	0	610		470		
EBL	1	1700	360	.21*	430	.25*	
EBT	1	1700	230	.14	280	.16	
EBR	1	1700	60	.04	130	.08	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	400	.24*	280	.16*	
WBR	1	1700	330	.19	220	.13	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.04		.96		

53. Del Obispo & Del Avion

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	190	.11*	170	.10*	
NBT	2	3400	230	.14	370	.18	
NBR	0	0	340	.20	230		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	260	.15*	360	.21*	
SBR	0	0	470	.28	540	.32	
EBL	1.5		320		240		
EBT	1.5	5100	400	.14*	280	.14*	
EBR	0		10		180		
WBL	1	1700	360	.21*	180	.11*	
WBT	2	3400	250	.11	130	.08	
WBR	0	0	110		130		
Right Turn Adjustment			SBR	.02*			
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.68		.61		

54. Alipaz & Del Avion

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10			40	{.02}*
NBT	1	1700	70	.05*		50	.05
NBR	0	0	0			0	
SBL	0	0	0			0	
SBT	2	3400	30	.02		110	.06*
SBR	0	0	350	.21		210	.12
EBL	1	1700	510	.30*		400	.24*
EBT	0	0	0			0	
EBR	1	1700	10	.01		30	.02
WBL	0	0	0			0	
WBT	0	0	0			0	
WBR	0	0	0			0	
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .40 .37

55. Del Obispo & Stonehill

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	80	.05		150	.09
NBT	2	3400	200	.09*		400	.16*
NBR	0	0	120			140	
SBL	1	1700	330	.19*		260	.15*
SBT	2	3400	430	.16		530	.19
SBR	0	0	120			120	
EBL	1	1700	140	.08		220	.13
EBT	1	1700	830	.55*		630	.45*
EBR	0	0	110			140	
WBL	1	1700	90	.05*		240	.14*
WBT	2	3400	480	.14		950	.28
WBR	1	1700	220	.13		530	.31
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .93 .95

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		830		1170		
SBT	0	5100	0	{.30}* ¹	0	{.45}* ¹	
SBR	1.5		830		1290		
EBL	0	0	0		0		
EBT	3	5100	1890	.37*	1870	.37*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1340	.26	1170	.23	
WBR	f		690		840		
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .72 .87

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		100	.03*		320	{.18}* ¹
NBT	0	5100	0			0	.18
NBR	1.5		110	{.00}		610	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1120	.22		2530	.50*
EBR	f		1600			510	
WBL	0	0	0		0		
WBT	3	5100	1930	.38*		1700	.33
WBR	f		1460			730	
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .46 .73

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	120	.07*	220	.13*	
NBT	0	0	0		0		
NBR	2	3400	430	.13	520	.15	
SBL	1.5		210	.12	540		
SBT	1.5	5100	210	.12*	270	.23*	
SBR	0		280	.16	380		
EBL	0	0	0		0		
EBT	2	3400	1000	.29*	1000	.29*	
EBR	1	1700	110	.06	180	.11	
WBL	1	1700	200	.12*	230	.14*	
WBT	2	3400	570	.28	790	.36	
WBR	0	0	390		430		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .65 .84

103. I-5 NB/Muirlands & La Paz

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1.5		80	.05	90		
NBT	1	6800	840	.25*	250	{.09}* <td></td>	
NBR	1.5		130		330		
SBL	2	3400	560	.16*	1020	.30*	
SBT	0	0	0		0		
SBR	2	3400	450	.13	310	.09	
EBL	2	3400	210	.06*	320	.09*	
EBT	2	3400	850	.25	1150	.34	
EBR	f		440		360		
WBL	0	0	0		0		
WBT	3	5100	1300	.35*	1090	.32*	
WBR	0	0	490		550	.32	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .87 .85

104. I-5 SB Ramps & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	820	.24*	1140	.34*	
SBT	0	0	0		0		
SBR	1	1700	320	.19	520	.31	
EBL	0	0	0		0		
EBT	3	5100	1170	.23	2080	.41*	
EBR	f		440		810		
WBL	0	0	0		0		
WBT	3	5100	2040	.40*	1730	.34	
WBR	f		720		370		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .69 .80

105. I-5 NB Ramps & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1700	510	.30*	560	.33*	
NBT	0	0	0		0		
NBR	1	1700	290	.17	550	.32	
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	2600	.51*	
EBR	f		370		620		
WBL	0	0	0		0		
WBT	3	5100	2250	.44*	1540	.30	
WBR	f		1260		750		
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .79 .89

106. I-5 SB Ramps & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1210	.24*	1770	.35*	
SBT	0	8500	0		0		
SBR	2.5		790	.23	1220	{.28}	
EBL	0	0	0		0		
EBT	4	6800	1740	.26	2590	.38*	
EBR	1	1700	320	.19	480	.28	
WBL	2	3400	550	.16	570	.17*	
WBT	3	5100	2140	.42*	1780	.35	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.71		.95		

107. I-5 NB Ramps & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		660	{.25}*	210	.12*	
NBT	0	5100	0	.25	0		
NBR	1.5		640		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	2260	.44*	3370	.66*	
EBR	1.5		720	.42	980	.58	
WBL	0	0	0		0		
WBT	3	5100	2040	.40	2130	.42	
WBR	f		1460		1620		
Right Turn Adjustment					NBR	.07*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.74		.90		

108. I-5 SB Ramps & Avery

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		450		590		
SBT	0	3400	0	.20*	0	.28*	
SBR	0.5		230		350		
EBL	0	0	0		0		
EBT	2	3400	630	.27*	1000	.40	
EBR	0	0	290		350		
WBL	1	1700	340	.20*	160	.09	
WBT	1	1700	730	.43	1040	.61*	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.94		

109. I-5 NB Ramps & Avery

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	320	.19*	400	.24*	
NBT	0	0	0		0		
NBR	1	1700	410	.24	430	.25	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	370	.22*	500	.29*	
EBT	2	3400	730	.21	1180	.35	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1700	770	.45*	800	.47*	
WBR	1	1700	370	.22	350	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.91		1.05		

110. I-5 SB Ramps & J. Serra

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	1.5	250	.07*	370			
SBT	0	5100	0	0	{.14}* [*]		
SBR	1.5	580	.17	790			
EBL	0	0	0	0			
EBT	2	3400	1150	.34*	910	.27*	
EBR	d	1700	130	.08	140	.08	
WBL	1	1700	260	.15*	430	.25*	
WBT	2	3400	380	.11	590	.17	
WBR	0	0	0	0			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.61		.71		

111. I-5 NB Ramps & J. Serra

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	2	3400	50	.01*	110	.03*	
NBT	0	0	0	0	0		
NBR	1	1700	310	.18	210	.12	
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	2	3400	730	.21*	690	.20*	
EBT	2	3400	660	.19	590	.17	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	1.5	5100	590	.21*	910	.27*	
WBR	1.5	470	290	.17			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.48		.55		

112. I-5 SB Ramps & Ortega

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0	0	0	0	0		
NBT	0	0	0	0	0		
NBR	0	0	0	0	0		
SBL	1.5	1160		1230			
SBT	0	5100	0	{.37}* [*]	0	{.38}* [*]	
SBR	1.5	1000		1000			
EBL	0	0	0	0	0		
EBT	3	5100	1500	.33*	1620	.37*	
EBR	0	0	170		260		
WBL	1	1700	340	.20*	310	.18*	
WBT	2	3400	1030	.30	1080	.32	
WBR	0	0	0	0	0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.95		.98		

113. I-5 NB Ramps & Ortega

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	0.5			270		280	
NBT	0	3400	0	.25*	0	.22*	
NBR	1.5			590		470	
SBL	0	0	0	0	0		
SBT	0	0	0	0	0		
SBR	0	0	0	0	0		
EBL	2	3400	800	.24*	820	.24	
EBT	2	3400	1860	.55	2010	.59*	
EBR	0	0	0	0	0		
WBL	0	0	0	0	0		
WBT	2	3400	1090	.32*	1110	.33	
WBR	1	1700	1250	.74	1130	.66	
Right Turn Adjustment			WBR	.30*	WBR	.19*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.16		1.05	

114. Cm Capistrano & I-5 SB

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1150	.34*	1030	.31*	
NBR	0	0	10		10		
SBL	2	3400	660	.19*	560	.16*	
SBT	2	3400	990	.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		830	.24*	1110	.33*	
WBT	0	5100	0		0		
WBR	1.5		180		370	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.82		.85	

115. Valle & La Novia/I-5 NB

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	300	.18*	150	.09*	
NBT	1	1700	130	.08	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	210	.16*	330	.31*	
SBR	1	1700	310	.18	250	.15	
EBL	1	1700	500	.29*	590	.35*	
EBT	1	1700	50	.06	160	.13	
EBR	0	0	60		60		
WBL	0	0	50		50		
WBT	1	1700	290	.20*	80	.08*	
WBR	1	1700	210	.12	110	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.88		.88	

116. Cm Capistrano & Stonehill

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	310	.09	400	.12	
NBT	1	1700	810	.66*	530	.62*	
NBR	0	0	320		530		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	640	.19	1070	.31	
SBR	1	1700	820	.48	1220	.72	
EBL	1	1700	660	.39*	460	.27	
EBT	1	1700	600	.35	850	.50*	
EBR	1	1700	270	.16	480	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.14		1.33	

117. I-5 SB Ramps & Las Ramblas

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	310	.09*	330	.10*	
SBT	0	0	0		0		
SBR	f		530		600		
EBL	0	0	0		0		
EBT	2	3400	550	.16	660	.19*	
EBR	f		860		1260		
WBL	0	0	0		0		
WBT	1	1700	290	.17*	290	.17	
WBR	f		210		160		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.31		.34	

118. I-5 NB Ramps & Las Ramblas

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	50		.04*	50		.05*	
NBT	1	1700	10	.04*		30		.05*	
NBR	1	1700	110	.06		160		.09	
SBL	1	1700	20	.01*		10		.01*	
SBT	0	0	0			0			
SBR	1	1700	80	.05		40		.02	
EBL	1	1700	20	.01*		90		.05	
EBT	2	3400	420	.12		560		.16*	
EBR	f		390			300			
WBL	0	0	0			0			
WBT	3	5100	640	.13*		520		.10	
WBR	0	0	10			10			
Right Turn Adjustment		SBR		.02*		NBR		.04*	
Clearance Interval				.05*				.05*	
TOTAL CAPACITY UTILIZATION				.26				.31	

150. Greenfield & SR-73 SB Ramps

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	0			0			.0
NBT	2	3400	1110	.43*		680		.27*	
NBR	0	0	340			240			
SBL	1	1700	40	.02*		10		.01*	
SBT	2	3400	330	.10		400		.12	
SBR	0	0	0			0			
EBL	0.5		10			20			
EBT	0	3400	0	{.04}* [*]		0		{.20}* [*]	
EBR	1.5		560			870			
WBL	0	0	0			0			
WBT	0	0	0			0			
WBR	0	0	0			0			
Clearance Interval						.05*		.05*	
TOTAL CAPACITY UTILIZATION						.54		.53	

151. Greenfield & SR-73 NB Ramps

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	2	3400	1070	.31*		600		.18*	
NBT	1	1700	50	.03		100		.06	
NBR	0	0	0			0			
SBL	0	0	0			0			
SBT	1	1700	80	.05*		80		.05*	
SBR	1	1700	20	.01		10		.01	
EBL	0	0	0			0			
EBT	0	0	0			0			
EBR	0	0	0			0			
WBL	1	1700	290	.17*		330		.19*	
WBT	0	0	0			0			
WBR	1	1700	30	.02		20		.01	
Clearance Interval				.05*				.05*	
TOTAL CAPACITY UTILIZATION				.58				.47	

152. SR-241 SB & S. Margarita

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	
NBL	0	0	360			380			
NBT	1	1700	10	.22*		10		.23*	
NBR	2	3400	550	.16		1730		.51	
SBL	0	0	10			40			
SBT	1	1700	10	.01*		10		.03*	
SBR	1	1700	10	.01		30		.02	
EBL	1	1700	80	.05*		30		.02	
EBT	3	5100	1810	.35		2530		.50*	
EBR	1	1700	140	.08		110		.06	
WBL	2	3400	40	.01		20		.01*	
WBT	3	5100	2310	.46*		1290		.25	
WBR	0	0	20			10			
Right Turn Adjustment						NBR		.27*	
Clearance Interval						.05*		.05*	
Note: Assumes N/S Split Phasing									
TOTAL CAPACITY UTILIZATION						.79		1.09	

153. SR-241 NB & S. Margarita

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		80	.02*	30	{ .01}*}	
NBT	0	5100	0		0	.01	
NBR	1.5		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	530	.31*	440	.26	
EBT	3	5100	1850	.36	3920	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2280	.45*	1290	.25	
WBR	1	1700	2610	1.54	750	.44	
Right Turn Adjustment			WBR	1.07*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.90 .83

154. SR-241 SB Ramps & Antonio

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		180	.05*	820	.24*	
SBT	0	5100	0		0		
SBR	1.5		140	{ .00}	490	{ .12}	
EBL	0	0	0		0		
EBT	3	5100	1380	.27*	1630	.32*	
EBR	1	1700	30	.02	110	.06	
WBL	1	1700	170	.10*	170	.10*	
WBT	3	5100	1280	.25	1020	.20	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .71

155. SR-241 NB Ramps & Antonio

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		110	.03*	40	.02*	
NBT	0	5100	0		0		
NBR	1.5		170	{ .00}	140	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	680	.40*	190	.11	
EBT	3	5100	880	.17	2230	.44*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1330	.26*	1160	.23	
WBR	1	1700	1530	.90	220	.13	
Right Turn Adjustment			WBR	.62*	NBR	.02*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.36 .53

156. SR-241 SB Ramps & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		70	.02*	240		
SBT	0	5100	0		0		.11*
SBR	1.5		20	.01	330		
EBL	0	0	0		0		
EBT	2	3400	1030	.30	860	.25	
EBR	1	1700	430	.25	780	.46	
WBL	2	3400	160	.05	100	.03	
WBT	2	3400	1730	.51*	1110	.33*	
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.08*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .58 .57

157. SR-241 NB Ramps & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1.5		720	{ .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	470	.28*	30	.02
EBT	2	3400	630	.19	1050	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1170	.34*	620	.18
WBR	1	1700	450	.26	80	.05
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.90		.57	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	90	.06*	50	.03*	
NBT	1	1600	20	.01	30	.02	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	50	.04*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	20	.01	10	.01	
EBT	2	3200	20	.01*	80	.05*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	70	.03	50	.02	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.01*			

TOTAL CAPACITY UTILIZATION .15 .13

60. La Pata & Vista Hermosa

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3200	550	.17*	700	.22*	
NBT	3	4800	100	.02	220	.05	
NBR	1	1600	250	.16	490	.31	
SBL	1	1600	40	.03	30	.02	
SBT	3	4800	30	.01*	10	.00*	
SBR	1	1600	10	.01	10	.01	
EBL	1	1600	30	.02	40	.03	
EBT	2	3200	510	.16*	1180	.37*	
EBR	1	1600	900	.56	300	.19	
WBL	1	1600	520	.33*	310	.19*	
WBT	2	3200	1110	.37	1250	.41	
WBR	0	0	70		60		
Right Turn Adjustment			EBR	.27*			

TOTAL CAPACITY UTILIZATION .94 .78

61. Talega & Vista Hermosa

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.10*	
NBR	0	0	50		130		
SBL	1	1600	290	.18	140	.09*	
SBT	0.5	3200	20	{.27}* ¹	20	{.08}	
SBR	1.5		1020		520		
EBL	2	3200	440	.14*	790	.25*	
EBT	2	3200	230	.08	560	.18	
EBR	0	0	10		10		
WBL	1	1600	90	.06	100	.06	
WBT	2	3200	360	.18*	840	.36*	
WBR	0	0	230		320		
TOTAL CAPACITY UTILIZATION			.60		.80		

TOTAL CAPACITY UTILIZATION .60 .80

62. Vera Cruz & Los Mares

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	480	.30*	400	.25*	
NBT	1	1600	10	.04	10	.06	
NBR	0	0	60		90		
SBL	0	0	10		10		
SBT	1	1600	20	.03*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01	
EBT	2	3200	60	.02*	170	.05*	
EBR	1	1600	590	.37	550	.34	
WBL	1	1600	80	.05*	30	.02*	
WBT	2	3200	130	.04	180	.06	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.12*	EBR	.10*	

TOTAL CAPACITY UTILIZATION .52 .44

63. Vera Cruz & Vista Hermosa

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	50	.03	50	.03	
NBT	2	3200	100	.04*	510	.16*	
NBR	0	0	20		10		
SBL	1	1600	710	.44*	430	.27*	
SBT	2	3200	580	.22	200	.09	
SBR	0	0	110		80		
EBL	1	1600	80	.05	100	.06*	
EBT	2	3200	1700	.56*	1390	.45	
EBR	0	0	100		60		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	1090	.42	1700	.70*	
WBR	0	0	250		540		

TOTAL CAPACITY UTILIZATION 1.05 1.19

66. PCH & Camino Capistrano

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	1	1600	550	.34*	670	.42	
NBR	1	1600	280	.18	390	.24	
SBL	1	1600	110	.07*	300	.19	
SBT	1	1600	460	.29	1200	.75*	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1	1600	290	.18*	270	.17*	
WBT	0	0	0		0		
WBR	1	1600	100	.06	140	.09	

TOTAL CAPACITY UTILIZATION .59 .92

67. El Camino Real & Pico

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	590	.22*	620	.28*	
NBR	0	0	120		290		
SBL	1	1600	380	.24*	560	.35*	
SBT	2	3200	460	.15	920	.31	
SBR	0	0	10		80		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	190	.13*	150	.11*	
EBR	0	0	20		30		
WBL	1	1600	240	.15*	340	.21*	
WBT	1	1600	80	.05	170	.11	
WBR	1	1600	320	.20	460	.29	

TOTAL CAPACITY UTILIZATION .74 .95

68. El Cm. Real & Cristianitos

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	30	.02	130	.08	
EBL	1	1600	90	.06	150	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .30

64. La Pata & Pico

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)								2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)w/Mit								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	60	.04	320	.20			NBL	1	1600	60	.04	320	.20	
NBT	2	3200	270	.08*	630	.20*			NBT	1.5	4800	270	{ .08}* [*]	630	{ .25}* [*]	
NBR	1	1600	250	.16	760	.48			NBR	1.5		250		760		
SBL	2	3200	660	.21*	210	.07*			SBL	2	3200	660	.21*	210	.07*	
SBT	2	3200	610	.19	180	.06			SBT	2	3200	610	.19	180	.06	
SBR	f		260		400				SBR	f		260		400		
EBL	1	1600	360	.23	400	.25*			EBL	2	3200	360	.11	400	.13*	
EBT	3	4800	1730	.36*	1780	.37			EBT	3	4800	1730	.36*	1780	.37	
EBR	1	1600	400	.25	130	.08			EBR	1	1600	400	.25	130	.08	
WBL	2	3200	690	.22*	260	.08			WBL	2	3200	690	.22*	260	.08	
WBT	2.5	6400	1140	{ .24}	1880	.39*			WBT	2.5	6400	1140	{ .24}	1880	.39*	
WBR	1.5		430	{ .11}	500	.31			WBR	1.5		430	{ .11}	500	.31	
Right Turn Adjustment				NBR	.08*				TOTAL CAPACITY UTILIZATION				.87	.84		
TOTAL CAPACITY UTILIZATION				.87		.99										

65. Vista Hermosa & Pico

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	30	.02	220	.14	
NBT	2	3200	20	.01*	110	.04*	
NBR	0	0	10		10		
SBL	2	3200	470	.15*	670	.21*	
SBT	1	1600	80	.05	40	.03	
SBR	1	1600	210	.13	70	.04	
EBL	2	3200	150	.05*	460	.14*	
EBT	3	4800	2260	.47	2370	.49	
EBR	1	1600	240	.15	10	.01	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	2020	.51*	2400	.70*	
WBR	0	0	430		960		

TOTAL CAPACITY UTILIZATION .72 1.09

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)w/Mitl							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	1	1600	30	.02	220	.14	
NBT	2	3200	20	.01*	110	.04*	
NBR	0	0	10		10		
SBL	2	3200	470	.15*	670	.21*	
SBT	1	1600	80	.05	40	.03	
SBR	1	1600	210	.13	70	.04	
EBL	2	3200	150	.05	460	.14*	
EBT	3	4800	2260	.47*	2370	.49	
EBR	1	1600	240	.15	10	.01	
WBL	1	1600	10	.01*	10	.01	
WBT	3	4800	2020	.42	2400	.50*	
WBR	1	1600	430	.27	960	.60	

TOTAL CAPACITY UTILIZATION .64 .89

119. I-5 SB Ramps & Estrella

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	860	.27*	1050	.33*	
SBT	0	0	0		0		
SBR	1	1600	340	.21	340	.21	
EBL	0	0	0		0		
EBT	2	3200	590	.18*	790	.25*	
EBR	1	1600	310	.19	280	.18	
WBL	1	1600	450	.28*	500	.31*	
WBT	2	3200	390	.12	550	.17	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .73 .89

120. I-5 NB Ramps & Estrella

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				170		260
NBT	0	3200	0	.16*	0	.26*	
NBR	1.5				330		570
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	1110	.23*	1460	.30*	
EBR	1	1600	350	.22	380	.24	
WBL	0	0	0		0		
WBT	3	4800	490	.10	1290	.27	
WBR	f				1130		1070

TOTAL CAPACITY UTILIZATION .39 .56

121. I-5 SB Ramps & Vista Hermosa

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1200	.38*	1130	.35*	
SBT	0	4800	0		0		
SBR	1.5		190	.12	390	.24	
EBL	1	1600	10	.01	40	.03*	
EBT	3	4800	360	.08*	480	.10	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	110	.03	310	.10*	
WBR	f		290		890		

TOTAL CAPACITY UTILIZATION .46 .48

122. I-5 NB Ramps & Vista Hermosa

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				10	.01*	10
NBT	0	4800	0		0		
NBR	1.5				560	.18	520
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1430	.45*	1400	.44	
EBR	f				150		200
WBL	0	0	0		0		
WBT	1.5	4800	420	.26	1280	.46*	
WBR	1.5				1400	.44	940
Right Turn Adjustment				NBR	.17*	NBR	.13*

TOTAL CAPACITY UTILIZATION .63 .60

123. I-5 SB Ramps & Pico

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1340	.42*	700	.22*	
SBT	0	4800	0		0		
SBR	1.5		200		460	{ .00}	
EBL	0	0	0		0		
EBT	3	4800	910	.19*	1220	.25*	
EBR	1	1600	100	.06	420	.26	
WBL	1	1600	650	.41*	1840	1.15*	
WBT	2	3200	530	.17	1000	.31	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION 1.02 1.62

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)w/Mitl							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1340	.42*	700		
SBT	0	4800	0		0		.24*
SBR	1.5		200		460	.13	460
EBL	0	0	0		0		0
EBT	3	4800	910	.19*	1220	.25	
EBR	f		100		420		
WBL	0	0	0		0		0
WBT	2	3200	530	.17	1000		.31*
WBR	f		650		1840		

TOTAL CAPACITY UTILIZATION .61 .55

124. I-5 NB Ramps & Pico

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1600	90	.06*	280	.18*
NBT	0	0	0		0	
NBR	2	3200	1650	.52	1480	.46
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	250	.16	360	.23*
EBT	2	3200	2020	.63*	1530	.48
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1070	.22	2530	.53*
WBR	f		950		1160	
Right Turn Adjustment	NBR		.46*	NBR	.07*	

TOTAL CAPACITY UTILIZATION 1.15 1.01

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)w/Mit						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1600	90	.06*	280	.18*
NBT	0	0	0		0	
NBR	2	3200	1650	.52	1480	.46
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	250	.08	360	.11*
EBT	3	4800	2020	.42*	1530	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1070	.22	2530	.53*
WBR	f		950		1160	
Right Turn Adjustment	NBR		.46*	NBR	.04*	

TOTAL CAPACITY UTILIZATION .94 .86

125. I-5 SB Ramp & E1 Cm Real

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1600	120	.08	130	.08
NBT	0	0	0		0	
NBR	1	1600	200	.13	140	.09
SBL	1	1600	280	.18*	450	.28*
SBT	1	1600	70	.04	240	.15
SBR	1	1600	180	.11	250	.16
EBL	0	0	0		0	
EBT	2	3200	270	.11*	650	.24*
EBR	0	0	90		120	
WBL	1	1600	20	.01*	50	.03*
WBT	2	3200	390	.12	510	.16
WBR	0	0	0		0	
Right Turn Adjustment		Multi		.13*	NBR	.07*
TOTAL CAPACITY UTILIZATION				43		62

127. I-5 SB Ramps & Cristianitos

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	110	.07*	50	.03*
SBT	0	0	0		0	
SBR	1	1600	50	.03	80	.05
EBL	0	0	0		0	
EBT	1	1600	110	.09*	110	.08*
EBR	0	0	40		20	
WBL	1	1600	80	.05*	230	.14*
WBT	1	1600	80	.05	80	.05
WBR	0	0	0		0	

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C
NBL	1	1600	50	.03*	180	.11*
NBT	0	0	0		0	
NBR	1	1600	0	.00	30	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	150	.09*	150	.09*
EBT	2	3200	520	.16	1000	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	370	.23*	420	.23*
WBR	0	0	460	.29	320	
Right Turn Adjustment			WBR		.04*	

128. I-5 NB Ramps & Cristianitos

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1600	60	.04*	40	.03*
NBT	0	0	0		0	
NBR	1	1600	230	.14	140	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	110	.07*	80	.05*
EBT	1	1600	110	.07	80	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	100	.07*	270	.26*
WBR	0	0	10		140	
Right Turn Adjustment			NBR	.05*		

129. I-5 SB Ramps & Basilone

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.08*			

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment					NBR	.02*	

TOTAL CAPACITY UTILIZATION .24 .39

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	950	.28*	790	.23*	
NBT	3	5100	980	.19	820	.16	
NBR	1	1700	520	.31	610	.36	
SBL	2	3400	170	.05	120	.04	
SBT	3	5100	1100	.22*	1110	.22*	
SBR	f		1020		560		
EBL	2	3400	770	.23*	910	.27	
EBT	3	5100	860	.17	1420	.28*	
EBR	1	1700	610	.36	750	.44	
WBL	2	3400	820	.24	700	.21*	
WBT	3	5100	1130	.22*	690	.14	
WBR	1	1700	330	.19	100	.06	
Right Turn Adjustment Clearance Interval		EBR	.15*		EBR	.16*	
			.05*			.05*	
TOTAL CAPACITY UTILIZATION			1.15		1.15		

31. Antonio & Crown Valley

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1080	.32*	1170	.34*	
NBT	3	5100	1620	.32	1190	.23	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1170	.23*	1410	.28*	
SBR	f		1060		970		
EBL	2	3400	700	.21*	1130	.33*	
EBT	0	0	0		0		
EBR	2	3400	600	.18	1230	.36	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment Clearance Interval					EBR	.03*	
					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.81		1.03

46. Antonio/La Pata & Ortega

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	40	.02*	60	.04	
NBT	1	1700	10	.01	50	.04*	
NBR	0	0	10		20		
SBL	1	1700	70	.04	130	.08*	
SBT	2	3400	50	.03*	10	.01	
SBR	0	0	1750	1.03	1060	.62	
EBL	2	3400	890	.26*	1470	.43*	
EBT	1	1700	220	.13	670	.39	
EBR	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01	
WBT	1	1700	460	.27*	420	.25*	
WBR	1	1700	120	.07	80	.05	
Right Turn Adjustment Clearance Interval		SBR	1.00*		SBR	.54*	
			.05*			.05*	
TOTAL CAPACITY UTILIZATION			1.63		1.39		

74. Antonio & North River

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03	120	.07	
NBT	3	5100	390	.08*	620	.12*	
NBR	f		500		1060		
SBL	2	3400	1120	.33*	1380	.41*	
SBT	3	5100	710	.14	570	.11	
SBR	d	1700	40	.02	170	.10	
EBL	1	1700	170	.10	80	.05	
EBT	1	1700	110	.06*	80	.05*	
EBR	1	1700	160	.09	70	.04	
WBL	2	3400	940	.28*	650	.19*	
WBT	1	1700	40	.02	110	.06	
WBR	f		1410		1530		
Right Turn Adjustment Clearance Interval					EBR	.03*	
					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.83		.82

82. SR-241 & Pico

160. SR-241 SB Ramps & C St

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	310	.09*	410	.12*	
SBT	0	0	0		0		
SBR	f		1310		2220		
EBL	2.5		1990	.39*	1880		
EBT	1.5	6800	560	.33	940	.41*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	910	.27*	800	.24*	
WBR	1	1700	480	.28	320	.19	
Right Turn Adjustment		WBR		.01*			
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.81		.82		

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		150	.09*	520		
SBT	0	5100	0		0		.24*
SBR	1.5		400	.12	690		
EBL	0	0	0		0		
EBT	2	3400	1070	.32*	780		.23*
EBR	0	0	10		10		
WBL	1	1700	60	.04*	50		.03*
WBT	2	3400	330	.10	400		.12
WBR	0	0	0		0		
Right Turn Adjustment		SBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.53		.55	

161. SR-241 NB Ramps & C St

162. SR-241 SB & North River

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			VOL	V/C	VOL	V/C	
NBL	1	1700	20	.01*	10	.01*	
NBT	0	0	0		0		
NBR	1	1700	60	.04	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	790	.23*	420	.12	
EBT	2	3400	430	.13	870	.26*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	370	.11*	430	.13	
WBR	1	1700	500	.29	240	.14	
Right Turn Adjustment	Multi		.21*	NBR	.04*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.61		.36		

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR	PM VOL	PK HOUR	
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1700	110	.06*	360		.21*
SBT	0	0	0		0		
SBR	1	1700	30	.02	440		.26
EBL	0	0	0		0		
EBT	2	3400	680	.28*	560		.22*
EBR	0	0	280		180		
WBL	0	0	0		0		
WBT	2	3400	560	.16	540		.16
WBR	1	1700	540	.32	380		.22
Right Turn Adjustment		WBR		.04*	SBR		.05*
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.43		.53	

163. SR-241 NB & North River

2025 FEC-APV Alt. (Committed w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1700	90	.05*	180	.11*
NBT	0	0	0		0	
NBR	1	1700	360	.21	560	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	500	.15	860	.25
EBR	1	1700	290	.17	60	.04
WBL	0	0	0		0	
WBT	2	3400	1010	.46*	740	.30*
WBR	0	0	550		270	
Right Turn Adjustment		NBR	.16*		NBR	.22*
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.72		.68	

ICU Data Set 20

**2025 FEC-APV-Initial and Ultimate Alternatives
(Buildout Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	150	.09*	
NBT	2	3400	1150	.34*	650	.19	
NBR	1	1700	460	.27	310	.18	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	610	.18	840	.25*	
SBR	1	1700	460	.27	640	.38	
EBL	2	3400	40	.01*	540	.16*	
EBT	3	5100	1580	.31	2420	.47	
EBR	1	1700	130	.08	230	.14	
WBL	2	3400	150	.04	200	.06	
WBT	3	5100	2340	.46*	1980	.39*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR	.03*		SBR	.01*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.93		.95		

2. Jeronimo & Alicia

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	510	.15	240	.07*	
NBT	2	3400	870	.28*	470	.16	
NBR	0	0	70		90		
SBL	2	3400	70	.02*	70	.02	
SBT	2	3400	420	.12	1020	.30*	
SBR	1	1700	320	.19	740	.44	
EBL	2	3400	480	.14*	380	.11	
EBT	3	5100	790	.15	1590	.31*	
EBR	d	1700	140	.08	430	.25	
WBL	2	3400	110	.03	160	.05*	
WBT	3	5100	1120	.22*	980	.19	
WBR	d	1700	70	.04	140	.08	
Right Turn Adjustment					SBR	.01*	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.71		.79

3. Trabuco & Alicia

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	300	.09	
NBT	2	3400	830	.24*	640	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	210	.06*	730	.21*	
SBT	2	3400	420	.12	660	.19	
SBR	d	1700	90	.05	150	.09	
EBL	2	3400	180	.05*	170	.05	
EBT	3	5100	590	.12	1330	.26*	
EBR	d	1700	40	.02	170	.10	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1410	.28*	950	.19	
WBR	d	1700	480	.28	360	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.73		

4. Marguerite & Alicia

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05*	60	.04	
NBT	2	3400	340	.10	450	.13*	
NBR	d	1700	60	.04	100	.06	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	600	.18*	380	.11	
SBR	d	1700	360	.21	170	.10	
EBL	2	3400	200	.06	450	.13	
EBT	2	3400	740	.22*	1250	.37*	
EBR	d	1700	40	.02	80	.05	
WBL	1	1700	120	.07*	80	.05*	
WBT	3	5100	1140	.22	750	.15	
WBR	d	1700	60	.04	70	.04	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.57		.64

5. Olympiad & Alicia

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	310	.18*	130	.08*	
NBT	2	3400	390	.11	570	.17	
NBR	d	1700	370	.22	370	.22	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	460	.15*	500	.16*	
SBR	0	0	60		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	760	.15*	980	.19*	
EBR	d	1700	120	.07	250	.15	
WBL	1	1700	410	.24*	390	.23*	
WBT	3	5100	770	.15	720	.14	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.77		.71	

6. Santa Margarita & Alicia

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	1000	.29*	1250	.37*	
NBT	3	5100	1240	.24	1580	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1420	.28*	1570	.31*	
SBR	1	1700	30	.02	120	.07	
EBL	2	3400	10	.00	140	.04*	
EBT	0	0	0		0		
EBR	2	3400	1080	.32	1600	.47	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.03*	EBR	.06*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION				.65		.83	

7. Marguerite & Trabuco

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	640	.19*	580	.17*	
NBT	2	3400	570	.17	630	.19	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	830	.24*	480	.14*	
SBR	d	1700	70	.04	70	.04	
EBL	1	1700	50	.03*	130	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	540	.32	690	.41	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment		EBR	.15*	EBR	.24*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.72		

8. Marguerite & Jeronimo

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	350	.21*	270	.16*	
NBT	2	3400	820	.24	1020	.30	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	120	.07	
SBT	2	3400	1110	.33*	870	.26*	
SBR	d	1700	100	.06	90	.05	
EBL	1	1700	170	.10*	100	.06	
EBT	2	3400	140	.04	390	.11*	
EBR	1	1700	350	.21	480	.28	
WBL	1	1700	260	.15	80	.05*	
WBT	2	3400	470	.14*	180	.05	
WBR	d	1700	100	.06	90	.05	
Right Turn Adjustment				EBR	.05*		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.83		.68		

9. Olympiad & Jeronimo

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	300	.18*	140	.08*	
NBT	2	3400	650	.19	860	.25	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	660	.26*	710	.25*	
SBR	0	0	230		140		
EBL	1	1700	140	.08*	140	.08*	
EBT	0	0	0		0		
EBC	1	1700	70	.04	200	.12	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.57		.46	

10. Marguerite & La Paz

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	230	.07*	340	.10*	
NBT	2	3400	830	.24	1090	.32	
NBR	d	1700	150	.09	170	.10	
SBL	2	3400	120	.04	210	.06	
SBT	2	3400	1010	.30*	1130	.33*	
SBR	1	1700	170	.10	130	.08	
EBL	2	3400	230	.07*	340	.10	
EBT	2	3400	320	.09	1090	.32*	
EBC	1	1700	110	.06	190	.11	
WBL	2	3400	360	.11	190	.06*	
WBT	2	3400	490	.14*	370	.11	
WBR	d	1700	220	.13	100	.06	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.63		.86

11. Olympiad & La Paz

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	240	.14*	200	.12*	
NBT	2	3400	920	.27	730	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	590	.25*	700	.27*	
SBR	0	0	270		220		
EBL	1	1700	140	.08*	300	.18*	
EBT	0	0	0		0		
EBC	1	1700	100	.06	530	.31	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.04*		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.52		.66	

12. Empresa & Santa Margarita

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		920		1250		
NBT	0.5	3400	40	.28*	10	.37*	
NBR	1	1700	640	.38	450	.26	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1190	.23*	1950	.38*	
EBC	1	1700	1270	.75	670	.39	
WBL	2	3400	710	.21*	520	.15*	
WBT	3	5100	1480	.29	980	.19	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.31*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					1.09		.96

13. Empresa & Banderas

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1140	.39*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	600	.35*	
SBR	0	0	610	.36	790	.46	
EBL	1	1700	520	.31*	460	.27*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		80	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.81		.74		

14. Empresa & Antonio

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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		210		530		
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140		320		
EBL	2	3400	850	.25*	150	.04*	
EBT	3	5100	980	.19	1130	.22	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	840	.16*	1020	.20*	
WBR	f		330		290		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.60		.47		

15. Banderas & Antonio

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			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	450	.26	560	.33	
EBL	2	3400	400	.12	370	.11*	
EBT	3	5100	2360	.47*	1230	.24	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	1000	.20	1460	.30*	
WBR	0	0	40		90		
Right Turn Adjustment			SBR		.20*		
Clearance Interval			.05*		.05*		
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION			.72		.69		

16. Cabot & Paseo De Valencia

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	630	.37*	380	.22*	
NBT	2	3400	520	.15	500	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	600	.19*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	330	.19	670	.39	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							
Clearance Interval			EBR		.21*		
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION			.51		.68		

17. Cabot & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	190	.06	210	.06
NBT	2	3400	770	.23*	340	.10*
NBR	1	1700	180	.11	760	.45
SBL	2	3400	290	.09*	730	.21*
SBT	2	3400	280	.08	710	.21
SBR	1	1700	50	.03	100	.06
EBL	2	3400	130	.04*	130	.04
EBT	3	5100	1000	.20	1370	.27*
EBR	1	1700	150	.09	140	.08
WBL	2	3400	320	.09	360	.11*
WBT	3	5100	1490	.29*	1270	.25
WBR	1	1700	460	.27	450	.26
Right Turn Adjustment					NBR	.27*
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION			.70			1.01

18. Marguerite & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	2	3400	410	.12	230	.07
NBT	2	3400	920	.27*	870	.26*
NBR	1	1700	50	.03	90	.05
SBL	2	3400	230	.07*	540	.16*
SBT	2	3400	680	.20	950	.28
SBR	1	1700	350	.21	190	.11
EBL	2	3400	150	.04*	240	.07
EBT	4	6800	1440	.21	1850	.27*
EBR	d	1700	110	.06	410	.24
WBL	2	3400	100	.03	150	.04*
WBT	4	6800	2470	.36*	1560	.23
WBR	d	1700	100	.06	200	.12
Clearance Interval				.05*		.05*

19. Felipe & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	100	.06	100	.06
NBT	2	3400	410	.12*	470	.14*
NBR	1	1700	60	.04	230	.14
SBL	1	1700	320	.19*	520	.31*
SBT	2	3400	430	.13	440	.13
SBR	d	1700	120	.07	210	.12
EBL	1	1700	170	.10*	230	.14
EBT	3	5100	1580	.31	2210	.43*
EBR	d	1700	90	.05	190	.11
WBL	1	1700	290	.17	210	.12*
WBT	3	5100	2040	.40*	1700	.33
WBR	d	1700	570	.34	380	.22
Clearance Interval				.05*		

21. Marguerite & Felipe

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .86 1.05

105

168

.86

22. Moulton & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	180	.05	240	.07	
NBT	3	5100	1330	.26*	1450	.28*	
NBR	1	1700	390	.23	160	.09	
SBL	2	3400	190	.06*	260	.08*	
SBT	3	5100	790	.15	1360	.27	
SBR	1	1700	180	.11	90	.05	
EBL	2	3400	430	.13	240	.07	
EBT	3	5100	850	.21*	860	.21*	
EBR	0	0	210		210		
WBL	2	3400	210	.06*	400	.12*	
WBT	3	5100	590	.12	1070	.21	
WBR	1	1700	160	.09	150	.09	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.74		

23. Greenfield & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0.5				40		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		20
SBL	2	3400	870	.26*	1130	.33*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	40	.02	530	.31	
EBL	2	3400	530	.16*	240	.07*	
EBT	3	5100	870	.17	1340	.27	
EBR	0	0	20			50	
WBL	1	1700	10	.01	70	.04	
WBT	3	5100	1160	.23*	1250	.25*	
WBR	1	1700	580	.34	1020	.60	
Right Turn Adjustment							WBR .10*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.76		.83

24. Cabot & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	60	.04	110	.06*	
NBT	2	3400	270	.08*	230	.07	
NBR	1	1700	310	.18	180	.11	
SBL	2	3400	290	.09*	410	.12	
SBT	2	3400	130	.08	380	.19*	
SBR	0	0	140	.08	260		
EBL	2	3400	230	.07	310	.09	
EBT	3	5100	1680	.35*	2240	.44*	
EBR	0	0	130		10		
WBL	2	3400	310	.09*	610	.18*	
WBT	3	5100	1600	.31	2080	.41	
WBR	1	1700	380	.22	320	.19	
Right Turn Adjustment	NBR		.03*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.69		.92		

25. Forbes & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	190	.11*	280	.16*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	420	.25	
EBL	1	1700	310	.18*	250	.15*	
EBT	4	6800	1640	.26	2520	.39	
EBR	0	0	160		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2100	.50*	2460	.54*	
WBR	0	0	450		270		
Right Turn Adjustment							SBR .08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.85		1.00

26. Puerta Real & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2.5		30	.01	460		
NBT	0.5	5100	60	.04*	40	.10*	
NBR	1	1700	120	.07	360	.21	
SBL	1	1700	160	.09*	200	.12*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	550	.32	
EBL	2	3400	550	.16*	480	.14	
EBT	4	6800	2150	.34	3020	.50*	
EBR	0	0	170		380		
WBL	2	3400	80	.02	330	.10*	
WBT	4	6800	2970	.45*	2580	.41	
WBR	0	0	100		230		
Right Turn Adjustment		SBR	.01*	Multi	.09*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.96		

27. El Regateo & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		320	.09*	480	.14*	
NBT	1.5	5100	30	.05	20	.11	
NBR	0		60		170		
SBL	0.5		30		80		
SBT	1.5	3400	10	.02*	40	.07*	
SBR	0		70	.04	170	.10	
EBL	1	1700	180	.11*	110	.06	
EBT	4	6800	2010	.30	3200	.47*	
EBR	1	1700	230	.14	270	.16	
WBL	1	1700	280	.16	210	.12*	
WBT	4	6800	2740	.42*	2490	.38	
WBR	0	0	130		70		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.69		.85

28. Los Altos & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		230		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1780	.29	3320	.49*	
EBR	0	0	160		20		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3090	.50*	2330	.35	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.92		

29. Bellojente & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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	1760	.26	3660	.54*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3630	.55*	2350	.35	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.70		.67

30. Marguerite & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	2	3400	200	.06*	170	.05
NBT	2	3400	550	.16	680	.20*
NBR	1	1700	480	.28	630	.37
SBL	2	3400	200	.06	560	.16*
SBT	2	3400	750	.22*	630	.19
SBR	1	1700	1050	.62	330	.19
EBL	2	3400	550	.16*	1020	.30*
EBT	4	6800	1210	.18	2460	.36
EBR	1	1700	60	.04	220	.13
WBL	2	3400	690	.20	710	.21
WBT	4	6800	2470	.36*	1880	.28*
WBR	1	1700	600	.35	240	.14
Right Turn Adjustment		SBR		.28*		
Clearance Interval				.05*		.05*
Note:	Assumes Right-Turn Overlap for NBR					

TOTAL CAPACITY UTILIZATION 1.13 .99

32. Golden Lantern & P. Colinas

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01	
NBT	3	5100	2150	.42*	980	.19*	
NBR	2	3400	870	.26	370	.11	
SBL	1	1700	410	.24*	230	.14*	
SBT	3	5100	800	.16	1470	.29	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		160		720		
WBT	0.5	3400	10	.05*	10	.21*	
WBR	1	1700	180	.11	370	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.77		.60	

TOTAL CAPACITY UTILIZATION .77 .60

33. Cabot & P. Colinas

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	130	.04*
SBT	0	0	0		0	
SBR	2	3400	220	.06	680	.20
EBL	1	1700	510	.30*	230	.14*
EBT	2	3400	640	.19	290	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	150	.09*	450	.16*
WBR	0	0	150		80	
Right Turn Adjustment Clearance Interval					SBR .05*	.05*
					.05*	.05*

TOTAL CAPACITY UTILIZATION .46 .44

34. Cm Capistrano & P. Colinas

35. Camino Capistrano & Avery

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	40	.02*	40	.02*	
NBR	1	1700	550	.32	380	.22	
SBL	2	3400	560	.16*	920	.27*	
SBT	1	1700	20	.01	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	450	.26*	640	.38*	
WBT	0	0	0		0		
WBR	2	3400	520	.15	1010	.30	
Right Turn Adjustment		NBR		.10*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.72		

36. Marguerite & Avery

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	530	.31*	350	.21*	
NBT	2	3400	570	.17	540	.16	
NBR	d	1700	170	.10	40	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	380	.11*	750	.22*	
SBR	d	1700	360	.21	670	.39	
EBL	2	3400	630	.19*	880	.26*	
EBT	2	3400	210	.12	320	.19	
EBR	0	0	320	.19	350	.21	
WBL	1	1700	20	.01	190	.11	
WBT	2	3400	140	.06*	200	.08*	
WBR	0	0	60		80		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.72		.82

37. Gldn Lantern & Marina Hills

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	190	.11	150	.09*	
NBT	3	5100	1660	.33*	820	.16	
NBR	1	1700	500	.29	410	.24	
SBL	1	1700	260	.15*	280	.16	
SBT	3	5100	750	.15	1430	.28*	
SBR	1	1700	190	.11	370	.22	
EBL	2	3400	650	.19*	350	.10*	
EBT	2	3400	310	.18	170	.10	
EBR	0	0	300		190	.11	
WBL	2	3400	310	.09	630	.19	
WBT	2	3400	150	.09*	340	.19*	
WBR	0	0	220	.13	310		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.81		.71		

38. Cm Capistrano & Los Padres

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	380	.11*	610	.18*	
NBT	2	3400	30	.01	10	.00	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	40	.02*	
SBR	0	0	260	.15	640	.38	
EBL	1.5		490	{.18}*	260	{.12}*	
EBT	0	5100	0	{.18}	0	{.12}	
EBR	1.5		550		570		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.27*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.35		.64

39. Cm Capistrano & J. Serra

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3400	260	.08*	280	.08*	
NBR	1	1700	1180	.69	820	.48	
SBL	2	3400	510	.15*	440	.13*	
SBT	2	3400	210	.06	500	.15	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	2	3400	830	.24*	1250	.37*	
WBT	0	0	0		0		
WBR	1	1700	280	.16	580	.34	
Right Turn Adjustment		NBR	.37*		NBR	.03*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .89 .66

40. Rancho Viejo & J. Serra

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	620	.18*	490	.14*	
NBT	2	3400	450	.14	230	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	220	{.09}*	450	{.17}*	
SBR	1.5		600		730		
EBL	1.5		670		510		
EBT	0.5	3400	30	.30*	10	.26*	
EBR	0		330		350		
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 .63

41. Cm Capistrano & Oso Road

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	40		60	{.04}*	
NBT	2	3400	970	.30*	520	.17	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.19	570	.34*	
SBR	0	0	110		590	.35	
EBL	1	1700	550	.32*	220	.13*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .67 .56

42. Cm Capistrano & Ortega

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	1	1700	590	.35*	570	.34*	
NBR	1	1700	80	.05	70	.04	
SBL	1	1700	160	.09*	160	.09*	
SBT	1	1700	550	.32	520	.31	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1	1700	150	.09*	170	.10*	
WBT	0	0	0		0		0
WBR	1	1700	150	.09	250	.15	
Clearance Interval			.05*		.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .58

43. Del Obispo & Ortega

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	50	.03*	110	.06*	
NBT	0	0	0		0		
NBR	2	3400	1030	.30	1060	.31	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	470	.17*	520	.19*	
EBR	0	0	100		130		
WBL	2	3400	970	.29*	1100	.32*	
WBT	1	1700	660	.39	700	.41	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.05*		NBR	.01*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.59		.63		

44. Rancho Viejo & Ortega

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				370		540 .16*
NBT	1.5	5100			180	.12*	130 .11
NBR	0				70		60
SBL	1.5				240		520
SBT	0.5	3400			140	.11*	190 .21*
SBR	1	1700			120	.07	170 .10
EBL	1	1700			190	.11	190 .11
EBT	2	3400			1330	.39*	1730 .51*
EBR	1	1700			690	.41	460 .27
WBL	1	1700			90	.05*	80 .05*
WBT	3	5100			1620	.32	1330 .26
WBR	1	1700			840	.49	260 .15
Right Turn Adjustment		WBR			.08*		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.80		.98

45. La Novia & Ortega

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	640	.19*	320	.09*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	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	1220	.36	1890	.56*	
EBR	1	1700	350	.21	390	.23	
WBL	1	1700	230	.14	120	.07*	
WBT	2	3400	1850	.54*	1310	.39	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.78		.77		

47. Alipaz & Del Obispo

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	20				30
NBT	1	1700	70	.05*	60	.05*	
NBR	2	3400	660	.19	630	.19	
SBL	1	1700	60	.04	50	.03	
SBT	1	1700	60	.09*	170	.27*	
SBR	0	0	90		290		
EBL	1	1700	310	.18	130	.08	
EBT	2	3400	570	.18*	630	.20*	
EBR	0	0	40		40		
WBL	1	1700	470	.28*	400	.24*	
WBT	2	3400	680	.21	1050	.31	
WBR	0	0	40		10		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.65		.81

48. Cm Capistrano & Del Obispo

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	650	.19	490	.14*	
NBT	1	1700	740	.44*	460	.27	
NBR	1	1700	260	.15	260	.15	
SBL	1	1700	50	.03*	80	.05	
SBT	1	1700	440	.26	760	.45*	
SBR	1	1700	650	.38	130	.08	
EBL	1	1700	230	.14	280	.16*	
EBT	2	3400	820	.24*	600	.18	
EBR	1	1700	440	.26	500	.29	
WBL	2	3400	250	.07*	330	.10	
WBT	2	3400	470	.16	690	.21*	
WBR	0	0	90		40		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.83		1.01		

49. Cm Capistrano & San Juan C.

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		0
NBT	2	3400	600	.18*	790	.23*	
NBR	1	1700	480	.28	760	.45	
SBL	2	3400	250	.07*	930	.27*	
SBT	2	3400	650	.19	920	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1.5				1020		830
WBT	0	5100	0	{.36}*}	0		0
WBR	1.5				930		670
Right Turn Adjustment						NBR	.04*
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.66		1.01		.83

50. Valle & San Juan Creek

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		580	.17*	530	.16*	
NBT	0	5100	0		0		
NBR	1.5		190		260	.15	
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	1070	.49*	
EBR	0	0	350		610		
WBL	1	1700	250	.15	110	.06*	
WBT	2	3400	1370	.40*	960	.28	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		1.01		.76

51. La Novia & San Juan Creek

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	170	.10	160	.09	
NBT	1	1700	260	.24*	140	.13*	
NBR	0	0	150		80		
SBL	1	1700	210	.12*	410	.24*	
SBT	1	1700	130	.08	200	.12	
SBR	1	1700	490	.29	300	.18	
EBL	1	1700	220	.13*	250	.15	
EBT	2	3400	290	.09	860	.25*	
EBR	d	1700	60	.04	130	.08	
WBL	1	1700	70	.04	120	.07*	
WBT	2	3400	920	.27*	460	.14	
WBR	d	1700	580	.34	250	.15	
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.81		1.01		.74

53. Del Obispo & Del Avion

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	190	.11*	170	.10*	
NBT	2	3400	330	.19	380	.17	
NBR	0	0	310		210		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	250	.15*	410	.24*	
SBR	0	0	420	.25	450	.26	
EBL	1.5		230		210		
EBT	1.5	5100	360	.12*	190	.11*	
EBR	0		10		170		
WBL	1	1700	320	.19*	170	.10*	
WBT	2	3400	200	.09	90	.05	
WBR	0	0	110		110	.06	
Right Turn Adjustment		SBR		.01*			
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .63 .60

54. Alipaz & Del Avion

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	10		40	{.02}*}	
NBT	1	1700	80	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	270	.16	170	.10	
EBL	1	1700	450	.26*	300	.18*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					.36		.31

55. Del Obispo & Stonehill

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	80	.05	150	.09	
NBT	2	3400	190	.09*	390	.15*	
NBR	0	0	110		130		
SBL	1	1700	320	.19*	270	.16*	
SBT	2	3400	410	.15	520	.19	
SBR	0	0	110		110		
EBL	1	1700	170	.10	210	.12*	
EBT	2	3400	760	.26*	650	.23	
EBR	0	0	110		130		
WBL	1	1700	90	.05*	240	.14	
WBT	2	3400	510	.15	910	.27*	
WBR	1	1700	220	.13	520	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.64		.75		

56. Los Mares & Las Ramblas

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	60	.02*	30	.01*	
NBT	0	0	0		0		
NBR	1	1700	270	.16	100	.06	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	260	.08*	390	.11*	
EBR	1	1700	60	.04	190	.11	
WBL	1	1700	90	.05*	240	.14*	
WBT	2	3400	150	.04	170	.05	
WBR	0	0	0		0		
Right Turn Adjustment		NBR		.10*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION					.30		.31

100. I-5 SB Ramps & Alicia Pkwy

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		830		1160		
SBT	0	5100	0	{.30}*{.45}*{.37}	0	{.45}*{.36}	
SBR	1.5		820		1280		
EBL	0	0	0		0		
EBT	3	5100	1870	.37*	1830	.36*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1320	.26	1150	.23	
WBR	f		670		840		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.72		.86	

101. I-5 NB Ramps & Alicia Pkwy

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		100	.03*	320	{.18}*{.49}	
NBT	0	5100	0		0	.18	
NBR	1.5		100	{.00}	590		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1110	.22	2480	.49*	
EBR	f		1600		500		
WBL	0	0	0		0		
WBT	3	5100	1890	.37*	1670	.33	
WBR	f		1470		720		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.45		.72	

102. I-5 SB Ramps/Cabot & La Paz

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	120	.07*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	460	.14	520	.15	
SBL	2	3400	200	.06	530	.16*	
SBT	2	3400	210	.06*	310	.09	
SBR	1	1700	260	.15	280	.16	
EBL	0	0	0		0		
EBT	2	3400	1000	.29*	940	.28	
EBR	1	1700	110	.06	180	.11	
WBL	2	3400	200	.06*	250	.07	
WBT	2	3400	560	.28	790	.36*	
WBR	0	0	390		430		
Right Turn Adjustment Multi				.06*			
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.59		.71	

103. I-5 NB/Muirlands & La Paz

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		80	.05	90		
NBT	1	6800	870	.26*	220	{.08}*{.33}	
NBR	1.5		140		330		
SBL	2	3400	550	.16*	1000	.29*	
SBT	0	0	0		0		
SBR	2	3400	460	.14	320	.09	
EBL	2	3400	220	.06*	310	.09*	
EBT	2	3400	850	.25	1130	.33	
EBR	f		460		320		
WBL	0	0	0		0		
WBT	3	5100	1260	.34*	1080	.32*	
WBR	0	0	490		550	.32	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.87		.83	

104. I-5 SB Ramps & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	780	.23*	1120	.33*	
SBT	0	0	0		0		
SBR	1	1700	310	.18	450	.26	
EBL	0	0	0		0		
EBT	3	5100	1050	.21	2080	.41*	
EBR	f		420		780		
WBL	0	0	0		0		
WBT	3	5100	1960	.38*	1630	.32	
WBR	f		700		370		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.66		.79	

105. I-5 NB Ramps & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	500	.29*	520	.31*	
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	1680	.33	2530	.50*	
EBR	f		270		670		
WBL	0	0	0		0		
WBT	3	5100	2160	.42*	1490	.29	
WBR	f		1260		740		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.76		.86	

106. I-5 SB Ramps & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1230	.24*	1790	.35*	
SBT	0	8500	0		0		
SBR	2.5		720	.21	1240	{.28}	
EBL	0	0	0		0		
EBT	4	6800	1650	.24	2530	.37*	
EBR	1	1700	280	.16	460	.27	
WBL	2	3400	460	.14	570	.17*	
WBT	3	5100	2130	.42*	1640	.32	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.94	

107. I-5 NB Ramps & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		660	{.25}*	210	.12*	
NBT	0	5100	0	.25	0		
NBR	1.5		620		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	2180	.43*	3400	.67*	
EBR	1.5		720	.42	900	.53	
WBL	0	0	0		0		
WBT	3	5100	1940	.38	2000	.39	
WBR	f		1470		1590		
Right Turn Adjustment							NBR .02*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION				.73		.86	

108. I-5 SB Ramps & Avery

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	370	.11*	650	.19*	
SBT	0	0	0		0		
SBR	1	1700	330	.19	540	.32	
EBL	0	0	0		0		
EBT	1.5	5100	890	.26*	1020	.30*	
EBR	1.5		210	.12	280	.16	
WBL	1	1700	270	.16*	160	.09*	
WBT	2	3400	640	.19	1090	.32	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.08*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.71		

109. I-5 NB Ramps & Avery

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5				260	.08*	340
NBT	0	5100			0		0
NBR	1.5				400	{.04}	400
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	1	1700			510	.30*	510
EBT	2	3400			770	.23	1150
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	2	3400			660	.19*	920
WBR	f				390		300
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.62	.72

110. I-5 SB Ramps & J. Serra

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		210	.06*	350		
SBT	0	5100	0		0	{.19}*	
SBR	1.5		580	.17	890		
EBL	0	0	0		0		
EBT	2	3400	1330	.39*	1010	.30*	
EBR	d	1700	340	.20	260	.15	
WBL	1	1700	250	.15*	340	.20*	
WBT	2	3400	540	.16	940	.28	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.65		.74		

111. I-5 NB Ramps & J. Serra

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	130	.04*	280	.08*	
NBT	0	0	0		0		
NBR	1	1700	280	.16	200	.12	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	800	.24*	680	.20*	
EBT	2	3400	750	.22	670	.20	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	660	{.23}*	990	.29*	
WBR	1.5		570		250	.15	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.56		.62		

112. I-5 SB Ramps & Ortega

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1200		1440		
SBT	0	5100	0	{.37}*	0	{.43}*	
SBR	1.5		920		870		
EBL	0	0	0		0		
EBT	3	5100	1330	.26*	1330	.26*	
EBR	1	1700	170	.10	250	.15	
WBL	1	1700	220	.13*	200	.12*	
WBT	2	3400	710	.21	930	.27	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.81		.86		

113. I-5 NB Ramps & Ortega

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		250	{.13}* [*]	260	{.11}* [*]	
NBT	0	5100	0	{.13}	0	{.11}	
NBR	1.5		500		400		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	720	.21*	760	.22*	
EBT	3	5100	1810	.35	2000	.39	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	680	.20*	870	.26*	
WBR	f		1410		1260		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.59		.64		

114. Cm Capistrano & I-5 SB

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	910	.27*	1130	.34*	
NBR	0	0	20		30		
SBL	2	3400	590	.17*	480	.14*	
SBT	2	3400	1070	.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*	1130	.33*	
WBT	0	5100	0		0		
WBR	1.5		420	.25			
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72		.86		

115. Valle & La Novia/I-5 NB

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	270	.16*	140	.08*	
NBT	1	1700	150	.09	150	.09	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		190		
SBT	1	1700	170	.14*	280	.28*	
SBR	1	1700	320	.19	250	.15	
EBL	1	1700	410	.24*	510	.30*	
EBT	1	1700	40	.05	140	.12	
EBR	0	0	50		60		
WBL	0	0	30		30		
WBT	1	1700	270	.18*	70	.06*	
WBR	1	1700	220	.13	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.77		.77		

116. Cm Capistrano & Stonehill

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)								
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR	
			VOL	V/C	VOL	V/C	VOL	V/C
NBL	2	3400	300	.09	390	.11*		
NBT	2	3400	660	.29*	540	.31		
NBR	0	0	320		520			
SBL	1	1700	60	.04*	270	.16		
SBT	1.5	5100	620	{.21}	1060	{.36}* [*]		
SBR	1.5		860		1170			
EBL	1	1700	550	.32*	530	.31*		
EBT	2	3400	600	.18	820	.24		
EBR	1	1700	260	.15	450	.26		
WBL	0	0	0		0			
WBT	0	0	0		0			
WBR	0	0	0		0			
Clearance Interval			.05*		.05*			
TOTAL CAPACITY UTILIZATION			.70		.83			

117. I-5 SB Ramps & Las Ramblas

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)								
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR	
			VOL	V/C	VOL	V/C	VOL	V/C
NBL	0	0	0		0		0	
NBT	0	0	0		0		0	
NBR	0	0	0		0		0	
SBL	2	3400	200	.06*	280	.08*		
SBT	0	0	0		0		0	
SBR	f		550		570			
EBL	0	0	0		0		0	
EBT	2	3400	540	.16	820	.24*		
EBR	f		970		1170			
WBL	0	0	0		0		0	
WBT	1	1700	350	.21*	350	.21		
WBR	f		160		100			
Clearance Interval			.05*		.05*			
TOTAL CAPACITY UTILIZATION			.32		.37			

118. I-5 NB Ramps & Las Ramblas

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)								
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR	
			VOL	V/C	VOL	V/C	VOL	V/C
NBL	0	0	40		60			
NBT	1	1700	10	.03*	30	.05*		
NBR	1	1700	90	.05	150	.09		
SBL	1	1700	20	.01*	10	.01*		
SBT	0	0	0		0			
SBR	1	1700	80	.05	40	.02		
EBL	1	1700	20	.01*	90	.05		
EBT	2	3400	360	.11	730	.21*		
EBR	f		330		220			
WBL	0	0	0		0			
WBT	3	5100	670	.13*	480	.10		
WBR	0	0	10		10			
Right Turn Adjustment	SBR		.02*	NBR	.04*			
Clearance Interval			.05*		.05*			
TOTAL CAPACITY UTILIZATION			.25		.36			

150. Greenfield & SR-73 SB Ramps

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)								
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR	
			VOL	V/C	VOL	V/C	VOL	V/C
NBL	0	0	0		0		0	
NBT	2	3400	1130	.40*	690	.26*		
NBR	0	0	220		180			
SBL	1	1700	40	.02*	10	.01*		
SBT	2	3400	290	.09	250	.07		
SBR	0	0	0		0			
EBL	0.5		10		20			
EBT	0	3400	0	{.05}*	0	{.21}*		
EBR	1.5		570		960			
WBL	0	0	0		0			
WBT	0	0	0		0			
WBR	0	0	0		0			
Clearance Interval			.05*		.05*			
TOTAL CAPACITY UTILIZATION			.52		.53			

151. Greenfield & SR-73 NB Ramps

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	1090	.32*	610	.18*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	90	.05*	
SBR	1	1700	20	.01	10	.01	
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	1	1700	30	.02	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.57		.39		

152. SR-241 SB & S. Margarita

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	360		390		
NBT	1	1700	10	.22*	10	.24*	
NBR	2	3400	540	.16	1730	.51	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1830	.36	2540	.50*	
EBR	1	1700	100	.06	90	.05	
WBL	2	3400	30	.01	20	.01*	
WBT	3	5100	2310	.46*	1270	.25	
WBR	0	0	20		10		
Right Turn Adjustment							NBR .26*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.79		1.09		

153. SR-241 NB & S. Margarita

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	70	.02*	30	.01*	
NBT	0	0	0		0		
NBR	f		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	540	.16*	440	.13	
EBT	3	5100	1850	.36	3910	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2270	.45*	1270	.25	
WBR	f		2600		750		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.83		

154. SR-241 SB Ramps & Antonio

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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		150	{.01}	470	{.13}	
EBL	0	0	0		0		
EBT	3	5100	1390	.27*	1650	.32*	
EBR	1	1700	20	.01	90	.05	
WBL	1	1700	130	.08*	140	.08*	
WBT	3	5100	1260	.25	1030	.20	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.46		.69		

155. SR-241 NB Ramps & Antonio

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1.5		90 .03*	30 .02*		
NBT	0	5100	0	0		
NBR	1.5		150 { .00}	120 .04		
SBL	0	0	0	0		
SBT	0	0	0	0		
SBR	0	0	0	0		
EBL	2	3400	680 .20*	190 .06		
EBT	3	5100	900 .18	2260 .44*		
EBR	0	0	0	0		
WBL	0	0	0	0		
WBT	3	5100	1300 .25*	1150 .23		
WBR	1	1700	1570 .92	230 .14		
Right Turn Adjustment		WBR	.65*	NBR	.02*	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			1.18		.53	

156. SR-241 SB Ramps & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	0	0	0	0		
NBR	0	0	0	0		
SBL	1.5			70 .02*	240	
SBT	0	5100		0	0	.11*
SBR	1.5			20 .01	330	
EBL	0	0	0	0		
EBT	2	3400		1030 .30	890 .26	
EBR	1	1700		410 .24	700 .41	
WBL	2	3400		130 .04	80 .02	
WBT	2	3400		1690 .50*	1090 .32*	
WBR	0	0		0		
Right Turn Adjustment						EBR .03*
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.57	.51

157. SR-241 NB Ramps & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1.5		650 { .21}*	520 { .19}*		
NBT	0	3400	0 .21	0 .19		
NBR	0.5		50	130		
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	630 .19	1070 .31*		
EBR	0	0	0	0		
WBL	0	0	0	0		
WBT	2	3400	1170 .34*	620 .18		
WBR	1	1700	450 .26	80 .05		
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.88		.55	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	70	.04*	120	.08*	
NBT	1	1600	40	.03	90	.06	
NBR	1	1600	100	.06	90	.06	
SBL	0	0	20		10		
SBT	1	1600	110	.09*	40	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	160	.10*	100	.06*	
EBR	0	0	230	.14	200	.13	
WBL	1	1600	130	.08*	180	.11*	
WBT	2	3200	110	.04	220	.08	
WBR	0	0	10		20		
Right Turn Adjustment		EBR	.01*		EBR	.01*	

TOTAL CAPACITY UTILIZATION .32 .30

59. La Pata & Del Rio

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	120	.08*	480	.30*	
NBT	2	3200	800	.25	650	.20	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	700	.22*	1170	.37*	
SBR	1	1600	10	.01	20	.01	
EBL	0.5		20		10		
EBT	0	3200	0	{.19}*	0	{.02}*	
EBR	1.5		670		410		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .49 .69

60. La Pata & Vista Hermosa

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3200	570	.18*	580	.18	
NBT	3	4800	280	.06	750	.16*	
NBR	1	1600	140	.09	350	.22	
SBL	1	1600	200	.13	260	.16*	
SBT	3	4800	740	.15*	500	.10	
SBR	1	1600	90	.06	260	.16	
EBL	1	1600	200	.13*	160	.10*	
EBT	2	3200	450	.14	640	.20	
EBR	1	1600	630	.39	270	.17	
WBL	1	1600	410	.26	280	.18	
WBT	2	3200	830	.33*	900	.35*	
WBR	0	0	230		210		
Right Turn Adjustment		EBR	.05*				

TOTAL CAPACITY UTILIZATION .84 .77

61. Talega & Vista Hermosa

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.09*	
NBR	0	0	50		120		
SBL	1	1600	270	.17	100	.06*	
SBT	0.5	3200	20	{.21}*	20	{.08}	
SBR	1.5		820		450		
EBL	2	3200	420	.13*	560	.18*	
EBT	2	3200	210	.07	430	.14	
EBR	0	0	10		10		
WBL	1	1600	70	.04	100	.06	
WBT	2	3200	370	.17*	680	.30*	
WBR	0	0	180		270		

TOTAL CAPACITY UTILIZATION .52 .63

62. Vera Cruz & Los Mares

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	340	.21*	210	.13*	
NBT	1	1600	10	.04	10	.02	
NBR	0	0	50		20		
SBL	0	0	10		10		
SBT	1	1600	10	.03*	10	.02*	
SBR	0	0	20		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	310	.10*	230	.07	
EBR	1	1600	330	.21	270	.17	
WBL	1	1600	40	.03*	10	.01	
WBT	2	3200	120	.04	330	.11*	
WBR	0	0	10		10		

TOTAL CAPACITY UTILIZATION .37 .27

63. Vera Cruz & Vista Hermosa

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	30	.02	90	.06	
NBT	2	3200	60	.03*	240	.08*	
NBR	0	0	20		10		
SBL	1	1600	300	.19*	120	.08*	
SBT	2	3200	220	.10	90	.06	
SBR	0	0	110		90		
EBL	1	1600	70	.04	110	.07*	
EBT	2	3200	1660	.59*	1060	.38	
EBR	0	0	220		140		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	1020	.35	1640	.59*	
WBR	0	0	90		240		

TOTAL CAPACITY UTILIZATION .82 .82

64. La Pata & Pico

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	60	.04	300	.19	
NBT	2	3200	310	.10*	770	.24*	
NBR	1	1600	240	.15	700	.44	
SBL	2	3200	630	.20*	360	.11*	
SBT	2	3200	760	.24	270	.08	
SBR	f		400		550		
EBL	1	1600	300	.19	430	.27*	
EBT	3	4800	1460	.30*	1610	.34	
EBR	1	1600	320	.20	130	.08	
WBL	2	3200	700	.22*	250	.08	
WBT	2.5	6400	890	{.19}	1540	.32*	
WBR	1.5		520	{.18}	520	{.24}	
Right Turn Adjustment				NBR	.01*		

TOTAL CAPACITY UTILIZATION .82 .95

65. Vista Hermosa & Pico

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	30	.02	190	.12	
NBT	2	3200	20	.01*	120	.04*	
NBR	0	0	10		10		
SBL	2	3200	390	.12*	410	.13*	
SBT	1	1600	70	.04	40	.03	
SBR	1	1600	200	.13	70	.04	
EBL	2	3200	110	.03*	360	.11*	
EBT	3	4800	1980	.41	2370	.49	
EBR	1	1600	270	.17	10	.01	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1900	.47*	2100	.58*	
WBR	0	0	360		700		

TOTAL CAPACITY UTILIZATION .63 .86

66. PCH & Camino Capistrano

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	2	3200	540	.17*	650	.20	
NBR	1	1600	310	.19	390	.24	
SBL	1	1600	110	.07*	170	.11	
SBT	2	3200	450	.14	1200	.38*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	280	.18*	250	.16*	
WBT	0	0	0		0		
WBR	1	1600	50	.03	130	.08	

TOTAL CAPACITY UTILIZATION .42 .54

67. E1 Camino Real & Pico

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	10	.01	30	.02	
NBT	2	3200	580	.18*	610	.19*	
NBR	1	1600	130	.08	290	.18	
SBL	2	3200	390	.12*	570	.18*	
SBT	2	3200	440	.15	880	.30	
SBR	0	0	30		90		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	200	.14*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	200	.06*	380	.12*	
WBT	1	1600	70	.04	150	.09	
WBR	1	1600	350	.22	470	.29	

TOTAL CAPACITY UTILIZATION .50 .60

68. E1 Cm. Real & Cristianitos

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	130	.08*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .29

119. I-5 SB Ramps & Estrella

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	2	3200	710	.22*	760	.24*	
SBT	0	0	0		0		
SBR	1	1600	320	.20	330	.21	
EBL	0	0	0		0		0
EBT	2	3200	600	.19*	800	.25*	
EBR	1	1600	310	.19	260	.16	
WBL	1	1600	440	.28*	510	.32*	
WBT	2	3200	420	.13	600	.19	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .69 .81

120. I-5 NB Ramps & Estrella

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0.5		170		300		
NBT	0	3200	0	.16*	0	.26*	
NBR	1.5		340		530		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	970	.20*	1190	.25*	
EBR	1	1600	340	.21	360	.23	
WBL	0	0	0		0		
WBT	3	4800	580	.12	620	.13	
WBR	f		890		800		

TOTAL CAPACITY UTILIZATION .36 .51

121. I-5 SB Rmps & Vista Hermosa

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5				1100	.34*	920 .29*
SBT	0	4800			0		0
SBR	1.5				170	.11	370 .23
EBL	1	1600			10	.01	10 .01*
EBT	3	4800			390	.08*	590 .12
EBR	0	0			0		0
WBL	0	0	0		0		0
WBT	2	3200			100	.03	410 .13*
WBR	f				270		810

TOTAL CAPACITY UTILIZATION .42 .43

122. I-5 NB Rmps & Vista Hermosa

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1.5		10	.01*	10	.01*	
NBT	0	4800	0		0		
NBR	1.5		640	.20	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	1380	.43*	1340	.42	
EBR	f		130		180		
WBL	0	0	0		0		
WBT	1.5	4800	380	.24	1290	.44*	
WBR	1.5		1260	.39	810		
Right Turn Adjustment	NBR		.19*		NBR	.10*	

TOTAL CAPACITY UTILIZATION .63 .55

125. I-5 SB Ramp & E1 Cm Real

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	140	.09	140	.09	
NBT	0	0	0		0		
NBR	1	1600	210	.13	130	.08	
SBL	1	1600	240	.15*	380	.24*	
SBT	1	1600	50	.03	230	.14	
SBR	1	1600	150	.09	230	.14	
EBL	0	0	0		0		
EBT	2	3200	270	.11	640	.24*	
EBR	0	0	90		130		
WBL	1	1600	20	.01	50	.03*	
WBT	2	3200	410	.13*	550	.17	
WBR	0	0	0		0		
Right Turn Adjustment	Multi		.14*		NBR	.06*	

TOTAL CAPACITY UTILIZATION .42 .57

123. I-5 SB Ramps & Pico

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)w/Mit.						
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
		VOL	V/C	VOL	V/C			VOL	V/C	VOL	V/C	
NBL	0	0	0	0		NBL	0	0	0	0		
NBT	0	0	0	0		NBT	0	0	0	0		
NBR	0	0	0	0		NBR	0	0	0	0		
SBL	1.5	1210	.38*	530	.17*	SBL	1.5	1210	.38*	530		
SBT	0	4800	0	0		SBT	0	4800	0	0	.21*	
SBR	1.5	220		460	{.00}	SBR	1.5	220	.14	460		
EBL	0	0	0	0		EBL	0	0	0	0		
EBT	3	4800	880	.18*	1090	.23*	EBT	3	4800	880	.18*	1090
EBR	1	1600	120	.08	540	.34	EBR	f	120	540		.23
WBL	1	1600	510	.32*	1550	.97*	WBL	0	0	0	0	
WBT	2	3200	490	.15	920	.29	WBT	2	3200	490	.15	920
WBR	0	0	0		0		WBR	f	510	1550		.29*
TOTAL CAPACITY UTILIZATION		.88		1.37		TOTAL CAPACITY UTILIZATION		.56		.50		

124. I-5 NB Ramps & Pico

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)w/Mit							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR
NBL	1	1600	100	.06*		310	.19*		NBL	1	1600	100	.06*	
NBT	0	0	0			0			NBT	0	0	0		
NBR	2	3200	1480	.46		1390	.43		NBR	2	3200	1480	.46	
SBL	0	0	0			0			SBL	0	0	0		
SBT	0	0	0			0			SBT	0	0	0		
SBR	0	0	0			0			SBR	0	0	0		
EBL	1	1600	270	.17		360	.23*		EBL	2	3200	270	.08	
EBT	2	3200	1870	.58*		1250	.39		EBT	3	4800	1870	.39*	
EBR	0	0	0			0			EBR	0	0	0		
WBL	0	0	0			0			WBL	0	0	0		
WBT	3	4800	910	.19		2140	.45*		WBT	3	4800	910	.19	
WBR	f		890			1250			WBR	f		890		
Right Turn Adjustment		NBR	.40*			NBR	.02*		Right Turn Adjustment	NBR	.40*		NBR	.01*
TOTAL CAPACITY UTILIZATION			1.04				.89		TOTAL CAPACITY UTILIZATION			.85		.76

126. I-5 NB Ramps & E1 Cm Real

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	70	.04*	220	.14*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	130	.08*	110	.07*	
EBT	2	3200	500	.16	940	.29	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	380	.24*	430	.23*	
WBR	0	0	430	.27	320		

TOTAL CAPACITY UTILIZATION .36 .44

127. I-5 SB Ramps & Cristianitos

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	30	.02*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .24

128. I-5 NB Ramps & Cristianitos

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	60	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment	NBR	.04*					

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment	SBR	.08*					

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilonne

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C
NBL	1	1600	220	.14*	40	.03*
NBT	0	0	0		0	
NBR	1	1600	110	.07	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	70		320	
EBT	1	1600	90	.10*	230	.34*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	60	.04	140	.09
WBR	1	1600	180	.11	250	.16
Right Turn Adjustment				NBR		.02*
TOTAL CAPACITY UTILIZATION			.24		.39	

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	900	.26*	780	.23*	
NBT	3	5100	1040	.20	950	.19	
NBR	1	1700	540	.32	630	.37	
SBL	2	3400	160	.05	110	.03	
SBT	3	5100	1230	.24*	1170	.23*	
SBR	f		1010		520		
EBL	2	3400	730	.21	860	.25	
EBT	3	5100	860	.17*	1370	.27*	
EBR	f		600		730		
WBL	2	3400	860	.25*	750	.22*	
WBT	3	5100	1090	.21	660	.13	
WBR	1	1700	320	.19	90	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.97		1.00		

31. Antonio & Crown Valley

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	1010	.30*	1070	.31*	
NBT	3	5100	1700	.33	1400	.27	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1450	.28*	1530	.30*	
SBR	f		950		950		
EBL	2	3400	680	.20*	1080	.32*	
EBT	0	0	0		0		
EBR	2	3400	590	.17	1120	.33	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment							EBR .01*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.83		.99

46. Antonio/La Pata & Ortega

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	180	.05*	160	.05	
NBT	2	3400	620	.18	1130	.33*	
NBR	1	1700	130	.08	230	.14	
SBL	2	3400	50	.01	100	.03*	
SBT	2	3400	1360	.40*	780	.23	
SBR	1	1700	1280	.75	800	.47	
EBL	2	3400	690	.20*	1110	.33*	
EBT	2	3400	160	.05	570	.17	
EBR	1	1700	110	.06	220	.13	
WBL	2	3400	180	.05	210	.06	
WBT	2	3400	400	.12*	320	.09*	
WBR	1	1700	90	.05	70	.04	
Right Turn Adjustment	SBR	.35*	SBR	.16*			
Clearance Interval		.05*		.05*			
TOTAL CAPACITY UTILIZATION		1.17		.99			

52. La Pata & San Juan Creek

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	310	.18*	210	.12*	
NBT	2	3400	770	.23	870	.26	
NBR	0	0	10		10		
SBL	1	1700	30	.02	10	.01	
SBT	2	3400	940	.28*	930	.27*	
SBR	1	1700	680	.40	270	.16	
EBL	1	1700	170	.10*	650	.38*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	120	.07	310	.18	
WBL	1	1700	10	.01	20	.01	
WBT	1	1700	0	.01*	20	.04*	
WBR	0	0	10		40		
Right Turn Adjustment	SBR	.12*					
Clearance Interval		.05*			.05*		.05*
TOTAL CAPACITY UTILIZATION					.74		.86

57. La Pata & Las Ramblas

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	60	.04	60	.04*	
NBT	2	3400	740	.22*	600	.18	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	550	.16	930	.27*	
SBR	1	1700	170	.10	360	.21	
EBL	0.5		370	.22*	220		
EBT	0	3400	0		0	.15*	
EBR	1.5		150	.09	280		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.51		

74. Antonio & North River

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	60	.04	160	.09	
NBT	3	5100	660	.13*	1150	.23*	
NBR	f		610		1260		
SBL	2	3400	880	.26*	1140	.34*	
SBT	3	5100	1320	.26	940	.18	
SBR	d	1700	40	.02	140	.08	
EBL	1	1700	150	.09	80	.05	
EBT	1	1700	90	.05*	70	.04*	
EBR	1	1700	200	.12	90	.05	
WBL	2	3400	1120	.33*	790	.23*	
WBT	1	1700	40	.02	90	.05	
WBR	f		1250		1250		
Right Turn Adjustment			EBR	.07*	EBR	.01*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.89		.90	

82. SR-241 & Pico

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	280	.08*	360	.11*	
SBT	0	0	0		0		
SBR	f		780		1440		
EBL	2.5		1410		1260		
EBT	1.5	6800	600	.30*	1050	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1030	.30*	880	.26*	
WBR	1	1700	420	.25	280	.16	
Clearance Interval				.05*		.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.73		.76		

160. SR-241 SB Ramps & C St

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5				150	.09*	510
SBT	0	5100	0			0	.24*
SBR	1.5				430	.13	700
EBL	0	0	0		0		
EBT	2	3400	1070	.32*	840		
EBR	0	0	10			10	
WBL	1	1700	50	.03*	40		
WBT	2	3400	340	.10	380		
WBR	0	0	0			0	
Right Turn Adjustment			SBR	.04*			
Clearance Interval				.05*			
TOTAL CAPACITY UTILIZATION				.53		.56	

161. SR-241 NB Ramps & C St

162. SR-241 SB & North River

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	10	.01*	10	.01*	
NBT	0	0	0		0		
NBR	1	1700	60	.04	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	780	.23*	460	.14*	
EBT	2	3400	430	.13	880	.26	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	380	.11*	420	.12*	
WBR	1	1700	490	.29	250	.15	
Right Turn Adjustment	Multi		.21*	Multi	.07*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .61 .39

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1700	140	.08*	350	.21*	
SBT	0	0	0		0		
SBR	1	1700	40	.02	450	.26	
EBL	0	0	0		0		
EBT	2	3400	650	.22*	570	.18*	
EBR	0	0	100		40		
WBL	0	0	0		0		
WBT	2	3400	480	.14	400	.12	
WBR	1	1700	470	.28	260	.15	
Right Turn Adjustment	WBR		.06*	SBR	.05*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .41 .49

163. SR-241 NB & North River

2025 FEC-APV Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	10	.01*	50	.03*	
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	2	3400	510	.15	860	.25	
EBR	1	1700	290	.17	60	.04	
WBL	0	0	0		0		
WBT	2	3400	940	.44*	620	.26*	
WBR	0	0	540		280		
Right Turn Adjustment	NBR		.17*	NBR	.25*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .67 .59

ICU Data Set 21

**2025 CC-Initial and Ultimate Alternatives
(Committed Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	250	.15	160	.09*	
NBT	2	3400	1120	.33*	680	.20	
NBR	1	1700	430	.25	300	.18	
SBL	1	1700	60	.04*	130	.08	
SBT	2	3400	570	.17	850	.25*	
SBR	1	1700	480	.28	600	.35	
EBL	2	3400	40	.01*	510	.15*	
EBT	3	5100	1610	.32	2460	.48	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	160	.05	200	.06	
WBT	3	5100	2360	.46*	2030	.40*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.05*			
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION			.94		.94		

2. Jeronimo & Alicia

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	520	.15	260	.08*	
NBT	2	3400	890	.28*	470	.16	
NBR	0	0	70		90		
SBL	1	1700	70	.04*	40	.02	
SBT	2	3400	420	.12	1020	.30*	
SBR	1	1700	310	.18	720	.42	
EBL	1	1700	460	.27*	350	.21*	
EBT	3	5100	810	.16	1640	.32	
EBR	d	1700	140	.08	460	.27	
WBL	1	1700	110	.06	160	.09	
WBT	3	5100	1140	.22*	1030	.20*	
WBR	d	1700	70	.04	120	.07	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.86		.84

3. Trabuco & Alicia

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	230	.14	300	.18	
NBT	2	3400	820	.24*	630	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	1	1700	200	.12*	670	.39*	
SBT	2	3400	430	.13	720	.21	
SBR	d	1700	90	.05	150	.09	
EBL	1	1700	190	.11*	170	.10	
EBT	3	5100	600	.12	1370	.27*	
EBR	d	1700	40	.02	160	.09	
WBL	1	1700	90	.05	80	.05*	
WBT	3	5100	1390	.27*	990	.19	
WBR	d	1700	470	.28	350	.21	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.95		

4. Marguerite & Alicia

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	100	.06*	60	.04	
NBT	2	3400	340	.10	480	.14*	
NBR	d	1700	70	.04	120	.07	
SBL	1	1700	30	.02	70	.04*	
SBT	2	3400	600	.18*	420	.12	
SBR	d	1700	360	.21	180	.11	
EBL	2	3400	210	.06	440	.13	
EBT	2	3400	740	.22*	1240	.36*	
EBR	d	1700	30	.02	90	.05	
WBL	1	1700	200	.12*	110	.06*	
WBT	3	5100	1120	.22	750	.15	
WBR	d	1700	50	.03	60	.04	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION					.63		.65

5. Olympiad & Alicia

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	170	.10*	70	.04	
NBT	2	3400	330	.10	470	.14*	
NBR	d	1700	320	.19	280	.16	
SBL	1	1700	20	.01	50	.03*	
SBT	2	3400	420	.14*	380	.13	
SBR	0	0	70		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	780	.15*	1100	.22*	
EBR	d	1700	100	.06	130	.08	
WBL	1	1700	300	.18*	290	.17*	
WBT	3	5100	940	.18	790	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.62		.61	

6. Santa Margarita & Alicia

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	1070	.31*	1260	.37*	
NBT	3	5100	1310	.26	1570	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1440	.28*	1580	.31*	
SBR	1	1700	30	.02	90	.05	
EBL	2	3400	10	.00	120	.04*	
EBT	0	0	0		0		
EBR	2	3400	1050	.31	1660	.49	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.08*	
Clearance Interval				.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION				.64		.85	

7. Marguerite & Trabuco

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	670	.39*	580	.34*	
NBT	2	3400	580	.17	690	.20	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	890	.26*	530	.16*	
SBR	d	1700	60	.04	80	.05	
EBL	1	1700	50	.03*	140	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	540	.32	730	.43	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment				EBR		.14*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.74		.81	

8. Marguerite & Jeronimo

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	410	.24*	290	.17	
NBT	2	3400	760	.22	1060	.31*	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	200	.12*	
SBT	2	3400	1160	.34*	880	.26	
SBR	d	1700	100	.06	100	.06	
EBL	1	1700	190	.11*	100	.06	
EBT	2	3400	140	.04	410	.12*	
EBR	1	1700	350	.21	510	.30	
WBL	1	1700	270	.16	80	.05*	
WBT	2	3400	360	.11*	180	.05	
WBR	d	1700	170	.10	90	.05	
Right Turn Adjustment				EBR		.05*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.85		.70	

9. Olympiad & Jeronimo

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	210	.12*	130	.08*	
NBT	2	3400	440	.13	640	.19	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	500	.22*	450	.17*	
SBR	0	0	260		140		
EBL	1	1700	130	.08*	190	.11*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	220	.13	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.47		.41		

10. Marguerite & La Paz

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	230	.07*	350	.10*	
NBT	2	3400	800	.24	1130	.33	
NBR	d	1700	140	.08	170	.10	
SBL	2	3400	130	.04	200	.06	
SBT	2	3400	1020	.30*	1170	.34*	
SBR	1	1700	210	.12	130	.08	
EBL	2	3400	210	.06	350	.10	
EBT	2	3400	320	.09*	1170	.34*	
EBR	1	1700	100	.06	190	.11	
WBL	2	3400	330	.10*	190	.06*	
WBT	2	3400	450	.13	360	.11	
WBR	d	1700	390	.23	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.61		.89		

11. Olympiad & La Paz

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	400	.24*	230	.14*	
NBT	2	3400	660	.19	560	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.21*	520	.20*	
SBR	0	0	190		160		
EBL	1	1700	120	.07*	250	.15*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	630	.37	
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			.57		.65		

12. Empresa & Santa Margarita

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		1020		1230		
NBT	0.5	3400	40	.31*	10	.36*	
NBR	1	1700	630	.37	450	.26	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1210	.24*	1990	.39*	
EBR	1	1700	1250	.74	710	.42	
WBL	2	3400	690	.20*	510	.15*	
WBT	3	5100	1530	.30	1010	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment			EBR		.27*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.1.08		.96		

13. Empresa & Banderas

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	40	.02	70	.04*	
NBT	2	3400	1260	.42*	530	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	520	.31	620	.36*	
SBR	0	0	580	.34	800	.47	
EBL	1	1700	500	.29*	440	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	40		80	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		.74		

14. Empresa & Antonio

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	60		20		
NBT	1	1700	50	.06*	20	.02*	
NBR	1	1700	140	.08	30	.02	
SBL	1.5		210		540		
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140		320		
EBL	2	3400	920	.27*	140	.04*	
EBT	3	5100	860	.17	1060	.21	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	760	.15*	980	.19*	
WBR	f		370		300		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.61		.46		

15. Banderas & Antonio

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
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	580	.34	
EBL	2	3400	380	.11	360	.11*	
EBT	3	5100	2330	.46*	1160	.23	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	940	.19	1420	.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			.71		.70		

16. Cabot & Paseo De Valencia

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	630	.37*	380	.22*	
NBT	2	3400	460	.14	480	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	530	.17*	
SBR	0	0	30		50		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	310	.18	620	.36	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBC	.18*	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.51		.63		

17. Cabot & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	170	.05	220	.06	
NBT	2	3400	700	.21*	320	.09*	
NBR	1	1700	290	.17	740	.44	
SBL	2	3400	280	.08*	710	.21*	
SBT	2	3400	270	.08	600	.18	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	120	.04*	130	.04	
EBT	3	5100	1060	.21	1420	.28*	
EBR	1	1700	140	.08	120	.07	
WBL	2	3400	350	.10	410	.12*	
WBT	3	5100	1590	.31*	1360	.27	
WBR	1	1700	470	.28	450	.26	
Right Turn Adjustment					NBR	.26*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		1.01		

18. Marguerite & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	430	.13*	250	.07	
NBT	2	3400	900	.26	880	.26*	
NBR	1	1700	50	.03	100	.06	
SBL	2	3400	250	.07	610	.18*	
SBT	2	3400	670	.20*	910	.27	
SBR	1	1700	340	.20	170	.10	
EBL	2	3400	150	.04*	230	.07	
EBT	4	6800	1430	.21	1860	.27*	
EBR	d	1700	110	.06	440	.26	
WBL	2	3400	100	.03	150	.04*	
WBT	4	6800	2530	.37*	1600	.24	
WBR	d	1700	100	.06	220	.13	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.79	.80

19. Felipe & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	100	.06	90	.05	
NBT	2	3400	340	.10*	370	.11*	
NBR	1	1700	70	.04	230	.14	
SBL	1	1700	320	.19*	570	.34*	
SBT	2	3400	380	.11	370	.11	
SBR	d	1700	130	.08	190	.11	
EBL	1	1700	140	.08	220	.13	
EBT	3	5100	1610	.32*	2320	.45*	
EBR	d	1700	90	.05	180	.11	
WBL	1	1700	310	.18*	240	.14*	
WBT	3	5100	2090	.41	1800	.35	
WBR	d	1700	600	.35	380	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.84		1.09		

21. Marguerite & Felipe

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	910	.27*	980	.29*	
NBR	d	1700	230	.14	760	.45	
SBL	1	1700	120	.07*	400	.24*	
SBT	2	3400	820	.24	910	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	80	.05	50	.03	
EBT	1	1700	60	.05*	60	.05*	
EBR	0	0	30		30		
WBL	1.5		740		430		
WBT	0.5	3400	30	.23*	10	.13*	
WBR	1	1700	250	.15	140	.08	
Right Turn Adjustment					NBR	.06*	
Clearance Interval					.05*	.05*	
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.67		.82

22. Moulton & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	180	.05	220	.06	
NBT	3	5100	1310	.26*	1390	.27*	
NBR	1	1700	580	.34	180	.11	
SBL	2	3400	190	.06*	260	.08*	
SBT	3	5100	790	.15	1410	.28	
SBR	1	1700	180	.11	130	.08	
EBL	2	3400	410	.12	240	.07	
EBT	3	5100	1020	.24*	950	.23*	
EBR	0	0	210		200		
WBL	2	3400	220	.06*	570	.17*	
WBT	3	5100	680	.13	1200	.24	
WBR	1	1700	160	.09	140	.08	
Right Turn Adjustment		NBR		.03*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		.80		

23. Greenfield & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0.5				50		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		20
SBL	2	3400	870	.26*	1070	.31*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	80	.05	600	.35	
EBL	2	3400	640	.19*	300	.09*	
EBT	3	5100	1130	.23	1400	.28	
EBR	0	0	20			50	
WBL	1	1700	10	.01	60	.04	
WBT	3	5100	1210	.24*	1500	.29*	
WBR	1	1700	550	.32	1000	.59	
Right Turn Adjustment							WBR .07*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.80		.84

24. Cabot & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	60	.04	150	.09*	
NBT	2	3400	230	.07*	200	.06	
NBR	1	1700	300	.18	250	.15	
SBL	2	3400	270	.08*	350	.10	
SBT	2	3400	130	.08	330	.18*	
SBR	0	0	160	.09	270		
EBL	2	3400	310	.09	300	.09	
EBT	3	5100	1830	.39*	2250	.44*	
EBR	0	0	160		10		
WBL	2	3400	400	.12*	560	.16*	
WBT	3	5100	1610	.32	2250	.44	
WBR	1	1700	350	.21	310	.18	
Right Turn Adjustment		NBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		.92		

25. Forbes & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	60	.04	200	.12	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	190	.11	
SBL	1	1700	180	.11*	290	.17*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	220	.13	450	.26	
EBL	1	1700	310	.18*	250	.15*	
EBT	4	6800	1760	.28	2550	.39	
EBR	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2190	.52*	2530	.55*	
WBR	0	0	440		280		
Right Turn Adjustment							SBR .08*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		1.02

26. Puerta Real & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2.5		40	.01	500		
NBT	0.5	5100	60	.04*	40	.11*	
NBR	1	1700	120	.07	320	.19	
SBL	1	1700	150	.09*	190	.11*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	560	.33	
EBL	2	3400	560	.16*	490	.14	
EBT	4	6800	2180	.35	3140	.52*	
EBR	0	0	190		390		
WBL	2	3400	70	.02	300	.09*	
WBT	4	6800	3070	.46*	2640	.42	
WBR	0	0	90		230		
Right Turn Adjustment		SBR		.01*	Multi	.09*	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.81		.97		

27. El Regateo & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5				330	.10*	
NBT	1.5	5100			30	.05	
NBR	0				60		
SBL	0.5				30		
SBT	1.5	3400			10	.02*	
SBR	0				70	.04	
EBL	1	1700			180	.11*	
EBT	4	6800			2040	.30	
EBR	1	1700			230	.14	
WBL	1	1700			270	.16	
WBT	4	6800			2840	.44*	
WBR	0	0			130		
Clearance Interval						.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.72	.87

28. Los Altos & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		220		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1800	.29	3390	.50*	
EBR	0	0	160		20		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3180	.51*	2360	.35	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.93		

29. Bellojente & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	3730	.55*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3720	.56*	2360	.35	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.68		

30. Marguerite & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	180	.05*	170	.05	
NBT	2	3400	520	.15	720	.21*	
NBR	1	1700	460	.27	640	.38	
SBL	2	3400	190	.06	560	.16*	
SBT	2	3400	760	.22*	590	.17	
SBR	1	1700	990	.58	300	.18	
EBL	2	3400	510	.15*	930	.27	
EBT	4	6800	1260	.19	2640	.39*	
EBR	1	1700	70	.04	210	.12	
WBL	2	3400	710	.21	700	.21*	
WBT	4	6800	2650	.39*	1930	.28	
WBR	1	1700	570	.34	240	.14	
Right Turn Adjustment		SBR		.25*			
Clearance Interval				.05*			.05*
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION 1.11 1.02

32. Golden Lantern & P. Colinas

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	10	.01	10	.01*	
NBT	2	3400	2240	.66*	900	.26	
NBR	1	1700	1100	.65	620	.36	
SBL	1	1700	380	.22*	240	.14	
SBT	2	3400	790	.24	1560	.46*	
SBR	0	0	10		10		
EBL	1	1700	20	.01*	10	.01*	
EBT	1	1700	10	.01	10	.01	
EBR	0	0	10		10		
WBL	1.5		370		980		
WBT	0.5	3400	10	.11*	10	.29*	
WBR	1	1700	210	.12	280	.16	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					1.05		.82

TOTAL CAPACITY UTILIZATION 1.11 1.02

33. Cabot & P. Colinas

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	100	.03*	140	.04*	
SBT	0	0	0		0		
SBR	2	3400	310	.09	600	.18	
EBL	1	1700	460	.27*	270	.16*	
EBT	2	3400	870	.26	520	.15	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	340	.14*	720	.24*	
WBR	0	0	140		90		
Right Turn Adjustment			SBR		.02*		
Clearance Interval				.05*			.05*
TOTAL CAPACITY UTILIZATION							
					.49		.51

34. Cm Capistrano & P. Colinas

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0.5	3400	310	{.18}*	300	{.32}*	
NBR	1.5		460	{.11}	1090		
SBL	1	1700	30	.02*	70	.04*	
SBT	1	1700	150	.09	420	.25	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1.5		670		750		
WBT	0	3400	0	.22*	0	.24*	
WBR	0.5		80		50		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION							
					.47		.65

35. Camino Capistrano & Avery

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	20	.01*	80	.05*	
NBR	1	1700	130	.08	160	.09	
SBL	2	3400	790	.23*	1190	.35*	
SBT	1	1700	40	.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	220	.13*	100	.06*	
WBT	0	0	0		0		
WBR	2	3400	740	.22	1300	.38	
Right Turn Adjustment					WBR	.06*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.42		.57		

36. Marguerite & Avery

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	510	.30*	370	.22*	
NBT	2	3400	540	.16	520	.15	
NBR	d	1700	130	.08	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	410	.12*	780	.23*	
SBR	d	1700	400	.24	550	.32	
EBL	2	3400	650	.19*	870	.26*	
EBT	2	3400	170	.10	330	.19	
EBR	0	0	320	.19	330		
WBL	1	1700	20	.01	100	.06	
WBT	2	3400	140	.06*	240	.10*	
WBR	0	0	60		90		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.72		.86

37. Gldn Lantern & Marina Hills

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	200	.12	180	.11*	
NBT	2	3400	1930	.57*	1140	.34	
NBR	1	1700	10	.01	10	.01	
SBL	1	1700	10	.01*	10	.01	
SBT	2	3400	1030	.30	1850	.54*	
SBR	1	1700	230	.14	460	.27	
EBL	1.5		720	.21*	370	.11*	
EBT	1.5	5100	10	.01	10	.01	
EBR	1	1700	330	.19	200	.12	
WBL	1	1700	10	.01	10	.01	
WBT	2	3400	10	.01*	10	.01*	
WBR	0	0	10		10		
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.85		.82		

39. Cm Capistrano & J. Serra

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	90	.05*	90	.05	
NBR	1	1700	1050	.62	830	.49	
SBL	1	1700	100	.06*	140	.08	
SBT	1	1700	80	.05	260	.15*	
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*	1130	.66*	
WBT	0	0	0		0		
WBR	1	1700	110	.06	190	.11	
Right Turn Adjustment		NBR	.20*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.85		.82		

40. Rancho Viejo & J. Serra

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	450	.13*	360	.11*	
NBT	2	3400	290	.09	220	.07	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	230	{.09}*	310	{.16}*	
SBR	1.5		600		780		
EBL	1.5		710		490		
EBT	0.5	3400	30	.28*	10	.21*	
EBR	0		220		220		
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			.56		.54		

41. Cm Capistrano & Oso Road

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	50		70	{.04}*	
NBT	2	3400	1060	.33*	470	.16	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	470	.15	650	.24*	
SBR	0	0	50		150		
EBL	1	1700	150	.09*	70	.04*	
EBT	0	0	0		0		
EBR	1	1700	120	.07	80	.05	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION							
.47					.37		

42. Cm Capistrano & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	710	.42*	590	.35*	
NBR	1	1700	140	.08	80	.05	
SBL	1	1700	140	.08*	150	.09*	
SBT	1	1700	570	.34	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	260	.15*	380	.22*	
WBT	0	0	0		0		
WBR	1	1700	160	.09	220	.13	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.70		.71		

43. Del Obispo & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02*	90	.05*	
NBT	0	0	0		0		
NBR	2	3400	1160	.34	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	540	.18*	530	.19	
EBR	0	0	80		120		
WBL	2	3400	1230	.36*	1180	.35	
WBT	1	1700	780	.46	920	.54*	
WBR	0	0	0		0		
Right Turn Adjustment			NBR		.05*		
Clearance Interval			NBR		.08*		
TOTAL CAPACITY UTILIZATION			.66		.72		

44. Rancho Viejo & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		380		590	.17*	
NBT	1.5	5100	180	.12*	110	.09	
NBR	0		60		40		
SBL	1.5		150		250		
SBT	0.5	3400	130	.08*	170	.12*	
SBR	1	1700	130	.08	170	.10	
EBL	1	1700	180	.11*	210	.12	
EBT	2	3400	1380	.41	1880	.55*	
EBR	1	1700	710	.42	480	.28	
WBL	1	1700	80	.05	70	.04*	
WBT	3	5100	1840	.36*	1360	.27	
WBR	1	1700	520	.31	140	.08	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.72		.93		

45. La Novia & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	2		3400		270	.08*	220
NBT	0		0		0		0
NBR	1	1700			250	.15	340
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	1980
EBR	1	1700			330	.19	170
WBL	1	1700			380	.22	330
WBT	2	3400			2100	.62*	1310
WBR	0	0			0		0
Clearance Interval				.05*		.05*	.05*
TOTAL CAPACITY UTILIZATION			.75		.88		

47. Alipaz & Del Obispo

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	0	0	20		30		
NBT	1	1700	20	.02*	20	.03*	
NBR	2	3400	770	.23	760	.22	
SBL	1	1700	90	.05*	40	.02	
SBT	1	1700	40	.04	20	.03*	
SBR	0	0	30		30		
EBL	1	1700	20	.01	30	.02	
EBT	2	3400	830	.26*	740	.23*	
EBR	0	0	40		40		
WBL	1	1700	560	.33*	580	.34*	
WBT	2	3400	760	.24	1310	.39	
WBR	0	0	40		30		
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.68		

48. Cm Capistrano & Del Obispo

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	HOUR V/C
NBL	2		3400		550	.16*	440
NBT	1	1700			720	.42	410
NBR	1	1700			180	.11	280
SBL	1	1700			30	.02	70
SBT	1	1700			480	.28*	680
SBR	1	1700			730	.43	570
EBL	1	1700			450	.26	370
EBT	2	3400			990	.29*	780
EBR	1	1700			430	.25	430
WBL	1	1700			300	.18*	300
WBT	2	3400			640	.21	750
WBR	0	0			60		40
Clearance Interval				.05*		.05*	.05*
TOTAL CAPACITY UTILIZATION			.96		1.03		

49. Cm Capistrano & San Juan C.

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3400	710	.21*	810	.24*	
NBR	1	1700	530	.31	560	.33	
SBL	2	3400	220	.06*	570	.17*	
SBT	2	3400	740	.22	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		820	.24*	
WBT	0	5100	0	{.27}* [*]	0		
WBR	1.5		580		530	{.18}	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.59		.70	

50. Valle & San Juan Creek

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	530		530	.31*	500
NBT	0	0	0		0		0
NBR	1	1700	250	.15	330	.19	
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	1	1700	370	.22	600	.35	
EBR	1	1700	380	.22	530	.31	
WBL	1	1700	290	.17	170	.10	
WBT	1	1700	930	.55*	850	.50*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.91		.84	

51. La Novia & San Juan Creek

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	180	.11*	160	.09*	
NBT	1	1700	250	.20	140	.11	
NBR	0	0	90		50		
SBL	1	1700	230	.14	220	.13	
SBT	1	1700	140	.42*	210	.37*	
SBR	0	0	580		420		
EBL	1	1700	310	.18*	370	.22*	
EBT	1	1700	230	.14	310	.18	
EBR	1	1700	60	.04	140	.08	
WBL	1	1700	60	.04	60	.04	
WBT	1	1700	420	.25*	280	.16*	
WBR	1	1700	300	.18	220	.13	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				1.01		.89	

53. Del Obispo & Del Avion

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	180		180	.11*	160
NBT	2	3400	220	.13	350	.17	
NBR	0	0	340	.20	230		
SBL	1	1700	70		60	.04	.04
SBT	2	3400	250	.15*	350	.21*	
SBR	0	0	470	.28	540	.32	
EBL	1.5		320		260		
EBT	1.5	5100	390	.14*	260	.14*	
EBR	0		10		170		
WBL	1	1700	350		180	.11*	
WBT	2	3400	250	.11	130	.08	
WBR	0	0	110		130		
Right Turn Adjustment				SBR	.02*		
Clearance Interval					.05*		.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION					.68		.60

54. Alipaz & Del Avion

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	10			40	{.02}*
NBT	1	1700	70	.05*		50	.05
NBR	0	0	0			0	
SBL	0	0	0		0		
SBT	2	3400	30	.02		110	.06*
SBR	0	0	340	.20		200	.12
EBL	1	1700	510	.30*		370	.22*
EBT	0	0	0			0	
EBR	1	1700	10	.01		30	.02
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .40 .35

55. Del Obispo & Stonehill

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	80	.05		140	.08
NBT	2	3400	190	.09*		390	.16*
NBR	0	0	110			140	
SBL	1	1700	330	.19*		250	.15*
SBT	2	3400	430	.16		520	.19
SBR	0	0	120			120	
EBL	1	1700	140	.08		220	.13
EBT	1	1700	830	.55*		660	.46*
EBR	0	0	110			120	
WBL	1	1700	90	.05*		230	.14*
WBT	2	3400	500	.15		950	.28
WBR	1	1700	220	.13		530	.31
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .93 .96

100. I-5 SB Ramps & Alicia Pkwy

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		840		1190		
SBT	0	5100	0	{.30}* ¹	0	{.46}* ¹	
SBR	1.5		830		1310		
EBL	0	0	0		0		
EBT	3	5100	1880	.37*	1850	.36*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1330	.26	1160	.23	
WBR	f		700		840		
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .72 .87

101. I-5 NB Ramps & Alicia Pkwy

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		110	.03*	330	{.18}* ¹	
NBT	0	5100	0		0	0	.18
NBR	1.5		110	{.00}	580		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1120	.22	2510	.49*	
EBR	f		1600		520		
WBL	0	0	0		0		
WBT	3	5100	1910	.37*	1680	.33	
WBR	f		1490		740		
Clearance Interval				.05*			.05*

TOTAL CAPACITY UTILIZATION .45 .72

102. I-5 SB Ramps/Cabot & La Paz

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	110	.06*	210	.12*	
NBT	0	0	0		0		
NBR	2	3400	410	.12	510	.15	
SBL	1.5		210	.12	540		
SBT	1.5	5100	210	.12*	260	.23*	
SBR	0		280	.16	390		
EBL	0	0	0		0		
EBT	2	3400	980	.29*	970	.29*	
EBR	1	1700	110	.06	180	.11	
WBL	1	1700	200	.12*	240	.14*	
WBT	2	3400	560	.26	780	.36	
WBR	0	0	340		430		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.64		.83		

103. I-5 NB Muirlands & La Paz

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5				80	.05	90
NBT	1	6800			900	.26*	230
NBR	1.5				130		320
SBL	2	3400			560	.16*	1000
SBT	0	0			0		0
SBR	2	3400			410	.12	320
EBL	2	3400			210	.06*	310
EBT	2	3400			840	.25	1150
EBR	f				410		340
WBL	0	0			0		0
WBT	3	5100			1280	.35*	1080
WBR	0	0			500		560
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.88		.83		

104. I-5 SB Ramps & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	810	.24*	1150	.34*	
SBT	0	0	0		0		
SBR	1	1700	320	.19	500	.29	
EBL	0	0	0		0		
EBT	3	5100	1170	.23	2040	.40*	
EBR	f		450		830		
WBL	0	0	0		0		
WBT	3	5100	2100	.41*	1720	.34	
WBR	f		660		340		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.70		.79		

105. I-5 NB Ramps & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700			550	.32*	560
NBT	0	0			0		0
NBR	1	1700			240	.14	490
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	3	5100	1710	.34	2610	.51*	
EBR	f		380		580		
WBL	0	0	0		0		
WBT	3	5100	2220	.44*	1510	.30	
WBR	f		1280		760		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.81		.89		

106. I-5 SB Ramps & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	2.5		1240	.24*	1830	.36*	
SBT	0	8500	0	0			
SBR	2.5		790	.23	1240	{ .29 }	
EBL	0	0	0	0			
EBT	4	6800	1720	.25	2550	.38*	
EBR	1	1700	320	.19	480	.28	
WBL	2	3400	550	.16	570	.17*	
WBT	3	5100	2140	.42*	1720	.34	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.71		.96		

107. I-5 NB Ramps & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5				670	{ .25 }*	210
NBT	0	5100	0	.25	0		
NBR	1.5				630		610
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	0	0	0	0			
EBT	2.5	6800	2270	.45*	3400	.67*	
EBR	1.5		720	.42	980	.58	
WBL	0	0	0	0			
WBT	3	5100	2020	.40	2070	.41	
WBR	f		1500		1630		
Right Turn Adjustment							NBR .06*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.75		.90

108. I-5 SB Ramps & Avery

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0	0			
NBT	0	0	0	0			
NBR	0	0	0	0			
SBL	1.5		450		610		
SBT	0	3400	0	.20*	0	.28*	
SBR	0.5		240		350		
EBL	0	0	0	0			
EBT	2	3400	630	.27*	990	.40	
EBR	0	0	290		360		
WBL	1	1700	290	.17*	190	.11	
WBT	1	1700	730	.43	1040	.61*	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.94		

109. I-5 NB Ramps & Avery

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	330	.19*	410	.24*	
NBT	0	0	0		0		
NBR	1	1700	430	.25	440	.26	
SBL	0	0	0	0			
SBT	0	0	0	0			
SBR	0	0	0	0			
EBL	1	1700	370	.22*	500	.29*	
EBT	2	3400	720	.21	1090	.32	
EBR	0	0	0		0		
WBL	0	0	0	0			
WBT	1	1700	700	.41*	810	.48*	
WBR	1	1700	370	.22	340	.20	
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.87		1.06

110. I-5 SB Ramps & J. Serra

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	1.5		250		310		
SBT	0	5100	0	{.08}* {.13}*	0		
SBR	1.5		580		740		
EBL	0	0	0	0	0	0	
EBT	2	3400	1020	.30*	830	.24*	
EBR	d	1700	130	.08	150	.09	
WBL	1	1700	260	.15*	390	.23*	
WBT	2	3400	370	.11	580	.17	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.65		

111. I-5 NB Ramps & J. Serra

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	50	.01*	120	.04*	
NBT	0	0	0	0	0	0	
NBR	1	1700	340	.20	220	.13	
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	2	3400	650	.19*	620	.18*	
EBT	2	3400	620	.18	510	.15	
EBR	0	0	0	0	0	0	
WBL	0	0	0	0	0	0	
WBT	1.5	5100	570	.21*	840	.25*	
WBR	1.5		490		320	.19	
Right Turn Adjustment		NBR	.02*				
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.48		.52		

112. I-5 SB Ramps & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	1.5		1170		1410		
SBT	0	5100	0	{.38}* {.42}*	0		
SBR	1.5		990		1010		
EBL	0	0	0	0	0	0	
EBT	3	5100	1530	.33*	1600	.37*	
EBR	0	0	170		280		
WBL	1	1700	270	.16*	270	.16*	
WBT	2	3400	1030	.30	1090	.32	
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.92		1.00		

113. I-5 NB Ramps & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0.5		280		300		
NBT	0	3400	0	.24*	0	.22*	
NBR	1.5		550		460		
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	2	3400	840	.25*	850	.25	
EBT	2	3400	1850	.54	2140	.63*	
EBR	0	0	0	0	0	0	
WBL	0	0	0	0	0	0	
WBT	2	3400	1020	.30*	1060	.31	
WBR	1	1700	1300	.76	1160	.68	
Right Turn Adjustment		WBR	.34*		WBR	.16*	
Clearance Interval			.05*		.05*	.05*	
TOTAL CAPACITY UTILIZATION			1.18		1.06		

114. Cm Capistrano & I-5 SB

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	2	3400	1050	.31*	930	.28*	
NBR	0	0	10		20		
SBL	2	3400	640	.19*	590	.17*	
SBT	2	3400	980	.29	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		840	.25*	1140	.34*	
WBT	0	5100	0		0		
WBR	1.5		200		440	.26	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.80		.84		

115. Valle & La Novia/I-5 NB

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	180	.11*	120	.07*	
NBT	1	1700	130	.08	140	.08	
NBR	1	1700	20	.01	40	.02	
SBL	0	0	70		180		
SBT	1	1700	190	.15*	240	.25*	
SBR	1	1700	370	.22	280	.16	
EBL	1	1700	450	.26*	560	.33*	
EBT	1	1700	50	.06	170	.14	
EBR	0	0	60		70		
WBL	0	0	50		50		
WBT	1	1700	320	.22*	90	.08*	
WBR	1	1700	210	.12	110	.06	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.79		.78		

116. Cm Capistrano & Stonehill

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	2	3400	310	.09	400	.12	
NBT	1	1700	700	.61*	440	.59*	
NBR	0	0	330		560		
SBL	1	1700	60	.04*	270	.16*	
SBT	2	3400	630	.19	1040	.31	
SBR	1	1700	820	.48	1240	.73	
EBL	1	1700	670	.39*	420	.25	
EBT	1	1700	600	.35	900	.53*	
EBR	1	1700	260	.15	470	.28	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.09		1.33		

117. I-5 SB Ramps & Las Ramblas

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	320	.09*	370	.11*	
SBT	0	0	0		0		
SBR	f		550		640		
EBL	0	0	0		0		
EBT	2	3400	550	.16	700	.21*	
EBR	f		900		1260		
WBL	0	0	0		0		
WBT	1	1700	280	.16*	310	.18	
WBR	f		200		160		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.30		.37		

118. I-5 NB Ramps & Las Ramblas

2025 CC Alt. (Committed w/Proposed RMV Plan)					
	LANES	CAPACITY	AM VOL	PK V/C	HOUR
NBL	0	0	50		80
NBT	1	1700	10	.04*	30
NBR	1	1700	130	.08	180
SBL	1	1700	20	.01*	10
SBT	0	0	0		0
SBR	1	1700	80	.05	40
EBL	1	1700	20	.01*	90
EBT	2	3400	420	.12	580
EBR	f		390		360
WBL	0	0	0		0
WBT	3	5100	690	.14*	540
WBR	0	0	10		10
Right Turn Adjustment	Multi		.04*	NBR	.05*
Clearance Interval			.05*		.05*

TOTAL CAPACITY UTILIZATION .29 .34

150. Greenfield & SR-73 SB Ramps

2025 CC Alt. (Committed w/Proposed RMV Plan)					
	LANES	CAPACITY	AM VOL	PK V/C	HOUR
NBL	0	0	0		0
NBT	2	3400	1100	.42*	680
NBR	0	0	340		260
SBL	1	1700	40	.02*	10
SBT	2	3400	350	.10	410
SBR	0	0	0		0
EBL	0.5		10		20
EBT	0	3400	0	{.04}* [*]	0
EBR	1.5		550		830
WBL	0	0	0		0
WBT	0	0	0		0
WBR	0	0	0		0
Clearance Interval				.05*	.05*

TOTAL CAPACITY UTILIZATION .53 .53

151. Greenfield & SR-73 NB Ramps

2025 CC Alt. (Committed w/Proposed RMV Plan)					
	LANES	CAPACITY	AM VOL	PK V/C	HOUR
NBL	2	3400	1060	.31*	600
NBT	1	1700	50	.03	100
NBR	0	0	0		0
SBL	0	0	0		0
SBT	1	1700	80	.05*	80
SBR	1	1700	20	.01	10
EBL	0	0	0		0
EBT	0	0	0		0
EBR	0	0	0		0
WBL	1	1700	310	.18*	340
WBT	0	0	0		0
WBR	1	1700	40	.02	20
Clearance Interval			.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .48

152. SR-241 SB & S. Margarita

2025 CC Alt. (Committed w/Proposed RMV Plan)					
	LANES	CAPACITY	AM VOL	PK V/C	HOUR
NBL	0	0	360		380
NBT	1	1700	10	.22*	10
NBR	2	3400	550	.16	1720
SBL	0	0	10		40
SBT	1	1700	10	.01*	10
SBR	1	1700	10	.01	30
EBL	1	1700	80	.05*	30
EBT	3	5100	1780	.35	2530
EBR	1	1700	150	.09	110
WBL	2	3400	40	.01	20
WBT	3	5100	2340	.46*	1290
WBR	0	0	20		10
Right Turn Adjustment				NBR	.27*
Clearance Interval				.05*	.05*
Note: Assumes N/S Split Phasing					

TOTAL CAPACITY UTILIZATION .79 1.09

153. SR-241 NB & S. Margarita

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		80	.02*	30	{.01}* 0	
NBT	0	5100	0		0	.01 0	
NBR	1.5		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	500	.29*	430	.25 0	
EBT	3	5100	1850	.36	3920	.77* 0	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2320	.45*	1300	.25 0	
WBR	1	1700	2600	1.53	740	.44 0	
Right Turn Adjustment			WBR	1.06*			
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.87 .83

154. SR-241 SB Ramps & Antonio

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		190	.06*	810	.24* 0	
SBT	0	5100	0		0		
SBR	1.5		140	{.00}	460	{.11} 0	
EBL	0	0	0		0		0
EBT	3	5100	1270	.25*	1600	.31* 1700	
EBR	1		30	.02	80	.05 0	
WBL	1	1700	180	.11*	170	.10* 0	
WBT	3	5100	1230	.24	990	.19 0	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .47 .70

155. SR-241 NB Ramps & Antonio

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		60	.02*	20	.01* 0	
NBT	0	5100	0		0		
NBR	1.5		170		160	.05 0	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	580	.34*	180	.11 0	
EBT	3	5100	870	.17	2210	.43* 3400	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1350	.26*	1160	.23 0	
WBR	1	1700	1480	.87	220	.13 0	
Right Turn Adjustment			WBR	.59*	NBR	.04* .05*	
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION 1.26 .53

156. SR-241 SB Ramps & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		70	.02*	230		
SBT	0	5100	0		0		.10*
SBR	1.5		20	.01	280		
EBL	0	0	0		0		
EBT	2	3400	950	.28	870	.26* 1700	
EBR	1		270	.16	420	.25 0	
WBL	2	3400	140	.04	90	.03* 3400	
WBT	2	3400	1460	.43*	910	.27 0	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .50 .44

157. SR-241 NB Ramps & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		420	{.14}*	350	{.14}*	
NBT	0	3400	0	.14	0	.14	
NBR	0.5		50		130		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	380	.22*	10	.01	
EBT	2	3400	640	.19	1070	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1180	.35*	630	.19	
WBR	1	1700	430	.25	80	.05	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.76		.50	

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	90	.06*	50	.03*	
NBT	1	1600	20	.01	30	.02	
NBR	1	1600	20	.01	50	.03	
SBL	0	0	10		10		
SBT	1	1600	50	.04*	30	.03*	
SBR	0	0	10		10		
EBL	1	1600	20	.01	10	.01	
EBT	2	3200	20	.01*	80	.05*	
EBR	0	0	50	.03	120	.08	
WBL	1	1600	60	.04*	20	.01*	
WBT	2	3200	70	.03	50	.02	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.01*			

TOTAL CAPACITY UTILIZATION .15 .13

60. La Pata & Vista Hermosa

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3200	550	.17*	590	.18*	
NBT	3	4800	130	.03	200	.04	
NBR	1	1600	340	.21	810	.51	
SBL	1	1600	130	.08	80	.05	
SBT	3	4800	10	.00*	10	.00*	
SBR	1	1600	10	.01	10	.01	
EBL	1	1600	30	.02	40	.03	
EBT	2	3200	500	.16*	740	.23*	
EBR	1	1600	450	.28	360	.23	
WBL	1	1600	730	.46*	400	.25*	
WBT	2	3200	890	.30	750	.27	
WBR	0	0	80		120		
Right Turn Adjustment			NBR	.19*			

TOTAL CAPACITY UTILIZATION .79 .85

61. Talega & Vista Hermosa

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.10*	
NBR	0	0	50		130		
SBL	1	1600	340	.21	140	.09*	
SBT	0.5	3200	20	{.27}*	20	{.08}	
SBR	1.5		1020		520		
EBL	2	3200	440	.14*	770	.24*	
EBT	2	3200	570	.18	780	.25	
EBR	0	0	10		10		
WBL	1	1600	90	.06	100	.06	
WBT	2	3200	910	.35*	880	.38*	
WBR	0	0	220		330		
TOTAL CAPACITY UTILIZATION			.77		.81		

TOTAL CAPACITY UTILIZATION .77 .81

62. Vera Cruz & Los Mares

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	360	.23*	100	.06	
NBT	1	1600	10	.05	20	.08*	
NBR	0	0	70		100		
SBL	0	0	10		10	{.01}*	
SBT	1	1600	20	.03*	10	.02	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01	
EBT	2	3200	60	.02*	160	.05*	
EBR	1	1600	350	.22	400	.25	
WBL	1	1600	100	.06*	30	.02*	
WBT	2	3200	110	.04	170	.06	
WBR	0	0	10		10		
Right Turn Adjustment			EBR	.03*	EBR	.15*	

TOTAL CAPACITY UTILIZATION .37 .31

63. Vera Cruz & Vista Hermosa

2025 CC Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	10	.01		10	.01		
NBT	2	3200	70	.03*		270	.09*		
NBR	0	0	20			10			
SBL	1	1600	650	.41*		370	.23*		
SBT	2	3200	430	.16		120	.06		
SBR	0	0	80			80			
EBL	1	1600	60	.04		60	.04*		
EBT	2	3200	1290	.41*		1070	.34		
EBR	0	0	10			10			
WBL	1	1600	10	.01*		20	.01		
WBT	2	3200	940	.35		1090	.51*		
WBR	0	0	190			530			
TOTAL CAPACITY UTILIZATION			.86			.87			

64. La Pata & Pico

2025 CC Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	60	.04*		310	.19		
NBT	2	3200	260	.08		720	.23*		
NBR	1	1600	150	.09		560	.35		
SBL	2	3200	160	.05		240	.08*		
SBT	2	3200	760	.24*		260	.08		
SBR	f		220			320			
EBL	1	1600	340	.21*		300	.19*		
EBT	3	4800	640	.13		910	.19		
EBR	1	1600	410	.26		130	.08		
WBL	2	3200	280	.09		90	.03		
WBT	2.5	6400	710	{.15}*		730	{.15}*		
WBR	1.5		400	{.10}		350			
Right Turn Adjustment						NBR	.01*		
TOTAL CAPACITY UTILIZATION			.64			.66			

65. Vista Hermosa & Pico

2025 CC Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	1	1600	20	.01*		190	.12		
NBT	2	3200	60	.02		300	.10*		
NBR	0	0	10			10			
SBL	2	3200	490	.15		700	.22*		
SBT	1	1600	300	.19*		90	.06		
SBR	1	1600	240	.15		60	.04		
EBL	2	3200	150	.05*		580	.18*		
EBT	3	4800	590	.12		1190	.25		
EBR	1	1600	210	.13		10	.01		
WBL	1	1600	10	.01		10	.01		
WBT	3	4800	1140	.36*		1000	.31*		
WBR	0	0	830	.52		600	.38		
Right Turn Adjustment			WBR	.02*					
TOTAL CAPACITY UTILIZATION			.63			.81			

66. PCH & Camino Capistrano

2025 CC Alt. (Committed w/Proposed RMV Plan)									
	LANES	CAPACITY	AM PK HOUR			PM PK HOUR			
			VOL	V/C		VOL	V/C		
NBL	0	0	0			0			
NBT	1	1600	460	.29*		610	.38		
NBR	1	1600	310	.19		390	.24		
SBL	1	1600	110	.07*		240	.15		
SBT	1	1600	460	.29		1140	.71*		
SBR	0	0	0			0			
EBL	0	0	0			0			
EBT	0	0	0			0			
EBR	0	0	0			0			
WBL	1	1600	320	.20*		270	.17*		
WBT	0	0	0			0			
WBR	1	1600	10	.01		50	.03		
TOTAL CAPACITY UTILIZATION			.56			.88			

67. El Camino Real & Pico

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	20	.01	30	.02	
NBT	2	3200	480	.19*	540	.25*	
NBR	0	0	120		250		
SBL	1	1600	430	.27*	590	.37*	
SBT	2	3200	420	.14	830	.28	
SBR	0	0	20		80		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	180	.13*	140	.11*	
EBR	0	0	20		30		
WBL	1	1600	140	.09*	340	.21*	
WBT	1	1600	80	.05	160	.10	
WBR	1	1600	360	.23	470	.29	

TOTAL CAPACITY UTILIZATION .68 .94

68. El Cm. Real & Cristianitos

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	130	.08	
EBL	1	1600	90	.06	150	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .30

69. Del Cerro & Pico

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3200	620	.19	530	.17	
NBT	2	3200	110	.03*	180	.06*	
NBR	d	1600	20	.01	60	.04	
SBL	1	1600	430	.27*	440	.28*	
SBT	2	3200	150	.05	120	.04	
SBR	d	1600	100	.06	120	.08	
EBL	1	1600	140	.09	140	.09*	
EBT	3	4800	1600	.33*	850	.18	
EBR	1	1600	650	.41	740	.46	
WBL	1	1600	60	.04*	60	.04	
WBT	3	4800	460	.10	1620	.34*	
WBR	d	1600	350	.22	420	.26	

TOTAL CAPACITY UTILIZATION .67 .77

119. I-5 SB Ramps & Estrella

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	2	3200	730	.23*	960	.30*	
SBT	0	0	0		0		
SBR	1	1600	330	.21	360	.23	
EBL	0	0	0		0		
EBT	2	3200	550	.17*	750	.23*	
EBR	1	1600	310	.19	340	.21	
WBL	1	1600	460	.29*	520	.33*	
WBT	2	3200	390	.12	550	.17	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .69 .86

120. I-5 NB Ramps & Estrella

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0.5		190		270		
NBT	0	3200	0	.16*	0	0	.27*
NBR	1.5		330		600		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	4800	870	.18*	1360	0	.28*
EBR	1	1600	410	.26	360	0	.23
WBL	0	0	0		0		
WBT	3	4800	480	.10	1290	0	.27
WBR	f		1080		880		

TOTAL CAPACITY UTILIZATION .34 .55

121. I-5 SB Rmps & Vista Hermosa

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	1.5				1220	.38*	1250
SBT	0	4800			0	0	
SBR	1.5				190	.12	380
EBL	1	1600			10	.01	100
EBT	3	4800			340	.07*	440
EBR	0	0			0	0	
WBL	0	0	0		0		0
WBT	2	3200			150	.05	330
WBR	f				10		10

TOTAL CAPACITY UTILIZATION .45 .55

122. I-5 NB Ramps & Vista Hermosa

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		10		10		
NBT	0	4800	0		0		
NBR	1.5		10		10		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	1420	.44*	1490	0	.47*
EBR	f		140		200		
WBL	0	0	0		0		
WBT	1.5	4800	120	.08	350	0	.22
WBR	1.5		1420	.44	1160	0	.36

TOTAL CAPACITY UTILIZATION .44 .47

123. I-5 SB Ramps & Pico

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0	0	
NBT	0	0	0		0	0	
NBR	0	0	0		0	0	
SBL	2	3200			1460	.46*	960
SBT	2	3200			1340	.42	2230
SBR	1	1600			240	.15	460
EBL	0	0	0		0		0
EBT	3	4800			1010	.21*	1180
EBR	1	1600			120	.08	430
WBL	2	3200			10	.00	320
WBT	2	3200			420	.13	980
WBR	0	0			0		0
Right Turn Adjustment						EBR	.02*

TOTAL CAPACITY UTILIZATION .67 1.07

124. I-5 NB Ramps & Pico

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	130	.08	310	.19	
NBT	2	3200	2200	.69*	1700	.53*	
NBR	1	1600	430	.27	70	.04	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3200	330	.10	380	.12*	
EBT	3	4800	2140	.45*	1740	.36	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2.5	6400	240	.08	970	.30*	
WBR	1.5		1080	.34	1240	.39	
Right Turn Adjustment				WBR	.09*		

TOTAL CAPACITY UTILIZATION 1.14 1.04

125. I-5 SB Ramps & El Cm Real

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	130	.08	130	.08	
NBT	1	1600	10	.01*	20	.01*	
NBR	1	1600	190	.12	120	.08	
SBL	1	1600	280	.18*	450	.28*	
SBT	1	1600	70	.04	250	.16	
SBR	1	1600	220	.14	290	.18	
EBL	1	1600	60	.04*	50	.03	
EBT	2	3200	270	.11	610	.23*	
EBR	0	0	90		120		
WBL	1	1600	20	.01	50	.03*	
WBT	2	3200	370	.12*	490	.16	
WBR	0	0	10		10		
Right Turn Adjustment				NBR	.07*	NBR	.05*

TOTAL CAPACITY UTILIZATION .42 .60

126. I-5 NB Ramps & El Cm Real

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	50	.03*	170	.11*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	30	.02	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	210	.13*	180	.11*	
EBT	2	3200	520	.16	990	.31	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	350	.22*	410	.23*	
WBR	0	0	460	.29	330		
Right Turn Adjustment				WBR	.05*		

TOTAL CAPACITY UTILIZATION .43 .45

127. I-5 SB Ramps & Cristianitos

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	50	.03*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .25

128. I-5 NB Ramps & Cristianitos

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	80	.05	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		
Right Turn Adjustment	NBR		.04*				

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		0
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		
Right Turn Adjustment	SBR		.08*				

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	
Right Turn Adjustment	NBR		.02*				

TOTAL CAPACITY UTILIZATION .24 .39

171. SR-241 SB Ramps & Hermosa

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1	1600	440	.28*	590	.37*	
SBT	0	0	0		0		
SBR	1	1600	470	.29	510	.32	
EBL	0	0	0		0		0
EBT	2	3200	650	.20	890	.28*	
EBR	1	1600	260	.16	380	.24	
WBL	0	0	0		0		0
WBT	2	3200	760	.24*	480	.15	
WBR	1	1600	410	.26	320	.20	
Right Turn Adjustment	SBR		.01*				

TOTAL CAPACITY UTILIZATION .53 .65

172. SR-241 NB Ramps & Hermosa

2025 CC Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR
NBL	1	1600	70	.04*		160	.10*	
NBT	0	0	0			0		
NBR	1	1600	300	.19		420	.26	
SBL	0	0	0			0		
SBT	0	0	0			0		
SBR	0	0	0			0		
EBL	0	0	0			0		
EBT	2	3200	720	.23		1040	.33*	
EBR	1	1600	370	.23		440	.28	
WBL	0	0	0			0		
WBT	2	3200	1090	.34*		650	.20	
WBR	1	1600	710	.44		610	.38	
Right Turn Adjustment	Multi		.14*		NBR	.16*		

TOTAL CAPACITY UTILIZATION .52 .59

173. SR-241 Ramps & Del Cerro

2025 CC Alt. (Committed w/Proposed RMV Plan)								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C	HOUR
NBL	0	0	0			0		
NBT	0	0	0			0		
NBR	2	3200	300	.09		480	.15	
SBL	0	0	0			0		
SBT	0	0	0			0		
SBR	0	0	0			0		
EBL	0	0	0			0		
EBT	2	3200	380	.12		200	.06	
EBR	0	0	0			0		
WBL	0	0	0			0		
WBT	1.5	4800	330	.12*		470	.15*	
WBR	1.5		260			270		
Right Turn Adjustment		NBR	.09*		NBR	.08*		

TOTAL CAPACITY UTILIZATION .21 .23

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	1020	.30*	820	.24*	
NBT	3	5100	940	.18	790	.15	
NBR	1	1700	460	.27	520	.31	
SBL	2	3400	210	.06	150	.04	
SBT	3	5100	1080	.21*	1070	.21*	
SBR	f		1010		560		
EBL	2	3400	740	.22*	890	.26	
EBT	3	5100	920	.18	1380	.27*	
EBC	1	1700	570	.34	770	.45	
WBL	2	3400	780	.23	640	.19*	
WBT	3	5100	1080	.21*	690	.14	
WBR	1	1700	380	.22	120	.07	
Right Turn Adjustment		Multi		.15*	EBR	.18*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.14 1.14

31. Antonio & Crown Valley

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	1140	.34*	1170	.34*	
NBT	3	5100	1620	.32	1160	.23	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1150	.23*	1450	.28*	
SBR	f		1000		900		
EBL	2	3400	680	.20*	1070	.31*	
EBT	0	0	0		0		
EBC	2	3400	630	.19	1240	.36	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.05*	
Clearance Interval					.05*	.05*	

TOTAL CAPACITY UTILIZATION .82 1.03

46. Antonio/La Pata & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	60	.04	
NBT	1	1700	10	.01*	40	.04*	
NBR	0	0	10		20		
SBL	1	1700	250	.15*	380	.22*	
SBT	2	3400	40	.02	10	.01	
SBR	0	0	1720	1.01	910	.54	
EBL	2	3400	740	.22*	1440	.42*	
EBT	1	1700	330	.19	780	.46	
EBC	1	1700	50	.03	40	.02	
WBL	1	1700	10	.01	10	.01	
WBT	1	1700	540	.32*	570	.34*	
WBR	1	1700	310	.18	220	.13	
Right Turn Adjustment	SBR		.87*	SBR	.32*		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION 1.62 1.39

74. Antonio & North River

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	60	.04	170	.10	
NBT	3	5100	420	.08*	680	.13*	
NBR	f		510		1060		
SBL	2	3400	1050	.31*	1510	.44*	
SBT	3	5100	820	.16	620	.12	
SBR	d	1700	40	.02	140	.08	
EBL	1	1700	150	.09	80	.05	
EBT	1	1700	80	.05*	70	.04*	
EBC	1	1700	210	.12	90	.05	
WBL	2	3400	980	.29*	680	.20*	
WBT	1	1700	40	.02	80	.05	
WBR	f		1500		1490		
Right Turn Adjustment			EBR	.07*	EBR	.01*	
Clearance Interval			.05*		.05*	.05*	

TOTAL CAPACITY UTILIZATION .85 .87

160. SR-241 SB Ramps & C St

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	2	3400	340	.10*	1180	.35*	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	0	0	0	0	0	0	
EBR	0	0	0	0	0	0	
WBL	1	1700	80	.05*	40	.02*	
WBT	0	0	0	0	0	0	
WBR	0	0	0	0	0	0	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.20		.42		

161. SR-241 NB Ramps & C St

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	1	1700	70	.04	120	.07	
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	2	3400	340	.10*	1180	.35*	
EBR	0	0	0	0	0	0	
WBL	0	0	0	0	0	0	
WBT	2	3400	80	.02	40	.01	
WBR	f		1370		570		
Right Turn Adjustment		NBR	.04*		NBR	.07*	
Clearance Interval			.05*		.05*	.05*	
TOTAL CAPACITY UTILIZATION			.19		.47		

167. SR-241 SB Ramps & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	1.5		40	.02*	90	.05*	
SBT	0	5100	0	0	0	0	
SBR	1.5		80	.02	180	.05	
EBL	0	0	0	0	0	0	
EBT	2	3400	130	.04	780	.23*	
EBR	1	1700	380	.22	360	.21	
WBL	0	0	0	0	0	0	
WBT	2	3400	860	.25*	420	.12	
WBR	1	1700	470	.28	320	.19	
Right Turn Adjustment		WBR	.03*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.35		.33		

168. SR-241 NB Ramps & Ortega

2025 CC Alt. (Committed w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5		310	{.11}*	290	{.15}*	
NBT	0	5100	0	.11	0	.15	
NBR	1.5		230		500		
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	2	3400	30	.01	770	.23*	
EBR	1	1700	140	.08	100	.06	
WBL	0	0	0	0	0	0	
WBT	2	3400	1010	.30*	450	.13	
WBR	1	1700	150	.09	30	.02	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.46		.43		

ICU Data Set 22

**2025 CC-Initial and Ultimate Alternatives
(Buildout Circulation System with Proposed RMV Plan)**

ICU Worksheets

**Dana Point, Laguna Hills, Laguna Niguel,
Mission Viejo, Rancho Santa Margarita,
and San Juan Capistrano Intersections**

1. Muirlands & Alicia

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	250	.15	160	.09*	
NBT	2	3400	1180	.35*	660	.19	
NBR	1	1700	450	.26	280	.16	
SBL	1	1700	60	.04*	120	.07	
SBT	2	3400	590	.17	950	.28*	
SBR	1	1700	450	.26	600	.35	
EBL	2	3400	30	.01*	520	.15*	
EBT	3	5100	1580	.31	2430	.48	
EBR	1	1700	130	.08	220	.13	
WBL	2	3400	140	.04	200	.06	
WBT	3	5100	2340	.46*	2010	.39*	
WBR	1	1700	10	.01	120	.07	
Right Turn Adjustment		SBR		.01*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.92		.96		

2. Jeronimo & Alicia

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	510	.15	250	.07*	
NBT	2	3400	870	.28*	450	.16	
NBR	0	0	70		90		
SBL	2	3400	60	.02*	50	.01	
SBT	2	3400	420	.12	1020	.30*	
SBR	1	1700	320	.19	720	.42	
EBL	2	3400	470	.14*	350	.10	
EBT	3	5100	790	.15	1600	.31*	
EBR	d	1700	140	.08	450	.26	
WBL	2	3400	110	.03	160	.05*	
WBT	3	5100	1120	.22*	1000	.20	
WBR	d	1700	70	.04	130	.08	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.71	.78	

3. Trabuco & Alicia

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	190	.06	300	.09	
NBT	2	3400	800	.24*	630	.19*	
NBR	d	1700	50	.03	130	.08	
SBL	2	3400	220	.06*	730	.21*	
SBT	2	3400	430	.13	660	.19	
SBR	d	1700	90	.05	150	.09	
EBL	2	3400	180	.05*	170	.05	
EBT	3	5100	570	.11	1330	.26*	
EBR	d	1700	40	.02	170	.10	
WBL	2	3400	90	.03	80	.02*	
WBT	3	5100	1390	.27*	960	.19	
WBR	d	1700	490	.29	370	.22	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.73		

4. Marguerite & Alicia

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	90	.05*	60	.04	
NBT	2	3400	320	.09	440	.13*	
NBR	d	1700	60	.04	100	.06	
SBL	1	1700	30	.02	80	.05*	
SBT	2	3400	590	.17*	370	.11	
SBR	d	1700	350	.21	170	.10	
EBL	2	3400	190	.06*	440	.13	
EBT	2	3400	740	.22	1270	.37*	
EBR	d	1700	40	.02	80	.05	
WBL	1	1700	120	.07	80	.05*	
WBT	3	5100	1160	.23*	760	.15	
WBR	d	1700	60	.04	70	.04	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION					.56	.65	

5. Olympiad & Alicia

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	320	.19*	130	.08*	
NBT	2	3400	390	.11	560	.16	
NBR	d	1700	370	.22	350	.21	
SBL	1	1700	20	.01	50	.03	
SBT	2	3400	460	.16*	480	.16*	
SBR	0	0	70		60		
EBL	1	1700	30	.02	110	.06	
EBT	3	5100	750	.15*	1000	.20*	
EBR	d	1700	120	.07	250	.15	
WBL	1	1700	400	.24*	370	.22*	
WBT	3	5100	770	.15	740	.15	
WBR	d	1700	10	.01	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.79		.71	

6. Santa Margarita & Alicia

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	1000	.29*	1260	.37*	
NBT	3	5100	1270	.25	1560	.31	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1430	.28*	1560	.31*	
SBR	1	1700	30	.02	110	.06	
EBL	2	3400	10	.00	130	.04*	
EBT	0	0	0		0		
EBR	2	3400	1060	.31	1620	.48	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.02*	EBR	.07*
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for EBR							
TOTAL CAPACITY UTILIZATION				.64		.64	

7. Marguerite & Trabuco

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	2	3400	620	.18*	570	.17*	
NBT	2	3400	540	.16	630	.19	
NBR	d	1700	30	.02	60	.04	
SBL	1	1700	20	.01	110	.06	
SBT	2	3400	810	.24*	460	.14*	
SBR	d	1700	70	.04	70	.04	
EBL	1	1700	50	.03*	140	.08	
EBT	1	1700	20	.01	60	.04*	
EBR	1	1700	550	.32	670	.39	
WBL	1	1700	20	.01	130	.08*	
WBT	2	3400	20	.01*	110	.03	
WBR	d	1700	10	.01	120	.07	
Right Turn Adjustment		EBR	.15*	EBR	.22*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.66		.70		

8. Marguerite & Jeronimo

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM VOL	PK V/C
NBL	1	1700	450	.26*	280	.16*	
NBT	2	3400	750	.22	1000	.29	
NBR	d	1700	50	.03	150	.09	
SBL	1	1700	90	.05	120	.07	
SBT	2	3400	1100	.32*	830	.24*	
SBR	d	1700	100	.06	90	.05	
EBL	1	1700	180	.11*	100	.06	
EBT	2	3400	140	.04	380	.11*	
EBR	1	1700	350	.21	520	.31	
WBL	1	1700	270	.16	80	.05*	
WBT	2	3400	380	.11*	180	.05	
WBR	d	1700	100	.06	90	.05	
Right Turn Adjustment				EBR	.08*		
Clearance Interval				.05*	.05*		
TOTAL CAPACITY UTILIZATION			.85		.69		

9. Olympiad & Jeronimo

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	200	.12*	140	.08*	
NBT	2	3400	660	.19	820	.24	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	660	.26*	670	.24*	
SBR	0	0	240		140		
EBL	1	1700	140	.08*	140	.08*	
EBT	0	0	0		0		
EBR	1	1700	80	.05	200	.12	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.51		.45		

10. Marguerite & La Paz

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	2	3400	230	.07*	360	.11*	
NBT	2	3400	810	.24	1080	.32	
NBR	d	1700	150	.09	170	.10	
SBL	2	3400	120	.04	190	.06	
SBT	2	3400	1010	.30*	1150	.34*	
SBR	1	1700	180	.11	130	.08	
EBL	2	3400	210	.06*	350	.10	
EBT	2	3400	320	.09	1180	.35*	
EBR	1	1700	100	.06	190	.11	
WBL	2	3400	340	.10	200	.06*	
WBT	2	3400	480	.14*	360	.11	
WBR	d	1700	310	.18	100	.06	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.91		

11. Olympiad & La Paz

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1	1700	320	.19*	190	.11*	
NBT	2	3400	840	.25	710	.21	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	610	.25*	650	.26*	
SBR	0	0	250		220		
EBL	1	1700	130	.08*	290	.17*	
EBT	0	0	0		0		
EBR	1	1700	110	.06	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			.57		.70		

12. Empresa & Santa Margarita

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM PK V/C	HOUR
NBL	1.5				940		1230
NBT	0.5	3400	40	.29*	10	.36*	
NBR	1	1700	620	.36	430	.25	
SBL	1	1700	20	.01	20	.01	
SBT	1	1700	10	.01*	10	.01*	
SBR	1	1700	10	.01	10	.01	
EBL	1	1700	80	.05	40	.02	
EBT	3	5100	1190	.23*	1960	.38*	
EBR	1	1700	1270	.75	670	.39	
WBL	2	3400	680	.20*	500	.15*	
WBT	3	5100	1490	.29	1000	.20	
WBR	d	1700	50	.03	10	.01	
Right Turn Adjustment				EBR	.30*		
Clearance Interval			.05*		.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.57		.70		

TOTAL CAPACITY UTILIZATION .62 .91

TOTAL CAPACITY UTILIZATION 1.08 .95

13. Empresa & Banderas

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	40	.02	60	.04*	
NBT	2	3400	1170	.40*	520	.17	
NBR	0	0	180		50		
SBL	1	1700	80	.05*	30	.02	
SBT	2	3400	510	.30	590	.35*	
SBR	0	0	590	.35	780	.46	
EBL	1	1700	490	.29*	440	.26*	
EBT	2	3400	70	.03	20	.01	
EBR	0	0	30		80	.05	
WBL	1	1700	20	.01	130	.08	
WBT	2	3400	10	.01*	70	.03*	
WBR	0	0	30	.02	30		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.80		.73	

14. Empresa & Antonio

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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		530		
SBT	0.5	3400	50	.08*	20	.16*	
SBR	f		140		300		
EBL	2	3400	850	.25*	140	.04*	
EBT	3	5100	880	.17	1040	.20	
EBR	d	1700	50	.03	20	.01	
WBL	1	1700	130	.08	30	.02	
WBT	3	5100	770	.15*	940	.18*	
WBR	f		360		290		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.59		.45

15. Banderas & Antonio

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK 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	430	.25	570	.34	
EBL	2	3400	380	.11	360	.11*	
EBT	3	5100	2280	.45*	1130	.22	
EBR	0	0	30		10		
WBL	1	1700	210	.12*	70	.04	
WBT	3	5100	950	.19	1360	.28*	
WBR	0	0	40		90		
Right Turn Adjustment				SBR	.21*		
Clearance Interval					.05*		.05*
Note: Assumes Right-Turn Overlap for SBR							
TOTAL CAPACITY UTILIZATION				.70		.68	

16. Cabot & Paseo De Valencia

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	640	.38*	370	.22*	
NBT	2	3400	500	.15	490	.14	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	250	.08*	570	.18*	
SBR	0	0	30		40		
EBL	1	1700	20	.01*	20	.01*	
EBT	0	0	0		0		
EBR	1	1700	310	.18	650	.38	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment						EBR	.20*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.52		.66

17. Cabot & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	180	.05	210	.06	
NBT	2	3400	740	.22*	330	.10*	
NBR	1	1700	190	.11	730	.43	
SBL	2	3400	280	.08*	740	.22*	
SBT	2	3400	270	.08	650	.19	
SBR	1	1700	50	.03	100	.06	
EBL	2	3400	130	.04*	130	.04	
EBT	3	5100	1010	.20	1350	.26*	
EBR	1	1700	140	.08	130	.08	
WBL	2	3400	310	.09	360	.11*	
WBT	3	5100	1530	.30*	1260	.25	
WBR	1	1700	480	.28	450	.26	
Right Turn Adjustment					NBR	.25*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.99		

18. Marguerite & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	410	.12	240	.07	
NBT	2	3400	900	.26*	850	.25*	
NBR	1	1700	50	.03	90	.05	
SBL	2	3400	240	.07*	610	.18*	
SBT	2	3400	670	.20	910	.27	
SBR	1	1700	340	.20	170	.10	
EBL	2	3400	150	.04*	240	.07*	
EBT	4	6800	1390	.20	1760	.26	
EBR	d	1700	110	.06	420	.25	
WBL	2	3400	100	.03	150	.04	
WBT	4	6800	2460	.36*	1550	.23*	
WBR	d	1700	100	.06	210	.12	
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.78		.78		

19. Felipe & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	110	.06	90	.05	
NBT	2	3400	400	.12*	450	.13*	
NBR	1	1700	60	.04	200	.12	
SBL	1	1700	340	.20*	600	.35*	
SBT	2	3400	430	.13	410	.12	
SBR	d	1700	130	.08	200	.12	
EBL	1	1700	150	.09*	240	.14	
EBT	3	5100	1560	.31	2200	.43*	
EBR	d	1700	90	.05	180	.11	
WBL	1	1700	280	.16	210	.12*	
WBT	3	5100	2020	.40*	1740	.34	
WBR	d	1700	610	.36	380	.22	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.86		1.08		

21. Marguerite & Felipe

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	20	.01	30	.02	
NBT	2	3400	910	.27*	950	.28*	
NBR	d	1700	270	.16	790	.46	
SBL	1	1700	120	.07*	390	.23*	
SBT	2	3400	830	.24	910	.27	
SBR	d	1700	40	.02	40	.02	
EBL	1	1700	70	.04	50	.03	
EBT	1	1700	60	.05*	60	.05*	
EBR	0	0	30		30		
WBL	1.5		760		450		
WBT	0.5	3400	30	.23*	20	.14*	
WBR	1	1700	240	.14	130	.08	
Right Turn Adjustment					NBR	.07*	
Clearance Interval						.05*	.05*
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.67		.82		

22. Moulton & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	180	.05	240	.07	
NBT	3	5100	1310	.26*	1420	.28*	
NBR	1	1700	400	.24	160	.09	
SBL	2	3400	190	.06*	250	.07*	
SBT	3	5100	780	.15	1310	.26	
SBR	1	1700	180	.11	120	.07	
EBL	2	3400	410	.12	240	.07	
EBT	3	5100	850	.21*	860	.21*	
EBR	0	0	220		200		
WBL	2	3400	210	.06*	390	.11*	
WBT	3	5100	600	.12	1060	.21	
WBR	1	1700	160	.09	150	.09	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.72		

23. Greenfield & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0.5				40		40
NBT	1.5	3400	110	.06*	50	.03*	
NBR	0				60		20
SBL	2	3400	870	.26*	1130	.33*	
SBT	1	1700	50	.03	170	.10	
SBR	1	1700	40	.02	530	.31	
EBL	2	3400	540	.16*	240	.07	
EBT	3	5100	860	.17	1330	.27*	
EBR	0	0	20		50		
WBL	1	1700	10	.01	70	.04*	
WBT	3	5100	1150	.23*	1230	.24	
WBR	1	1700	560	.33	1030	.61	
Right Turn Adjustment							WBR .12*
Clearance Interval						.05*	.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION						.76	.84

24. Cabot & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	110	.06*	
NBT	2	3400	250	.07*	210	.06	
NBR	1	1700	310	.18	190	.11	
SBL	2	3400	270	.08*	370	.11	
SBT	2	3400	120	.07	350	.17*	
SBR	0	0	140	.08	240		
EBL	2	3400	230	.07	290	.09	
EBT	3	5100	1670	.35*	2230	.44*	
EBR	0	0	130		10		
WBL	2	3400	310	.09*	610	.18*	
WBT	3	5100	1590	.31	2080	.41	
WBR	1	1700	370	.22	300	.18	
Right Turn Adjustment	NBR		.04*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.90		

25. Forbes & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	60	.04	190	.11	
NBT	1	1700	20	.01*	30	.02*	
NBR	1	1700	100	.06	200	.12	
SBL	1	1700	180	.11*	280	.16*	
SBT	1	1700	20	.01	30	.02	
SBR	1	1700	230	.14	410	.24	
EBL	1	1700	300	.18*	250	.15*	
EBT	4	6800	1640	.26	2480	.38	
EBR	0	0	150		110		
WBL	1	1700	300	.18	150	.09	
WBT	3	5100	2090	.50*	2450	.53*	
WBR	0	0	450		270		
Right Turn Adjustment							SBR .06*
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.85		.97

26. Puerta Real & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2.5		30	.01	470		
NBT	0.5	5100	60	.04*	40	.10*	
NBR	1	1700	120	.07	360	.21	
SBL	1	1700	150	.09*	200	.12*	
SBT	1	1700	70	.04	60	.04	
SBR	1	1700	370	.22	550	.32	
EBL	2	3400	550	.16*	480	.14	
EBT	4	6800	2110	.34	2980	.50*	
EBR	0	0	180		410		
WBL	2	3400	70	.02	320	.09*	
WBT	4	6800	2970	.45*	2540	.41	
WBR	0	0	100		230		
Right Turn Adjustment		SBR	.01*	Multi	.10*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.80		.96		

27. El Regateo & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		330	.10*	480	.14*	
NBT	1.5	5100	30	.05	20	.11	
NBR	0		60		160		
SBL	0.5		30		80		
SBT	1.5	3400	10	.02*	40	.07*	
SBR	0		70	.04	170	.10	
EBL	1	1700	180	.11*	120	.07	
EBT	4	6800	1970	.29	3160	.46*	
EBR	1	1700	230	.14	260	.15	
WBL	1	1700	280	.16	220	.13*	
WBT	4	6800	2740	.42*	2430	.37	
WBR	0	0	130		70		
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION					.70		.85

28. Los Altos & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	20	.01	320	.19*	
NBT	1	1700	10	.04*	10	.11	
NBR	0	0	50		170		
SBL	0	0	40		230		
SBT	1	1700	10	.03*	10	.14*	
SBR	1	1700	50	.03	120	.07	
EBL	1	1700	150	.09*	90	.05	
EBT	4	6800	1740	.28	3280	.49*	
EBR	0	0	160		30		
WBL	1	1700	300	.18	90	.05*	
WBT	4	6800	3080	.50*	2280	.34	
WBR	0	0	290		20		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.71		.92		

29. Bellojente & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	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	1720	.25	3620	.54*	
EBR	0	0	10		20		
WBL	1	1700	10	.01	10	.01*	
WBT	4	6800	3630	.55*	2290	.34	
WBR	0	0	90		30		
Clearance Interval			.05*		.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.70		.67		

30. Marguerite & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)						
			AM VOL	PK V/C	PM VOL	PK V/C
	LANES	CAPACITY				
NBL	2	3400	200	.06*	170	.05
NBT	2	3400	550	.16	650	.19*
NBR	1	1700	470	.28	630	.37
SBL	2	3400	200	.06	570	.17*
SBT	2	3400	740	.22*	600	.18
SBR	1	1700	1030	.61	320	.19
EBL	2	3400	530	.16*	1000	.29
EBT	4	6800	1190	.18	2440	.36*
EBR	1	1700	70	.04	230	.14
WBL	2	3400	680	.20	700	.21*
WBT	4	6800	2500	.37*	1840	.27
WBR	1	1700	580	.34	240	.14
Right Turn Adjustment		SBR		.27*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION 1.13 .98

32. Golden Lantern & P. Colinas

2025 CC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR
NBL	1	1700	10	.01	10	.01
NBT	3	5100	2150	.42*	940	.18*
NBR	2	3400	860	.25	360	.11
SBL	1	1700	420	.25*	230	.14*
SBT	3	5100	790	.16	1400	.28
SBR	0	0	10		10	
EBL	1	1700	20	.01*	10	.01*
EBT	1	1700	10	.01	10	.01
EBR	0	0	10		10	
WBL	1.5		160		720	
WBT	0.5	3400	10	.05*	10	.21*
WBR	1	1700	180	.11	370	.22
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.78		.59

33. Cabot & P. Colinas

2025 CC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3400	70	.02*	130	.04*
SBT	0	0	0		0	
SBR	2	3400	210	.06	660	.19
EBL	1	1700	500	.29*	220	.13*
EBT	2	3400	650	.19	290	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	150	.09*	470	.16*
WBR	0	0	140		70	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .45 .43

34. Cm Capistrano & P. Colinas

2025 CC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	0.5	3400	310	.18*	300	{.26}*
NBR	1.5		250	.15	780	
SBL	1	1700	30	.02*	50	.03*
SBT	1	1700	140	.08	470	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		470	
WBT	0	3400	0	.15*	0	.15*
WBR	0.5		80		50	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.40		.49

35. Camino Capistrano & Avery

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	1	1700	40	.02*	40	.02*	
NBR	1	1700	570	.34	360	.21	
SBL	2	3400	570	.17*	920	.27*	
SBT	1	1700	20	.01	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	450	.26*	660	.39*	
WBT	0	0	0		0		
WBR	2	3400	520	.15	1030	.30	
Right Turn Adjustment		NBR		.12*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.73		

36. Marguerite & Avery

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	500	.29*	340	.20*	
NBT	2	3400	500	.15	500	.15	
NBR	d	1700	170	.10	30	.02	
SBL	1	1700	90	.05	110	.06	
SBT	2	3400	380	.11*	730	.21*	
SBR	d	1700	360	.21	660	.39	
EBL	2	3400	700	.21*	860	.25*	
EBT	2	3400	190	.11	320	.19	
EBR	0	0	310	.18	310		
WBL	1	1700	20	.01	150	.09	
WBT	2	3400	140	.06*	220	.09*	
WBR	0	0	60		90		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.72		.80		

37. Gldn Lantern & Marina Hills

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1700	190	.11	150	.09*	
NBT	3	5100	1610	.32*	780	.15	
NBR	1	1700	520	.31	400	.24	
SBL	1	1700	250	.15*	290	.17	
SBT	3	5100	740	.15	1340	.26*	
SBR	1	1700	190	.11	380	.22	
EBL	2	3400	660	.19*	340	.10	
EBT	2	3400	320	.18	180	.11*	
EBR	0	0	300		190	.11	
WBL	2	3400	300	.09	670	.20*	
WBT	2	3400	150	.09*	350	.19	
WBR	0	0	220	.13	290		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.80		.71		

38. Cm Capistrano & Los Padres

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	380	.11*	610	.18*	
NBT	2	3400	20	.01	10	.00	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	10	.01*	30	.02*	
SBR	0	0	260	.15	660	.39	
EBL	1.5		500	{.18}* ²	240	{.12}* ²	
EBT	0	5100	0	{.18}	0	{.12}	
EBR	1.5		560		590		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.28*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.35		.65		

39. Cm Capistrano & J. Serra

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	2	3400	260	.08*	250	.07*	
NBR	1	1700	1100	.65	760	.45	
SBL	2	3400	520	.15*	460	.14*	
SBT	2	3400	200	.06	500	.15	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBC	0	0	0		0		
WBL	2	3400	840	.25*	1180	.35*	
WBT	0	0	0		0		
WBR	1	1700	280	.16	610	.36	
Right Turn Adjustment		NBR	.32*		NBR	.03*	
Clearance Interval			.05*			.05*	
Note: Assumes Right-Turn Overlap for NBR							

TOTAL CAPACITY UTILIZATION .85 .64

40. Rancho Viejo & J. Serra

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	620	.18*	480	.14*	
NBT	2	3400	380	.11	200	.06	
NBR	0	0	10		10		
SBL	1	1700	10	.01	10	.01	
SBT	1.5	5100	220	{.09}*	380	{.15}*	
SBR	1.5		600		710		
EBL	1.5		630		490		
EBT	0.5	3400	30	.29*	10	.24*	
EBC	0		330		310		
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 .62 .59

41. Cm Capistrano & Oso Road

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	40		60	{.04}*	
NBT	2	3400	890	.27*	460	.15	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	520	.19	510	.30*	
SBR	0	0	110		590	.35	
EBL	1	1700	550	.32*	180	.11*	
EBT	0	0	0		0		
EBC	1	1700	80	.05	70	.04	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .64 .50

42. Cm Capistrano & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	1	1700	520	.31*	500	.29*	
NBR	1	1700	70	.04	80	.05	
SBL	1	1700	160	.09*	160	.09*	
SBT	1	1700	550	.32	460	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBC	0	0	0		0		
WBL	1	1700	140	.08*	180	.11*	
WBT	0	0	0		0		
WBR	1	1700	150	.09	250	.15	
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .53 .54

43. Del Obispo & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1700	50	.03*	110	.06*	
NBT	0	0	0		0		
NBR	2	3400	1010	.30	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	460	.16*	530	.19*	
EBR	0	0	100		130		
WBL	2	3400	950	.28*	1090	.32*	
WBT	1	1700	650	.38	730	.43	
WBR	0	0	0		0		
Right Turn Adjustment		NBR		.06*	NBR	.01*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.63		

44. Rancho Viejo & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1.5		370		550	.16*	
NBT	1.5	5100	180	.12*	130	.11	
NBR	0		70		60		
SBL	1.5		240		430		
SBT	0.5	3400	130	.11*	180	.18*	
SBR	1	1700	120	.07	150	.09	
EBL	1	1700	170	.10	190	.11	
EBT	2	3400	1340	.39*	1840	.54*	
EBR	1	1700	690	.41	470	.28	
WBL	1	1700	90	.05*	80	.05*	
WBT	3	5100	1660	.33	1270	.25	
WBR	1	1700	800	.47	250	.15	
Right Turn Adjustment		WBR		.05*			
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.77		.98		

45. La Novia & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3400	590	.17*	240	.07*	
NBT	0	0	0		0		
NBR	1	1700	50	.03	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	1950	.57*	
EBR	1	1700	340	.20	360	.21	
WBL	1	1700	230	.14	120	.07*	
WBT	2	3400	1890	.56*	1320	.39	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.78		.76		

47. Alipaz & Del Obispo

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	20		30		
NBT	1	1700	80	.06*	50	.05*	
NBR	2	3400	660	.19	640	.19	
SBL	1	1700	60	.04	50	.03	
SBT	1	1700	60	.08*	170	.27*	
SBR	0	0	80		290		
EBL	1	1700	300	.18	100	.06	
EBT	2	3400	580	.18*	650	.20*	
EBR	0	0	40		30		
WBL	1	1700	470	.28*	410	.24*	
WBT	2	3400	690	.21	1050	.31	
WBR	0	0	40		10		
Clearance Interval					.05*	.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.65		.81		

48. Cm Capistrano & Del Obispo

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	670	.20*	490	.14*	
NBT	1	1700	660	.39	410	.24	
NBR	1	1700	230	.14	220	.13	
SBL	1	1700	40	.02	80	.05	
SBT	1	1700	430	.25*	720	.42*	
SBR	1	1700	650	.38	140	.08	
EBL	1	1700	230	.14	290	.17*	
EBT	2	3400	820	.24*	610	.18	
EBR	1	1700	440	.26	510	.30	
WBL	2	3400	230	.07*	320	.09	
WBT	2	3400	470	.16	700	.22*	
WBR	0	0	80		40		
Right Turn Adjustment		SBR		.02*			
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.83		1.00		

49. Cm Capistrano & San Juan C.

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		0
NBT	2	3400	500	.15*	730	.21*	
NBR	1	1700	510	.30	790	.46	
SBL	2	3400	230	.07*	890	.26*	
SBT	2	3400	640	.19	920	.27	
SBR	0	0	0		0		
EBL	0	0	0		0		0
EBT	0	0	0		0		0
EBR	0	0	0		0		0
WBL	1.5				1020		840
WBT	0	5100	0	{ .37}* { .37}* { .37}	0		0
WBR	1.5				950		650
Right Turn Adjustment							NBR
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION			.64		.83		

50. Valle & San Juan Creek

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		600	.18*	540	.16*	
NBT	0	5100	0		0		
NBR	1.5		190		280	{ .12}	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	400	.22	1090	.49*	
EBR	0	0	340		590		
WBL	1	1700	260	.15	110	.06*	
WBT	2	3400	1370	.40*	940	.28	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.76		

51. La Novia & San Juan Creek

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1700	170	.10	160	.09	
NBT	1	1700	230	.22*	130	.12*	
NBR	0	0	150		80		
SBL	1	1700	200	.12*	410	.24*	
SBT	1	1700	130	.08	170	.10	
SBR	1	1700	490	.29	290	.17	
EBL	1	1700	220	.13*	250	.15	
EBT	2	3400	300	.09	860	.25*	
EBR	d	1700	60	.04	150	.09	
WBL	1	1700	70	.04	120	.07*	
WBT	2	3400	930	.27*	450	.13	
WBR	d	1700	560	.33	180	.11	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.79		.73		

53. Del Obispo & Del Avion

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	190	.11*	170	.10*	
NBT	2	3400	320	.18	360	.17	
NBR	0	0	300		210		
SBL	1	1700	70	.04	60	.04	
SBT	2	3400	250	.15*	400	.24*	
SBR	0	0	420	.25	450	.26	
EBL	1.5		230		210		
EBT	1.5	5100	360	.12*	190	.11*	
EBR	0		10		160		
WBL	1	1700	320	.19*	170	.10*	
WBT	2	3400	200	.09	90	.05	
WBR	0	0	110		110	.06	
Right Turn Adjustment		SBR	.01*				
Clearance Interval			.05*		.05*		
Note: Assumes E/W Split Phasing							
TOTAL CAPACITY UTILIZATION			.63		.60		

54. Alipaz & Del Avion

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	10		40	{.02}* <td></td>	
NBT	1	1700	80	.05*	50	.05	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	30	.02	110	.06*	
SBR	0	0	270	.16	170	.10	
EBL	1	1700	450	.26*	290	.17*	
EBT	0	0	0		0		
EBR	1	1700	10	.01	30	.02	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.36		.30		

55. Del Obispo & Stonehill

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	80	.05	150	.09	
NBT	2	3400	180	.09*	380	.15*	
NBR	0	0	110		130		
SBL	1	1700	320	.19*	260	.15*	
SBT	2	3400	410	.15	510	.18	
SBR	0	0	110		110		
EBL	1	1700	170	.10	210	.12*	
EBT	2	3400	770	.26*	660	.23	
EBR	0	0	110		120		
WBL	1	1700	90	.05*	230	.14	
WBT	2	3400	510	.15	910	.27*	
WBR	1	1700	220	.13	520	.31	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.64		.74		

56. Los Mares & Las Ramblas

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	2	3400	40	.01*	10	.00	
NBT	0	0	0		0		
NBR	1	1700	260	.15	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	270	.08*	380	.11*	
EBR	1	1700	30	.02	110	.06	
WBL	1	1700	80	.05*	230	.14*	
WBT	2	3400	150	.04	180	.05	
WBR	0	0	0		0		
Right Turn Adjustment		NBR	.10*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.29		.30		

100. I-5 SB Ramps & Alicia Pkwy

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		830		1190		
SBT	0	5100	0	{.30}*{.45}*{.36*	0	{.45}*{.36*	
SBR	1.5		820		1290		
EBL	0	0	0		0		
EBT	3	5100	1860	.36*	1820	.36*	
EBR	f		190		210		
WBL	0	0	0		0		
WBT	3	5100	1310	.26	1140	.22	
WBR	f		660		830		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.86	

101. I-5 NB Ramps & Alicia Pkwy

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		100	.03*	330	{.18}*{.18}	
NBT	0	5100	0		0	0	
NBR	1.5		100	{.00}	570		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1100	.22	2490	.49*	
EBR	f		1600		510		
WBL	0	0	0		0		
WBT	3	5100	1870	.37*	1650	.32	
WBR	f		1490		740		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.45		.72	

102. I-5 SB Ramps/Cabot & La Paz

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	110	.06*	230	.14*	
NBT	0	0	0		0		
NBR	2	3400	450	.13	510	.15	
SBL	2	3400	210	.06	530	.16*	
SBT	2	3400	210	.06*	290	.09	
SBR	1	1700	260	.15	300	.18	
EBL	0	0	0		0		
EBT	2	3400	970	.29*	940	.28	
EBR	1	1700	110	.06	180	.11	
WBL	2	3400	190	.06*	250	.07	
WBT	2	3400	560	.27	780	.36*	
WBR	0	0	350		430		
Right Turn Adjustment	Multi		.05*	SBR	.02*		
Clearance Interval			.05*		.05*		
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.57		.73	

103. I-5 NB/Muirlands & La Paz

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		80	.05	90		
NBT	1	6800	950	.28*	210	{.08}*{.08}	
NBR	1.5		130		340		
SBL	2	3400	550	.16*	1100	.32*	
SBT	0	0	0		0		
SBR	2	3400	430	.13	310	.09	
EBL	2	3400	210	.06*	300	.09*	
EBT	2	3400	840	.25	1130	.33	
EBR	f		430		320		
WBL	0	0	0		0		
WBT	3	5100	1260	.34*	1090	.32*	
WBR	0	0	490		550	.32	
Clearance Interval				.05*		.05*	
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION				.89		.86	

104. I-5 SB Ramps & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	790	.23*	1110	.33*	
SBT	0	0	0		0		
SBR	1	1700	310	.18	440	.26	
EBL	0	0	0		0		
EBT	3	5100	1030	.20	2020	.40*	
EBR	f		440		790		
WBL	0	0	0		0		
WBT	3	5100	2010	.39*	1630	.32	
WBR	f		640		350		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.67		.78	

105. I-5 NB Ramps & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1700	530	.31*	520	.31*	
NBT	0	0	0		0		
NBR	1	1700	250	.15	470	.28	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	3	5100	1670	.33	2520	.49*	
EBR	f		270		610		
WBL	0	0	0		0		
WBT	3	5100	2120	.42*	1460	.29	
WBR	f		1270		750		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.78		.85

106. I-5 SB Ramps & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2.5		1240	.24*	1840	.36*	
SBT	0	8500	0		0		
SBR	2.5		720	.21	1250	{.29}	
EBL	0	0	0		0		
EBT	4	6800	1640	.24	2500	.37*	
EBR	1	1700	280	.16	470	.28	
WBL	2	3400	430	.13	540	.16*	
WBT	3	5100	2130	.42*	1640	.32	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION				.71		.94	

107. I-5 NB Ramps & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		670	{.25}*	210	.12*	
NBT	0	5100	0	.25	0		
NBR	1.5		610		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	2180	.43*	3410	.67*	
EBR	1.5		720	.42	910	.54	
WBL	0	0	0		0		
WBT	3	5100	1900	.37	1970	.39	
WBR	f		1500		1590		
Right Turn Adjustment							NBR .01*
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION					.73		.85

108. I-5 SB Ramps & Avery

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	380	.11*	580	.17*	
SBT	0	0	0		0		
SBR	1	1700	340	.20	600	.35	
EBL	0	0	0		0		
EBT	1.5	5100	910	.27*	980	.29*	
EBR	1.5		210	.12	290	.17	
WBL	1	1700	270	.16*	180	.11*	
WBT	2	3400	630	.19	1070	.31	
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.11*	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.59		.73		

109. I-5 NB Ramps & Avery

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5				260	.08*	350
NBT	0	5100			0		0
NBR	1.5				460	{.06}	420
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	1	1700			540	.32*	500
EBT	2	3400			770	.23	1060
EBR	0	0	0		0		0
WBL	0	0	0		0		0
WBT	2	3400			650	.19*	900
WBR	f				370		320
Clearance Interval						.05*	.05*
TOTAL CAPACITY UTILIZATION						.64	.70

110. I-5 SB Ramps & J. Serra

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		210		320		
SBT	0	5100	0	{.06}* [*]	0	{.18}* [*]	
SBR	1.5		580		840		
EBL	0	0	0		0		
EBT	2	3400	1260	.37*	940	.28*	
EBR	d	1700	350	.21	290	.17	
WBL	1	1700	250	.15*	330	.19*	
WBT	2	3400	540	.16	950	.28	
WBR	0	0	0		0		
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.70		

111. I-5 NB Ramps & J. Serra

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3400	150	.04*	320	.09*	
NBT	0	0	0		0		
NBR	1	1700	250	.15	210	.12	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	740	.22*	640	.19*	
EBT	2	3400	740	.22	610	.18	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	5100	650	{.23}* [*]	960	.28*	
WBR	1.5		580		250	.15	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.64		.61		

112. I-5 SB Ramps & Ortega

TOTAL CAPACITY UTILIZATION .79 .88

113. I-5 NB Ramps & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1.5		260	{.14}*	280	{.12}* 0	
NBT	0	5100	0	{.14}	0	{.12}	
NBR	1.5		490		410		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	690	.20*	750	.22*	
EBT	3	5100	1810	.35	2110	.41	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	650	.19*	860	.25*	
WBR	f		1480		1210		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .64

114. Cm Capistrano & I-5 SB

2025 CC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	0	0	0		0	
NBT	2	3400	820	.25*	1070	.33*
NBR	0	0	20		40	
SBL	2	3400	590	.17*	490	.14*
SBT	2	3400	1070	.31	1260	.37
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*	1140	.34*
WBT	0	5100	0		0	
WBR	1.5		180		460	.27
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .71 .86

115. Valle & La Novia/I-5 NB

2025 CC Alt. (Buildout w/Proposed RMV Plan)						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	1	1700	230	.14*	120	.07*
NBT	1	1700	140	.08	150	.09
NBR	1	1700	20	.01	40	.02
SBL	0	0	70		190	
SBT	1	1700	170	.14*	230	.25*
SBR	1	1700	330	.19	280	.16
EBL	1	1700	440	.26*	530	.31*
EBT	1	1700	40	.06	140	.12
EBR	0	0	60		60	
WBL	0	0	30		30	
WBT	1	1700	290	.19*	80	.06*
WBR	1	1700	210	.12	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .78 .74

116. Cm Capistrano & Stonehill

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	2	3400	290	.09	380	.11*	
NBT	2	3400	580	.27*	490	.29	
NBR	0	0	330		560	.33	
SBL	1	1700	60	.04*	270	.16	
SBT	1.5	5100	620	{.21}	1040	{.36}* [*]	
SBR	1.5		850		1180		
EBL	1	1700	540	.32*	510	.30*	
EBT	2	3400	620	.18	870	.26	
EBR	1	1700	260	.15	420	.25	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.82		

117. I-5 SB Ramps & Las Ramblas

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	2	3400	210	.06*	350	.10*	
SBT	0	0	0	0	0	0	
SBR	f		550		580		
EBL	0	0	0	0	0	0	
EBT	2	3400	520	.15	750	.22*	
EBR	f		1010		1250		
WBL	0	0	0	0	0	0	
WBT	1	1700	330	.19*	360	.21	
WBR	f		160		100		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.30		.37		

118. I-5 NB Ramps & Las Ramblas

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	40		100		
NBT	1	1700	10	.03*	30	.08*	
NBR	1	1700	100	.06	160	.09	
SBL	1	1700	20	.01*	10	.01*	
SBT	0	0	0		0		
SBR	1	1700	80	.05	40	.02	
EBL	1	1700	20	.01*	90	.05	
EBT	2	3400	340	.10	700	.21*	
EBR	f		350		270		
WBL	0	0	0		0		
WBT	3	5100	700	.14*	470	.09	
WBR	0	0	10		10		
Right Turn Adjustment	SBR		.02*	NBR	.01*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.26		.36		

150. Greenfield & SR-73 SB Ramps

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0	0	0	0	
NBT	2	3400	1130	.40*	690	.26*	
NBR	0	0	220		190		
SBL	1	1700	40	.02*	10	.01*	
SBT	2	3400	290	.09	270	.08	
SBR	0	0	0		0		
EBL	0.5		10		20		
EBT	0	3400	0	{.04}*	0	{.21}*	
EBR	1.5		560		950		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.51		.53		

151. Greenfield & SR-73 NB Ramps

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	1090	.32*	620	.18*	
NBT	1	1700	50	.03	100	.06	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	1	1700	80	.05*	90	.05*	
SBR	1	1700	20	.01	10	.01	
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1700	250	.15*	190	.11*	
WBT	0	0	0		0		
WBR	1	1700	30	.02	20	.01	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.57		.39		

152. SR-241 SB & S. Margarita

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	0	0	350		370		
NBT	1	1700	10	.21*	10	.22*	
NBR	2	3400	550	.16	1730	.51	
SBL	0	0	10		40		
SBT	1	1700	10	.01*	10	.03*	
SBR	1	1700	10	.01	30	.02	
EBL	1	1700	80	.05*	30	.02	
EBT	3	5100	1800	.35	2500	.49*	
EBR	1	1700	130	.08	110	.06	
WBL	2	3400	50	.01	30	.01*	
WBT	3	5100	2290	.45*	1280	.25	
WBR	0	0	20		10		
Right Turn Adjustment							NBR .28*
Clearance Interval					.05*		.05*
Note: Assumes N/S Split Phasing							
TOTAL CAPACITY UTILIZATION			.77				1.08

153. SR-241 NB & S. Margarita

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
NBL	2	3400	70	.02*	30	.01*	
NBT	0	0	0		0		
NBR	f		10		20		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	520	.15*	430	.13	
EBT	3	5100	1850	.36	3910	.77*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	2280	.45*	1290	.25	
WBR	f		2610		740		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.67		.83		

154. SR-241 SB Ramps & Antonio

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR
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		
SBR	1.5				140	{ .00}	420 { .08}
EBL	0	0	0		0		
EBT	3	5100	1290	.25*	1570	.31*	
EBR	1	1700	20	.01	70	.04	
WBL	1	1700	170	.10*	170	.10*	
WBT	3	5100	1220	.24	980	.19	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION			.46				.70

155. SR-241 NB Ramps & Antonio

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		50	.01*		20	.01*
NBT	0	5100	0		0		
NBR	1.5		170		180	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3400	600	.18*	170	.05	
EBT	3	5100	880	.17	2170	.43*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	3	5100	1340	.26*	1150	.23	
WBR	1	1700	1510	.89	220	.13	
Right Turn Adjustment		WBR		.62*	NBR	.04*	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION 1.12 .53

156. SR-241 SB Ramps & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	0	0	0		0		0
NBT	0	0	0		0		0
NBR	0	0	0		0		0
SBL	1.5		70	.02*	250		
SBT	0	5100	0		0		.10*
SBR	1.5		20	.01	270		
EBL	0	0	0		0		0
EBT	2	3400	930	.27	860	.25*	
EBR	1	1700	240	.14	360	.21	
WBL	2	3400	150	.04	80	.02*	
WBT	2	3400	1400	.41*	860	.25	
WBR	0	0	0		0		
Clearance Interval					.05*		.05*

TOTAL CAPACITY UTILIZATION .48 .42

157. SR-241 NB Ramps & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1.5		360	{.12}* ¹		290	{.13}* ¹
NBT	0	3400	0	.12		0	.13
NBR	0.5		50		150		
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1700	360	.21*	10	.01	
EBT	2	3400	640	.19	1070	.31*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	1180	.35*	630	.19	
WBR	1	1700	430	.25	80	.05	
Clearance Interval			.05*		.05*		

TOTAL CAPACITY UTILIZATION .73 .49

ICU Worksheets

San Clemente Intersections

58. Del Rio & Los Mares

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1600	70	.04*	120	.08*	
NBT	1	1600	40	.03	100	.06	
NBR	1	1600	80	.05	50	.03	
SBL	0	0	20		10		
SBT	1	1600	130	.10*	50	.04*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	10	.01	
EBT	2	3200	150	.09*	80	.05*	
EBR	0	0	230	.14	200	.13	
WBL	1	1600	110	.07*	100	.06*	
WBT	2	3200	80	.03	200	.07	
WBR	0	0	10		20		
Right Turn Adjustment		EBR	.02*		EBR	.02*	
TOTAL CAPACITY UTILIZATION			.32			.25	

59. La Pata & Del Rio

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1600	110	.07*	460	.29*	
NBT	2	3200	570	.18	420	.13	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3200	610	.19*	900	.28*	
SBR	1	1600	10	.01	20	.01	
EBL	0.5		20		10	.01*	
EBT	0	3200	0	{.19}*	0		
EBR	1.5		670		340	{.00}	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
TOTAL CAPACITY UTILIZATION					.45		.58

60. La Pata & Vista Hermosa

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	2	3200	590	.18*	620	.19	
NBT	3	4800	340	.07	720	.15*	
NBR	1	1600	210	.13	610	.38	
SBL	1	1600	320	.20	250	.16*	
SBT	3	4800	750	.16*	450	.09	
SBR	1	1600	10	.01	40	.03	
EBL	1	1600	50	.03	20	.01	
EBT	2	3200	380	.12*	480	.15*	
EBR	1	1600	360	.23	280	.18	
WBL	1	1600	580	.36*	360	.23*	
WBT	2	3200	750	.27	530	.22	
WBR	0	0	110		180		
Right Turn Adjustment			NBR	.06*			
TOTAL CAPACITY UTILIZATION			.82		.75		

61. Talega & Vista Hermosa

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1600	10	.01*	10	.01	
NBT	1	1600	10	.04	30	.09*	
NBR	0	0	50		120		
SBL	1	1600	290	.18	100	.06*	
SBT	0.5	3200	20	{.22}*	20	{.08}	
SBR	1.5		840		450		
EBL	2	3200	420	.13*	580	.18*	
EBT	2	3200	560	.18	830	.26	
EBR	0	0	10		10		
WBL	1	1600	70	.04	100	.06	
WBT	2	3200	880	.33*	760	.32*	
WBR	0	0	180		270		
TOTAL CAPACITY UTILIZATION					.69		.65

62. Vera Cruz & Los Mares

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	320	.20*	70	.04*	
NBT	1	1600	10	.04	10	.01	
NBR	0	0	60		10		
SBL	0	0	10		10		
SBT	1	1600	10	.02*	10	.02*	
SBR	0	0	10		10		
EBL	1	1600	10	.01	20	.01*	
EBT	2	3200	290	.09*	220	.07	
EBR	1	1600	220	.14	230	.14	
WBL	1	1600	10	.01*	10	.01	
WBT	2	3200	120	.04	310	.10*	
WBR	0	0	10		10		
Right Turn Adjustment				EBR	.01*		

TOTAL CAPACITY UTILIZATION .32 .18

63. Vera Cruz & Vista Hermosa

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01	10	.01	
NBT	2	3200	50	.02*	130	.04*	
NBR	0	0	20		10		
SBL	1	1600	280	.18*	100	.06*	
SBT	2	3200	140	.06	50	.03	
SBR	0	0	50		50		
EBL	1	1600	50	.03	70	.04*	
EBT	2	3200	1190	.38*	780	.25	
EBR	0	0	20		10		
WBL	1	1600	10	.01*	20	.01	
WBT	2	3200	790	.27	1120	.42*	
WBR	0	0	80		220		
TOTAL CAPACITY UTILIZATION					.59		.56

64. La Pata & Pico

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	60	.04*	290	.18	
NBT	2	3200	290	.09	770	.24*	
NBR	1	1600	180	.11	540	.34	
SBL	2	3200	380	.12	440	.14*	
SBT	2	3200	920	.29*	270	.08	
SBR	f		370		510		
EBL	1	1600	290	.18*	360	.23*	
EBT	3	4800	560	.12	830	.17	
EBR	1	1600	330	.21	130	.08	
WBL	2	3200	440	.14	150	.05	
WBT	2.5	6400	570	{.14}*	570	{.16}*	
WBR	1.5		590		610		
TOTAL CAPACITY UTILIZATION					.65		.77

65. Vista Hermosa & Pico

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	PM VOL	PK V/C
NBL	1	1600	10	.01	170	.11	
NBT	2	3200	60	.02*	260	.08*	
NBR	0	0	10		10		
SBL	2	3200	480	.15*	660	.21*	
SBT	1	1600	240	.15	80	.05	
SBR	1	1600	170	.11	50	.03	
EBL	2	3200	100	.03*	380	.12*	
EBT	3	4800	780	.16	1470	.31	
EBR	1	1600	260	.16	10	.01	
WBL	1	1600	10	.01	10	.01	
WBT	3	4800	1430	.45*	1180	.36*	
WBR	0	0	730	.46	550		
TOTAL CAPACITY UTILIZATION					.65		.77

66. PCH & Camino Capistrano

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	2	3200	460	.14*	610	.19	
NBR	1	1600	320	.20	410	.26	
SBL	1	1600	110	.07*	140	.09	
SBT	2	3200	490	.15	1150	.36*	
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	0	0	0		0		
EBR	0	0	0		0		
WBL	1	1600	310	.19*	260	.16*	
WBT	0	0	0		0		
WBR	1	1600	30	.02	100	.06	

TOTAL CAPACITY UTILIZATION .40 .52

67. El Camino Real & Pico

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	1	1600	10	.01	30	.02	
NBT	2	3200	490	.15*	550	.17*	
NBR	1	1600	110	.07	240	.15	
SBL	2	3200	430	.13*	580	.18*	
SBT	2	3200	460	.15	830	.29	
SBR	0	0	30		90		
EBL	1	1600	80	.05	80	.05	
EBT	1	1600	190	.13*	140	.11*	
EBR	0	0	20		30		
WBL	2	3200	90	.03*	320	.10*	
WBT	1	1600	70	.04	140	.09	
WBR	1	1600	370	.23	510	.32	
Right Turn Adjustment			WBR	.02*	WBR	.03*	

TOTAL CAPACITY UTILIZATION .46 .59

68. El Cm. Real & Cristianitos

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	20	.01*	40	.03*	
SBT	0	0	0		0		
SBR	1	1600	40	.03	130	.08	
EBL	1	1600	90	.06	150	.09*	
EBT	1	1600	250	.16*	70	.04	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	70	.04	280	.18*	
WBR	1	1600	10	.01	80	.05	

TOTAL CAPACITY UTILIZATION .17 .30

69. Del Cerro & Pico

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	HOUR VOL
NBL	2	3200	600	.19*	510	.16	
NBT	2	3200	110	.03	180	.06*	
NBR	d	1600	20	.01	50	.03	
SBL	1	1600	300	.19	380	.24*	
SBT	2	3200	150	.05*	120	.04	
SBR	d	1600	30	.02	60	.04	
EBL	1	1600	100	.06	70	.04*	
EBT	3	4800	1480	.31*	700	.15	
EBR	1	1600	620	.39	720	.45	
WBL	1	1600	60	.04*	60	.04	
WBT	3	4800	320	.07	1520	.32*	
WBR	d	1600	310	.19	410	.26	

TOTAL CAPACITY UTILIZATION .59 .66

119. I-5 SB Ramps & Estrella

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	700	.22*	780	.24*	
SBT	0	0	0		0		
SBR	1	1600	320	.20	350	.22	
EBL	0	0	0		0		
EBT	2	3200	530	.17*	760	.24*	
EBR	1	1600	320	.20	270	.17	
WBL	1	1600	440	.28*	520	.33*	
WBT	2	3200	410	.13	570	.18	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .67 .81

120. I-5 NB Ramps & Estrella

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0.5				170		330
NBT	0	3200			0	.16*	0
NBR	1.5				350		550
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	3	4800			870	.18*	1170
EBR	1	1600			360	.23	360
WBL	0	0	0		0		0
WBT	3	4800			570	.12	560
WBR	f				910		780

TOTAL CAPACITY UTILIZATION .34 .52

121. I-5 SB Ramps & Vista Hermosa

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		1060	.33*	990	.31*	
SBT	0	4800	0		0		
SBR	1.5		180	.11	420	.26	
EBL	1	1600	10	.01	40	.03*	
EBT	3	4800	370	.08*	490	.10	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	120	.04	430	.13*	
WBR	f		10		10		

TOTAL CAPACITY UTILIZATION .41 .47

122. I-5 NB Ramps & Vista Hermosa

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1.5				10	.01*	10
NBT	0	4800			0		0
NBR	1.5				90	.03	40
SBL	0	0	0		0		0
SBT	0	0	0		0		0
SBR	0	0	0		0		0
EBL	0	0	0		0		0
EBT	2	3200			1270	.40*	1270
EBR	f				170		220
WBL	0	0	0		0		0
WBT	1.5	4800			30	.02	390
WBR	1.5				1350	.42	1020
Right Turn Adjustment				Multi		.03*	

TOTAL CAPACITY UTILIZATION .44 .41

123. I-5 SB Ramps & Pico

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3200	1360	.43*	780	.24	
SBT	2	3200	1250	.39	2120	.66*	
SBR	1	1600	240	.15	430	.27	
EBL	0	0	0		0		
EBT	3	4800	940	.20*	1170	.24	
EBR	1	1600	170	.11	500	.31	
WBL	2	3200	10	.00	120	.04	
WBT	2	3200	360	.11	930	.29*	
WBR	0	0	0		0		
Right Turn Adjustment				EBR	.06*		

TOTAL CAPACITY UTILIZATION .63 1.01

124. I-5 NB Ramps & Pico

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	110	.07	270	.17	
NBT	2	3200	2160	.68*	1650	.52*	
NBR	1	1600	400	.25	20	.01	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	2	3200	310	.10	370	.12*	
EBT	3	4800	2020	.42*	1570	.33	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2.5	6400	120	.04	780	.24*	
WBR	1.5		940	.29	1300	.41	
Right Turn Adjustment				WBR	.17*		

TOTAL CAPACITY UTILIZATION 1.10 1.05

125. I-5 SB Ramps & E1 Cm Real

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	140	.09	140	.09	
NBT	1	1600	10	.01*	20	.01*	
NBR	1	1600	200	.13	110	.07	
SBL	1	1600	230	.14*	380	.24*	
SBT	1	1600	50	.03	230	.14	
SBR	1	1600	200	.13	270	.17	
EBL	1	1600	80	.05*	80	.05	
EBT	2	3200	270	.11	590	.23*	
EBR	0	0	90		130		
WBL	1	1600	20	.01	50	.03*	
WBT	2	3200	400	.13*	540	.17	
WBR	0	0	10		10		
Right Turn Adjustment				NBR	.04*		

TOTAL CAPACITY UTILIZATION .43 .55

126. I-5 NB Ramps & E1 Cm Real

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1	1600	70	.04*	210	.13*	
NBT	0	0	0		0		
NBR	1	1600	10	.01	40	.03	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	200	.13*	140	.09*	
EBT	2	3200	490	.15	930	.29	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3200	370	.23*	430	.23*	
WBR	0	0	430	.27	320		
Right Turn Adjustment				WBR	.01*		

TOTAL CAPACITY UTILIZATION .41 .45

127. I-5 SB Ramps & Cristianitos

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	110	.07*	50	.03*	
SBT	0	0	0		0		
SBR	1	1600	50	.03	80	.05	
EBL	0	0	0		0		
EBT	1	1600	110	.09*	110	.08*	
EBR	0	0	40		20		
WBL	1	1600	80	.05*	230	.14*	
WBT	1	1600	80	.05	80	.05	
WBR	0	0	0		0		

TOTAL CAPACITY UTILIZATION .21 .25

128. I-5 NB Ramps & Cristianitos

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	50	.03*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	240	.15	140	.09	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	1	1600	120	.08*	80	.05*	
EBT	1	1600	100	.06	80	.05	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	110	.08*	270	.26*	
WBR	0	0	10		140		

Right Turn Adjustment NBR .04*

TOTAL CAPACITY UTILIZATION .23 .34

129. I-5 SB Ramps & Basilone

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	130	.08*	250	.16*	
SBT	0	0	0		0		
SBR	1	1600	250	.16	70	.04	
EBL	0	0	0		0		
EBT	1	1600	30	.02	300	.19*	
EBR	1	1600	10	.01	230	.14	
WBL	1	1600	50	.03	150	.09*	
WBT	1	1600	230	.14*	30	.02	
WBR	0	0	0		0		

Right Turn Adjustment SBR .08*

TOTAL CAPACITY UTILIZATION .30 .44

130. I-5 NB Ramps & Basilone

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1600	220	.14*	40	.03*	
NBT	0	0	0		0		
NBR	1	1600	110	.07	80	.05	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	70		320		
EBT	1	1600	90	.10*	230	.34*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1	1600	60	.04	140	.09	
WBR	1	1600	180	.11	250	.16	

Right Turn Adjustment NBR .02*

TOTAL CAPACITY UTILIZATION .24 .39

171. SR-241 SB Ramps & Hermosa

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1	1600	380	.24*	530	.33*	
SBT	0	0	0		0		
SBR	1	1600	290	.18	280	.18	
EBL	0	0	0		0		
EBT	2	3200	450	.14	630	.20*	
EBR	1	1600	310	.19	440	.28	
WBL	0	0	0		0		
WBT	2	3200	760	.24*	510	.16	
WBR	1	1600	400	.25	320	.20	
TOTAL CAPACITY UTILIZATION			.48		.53		

172. SR-241 NB Ramps & Hermosa

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	1	1600	80	.05*	190	.12*	
NBT	0	0	0		0		
NBR	1	1600	270	.17	420	.26	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	670	.21	970	.30*	
EBR	1	1600	160	.10	190	.12	
WBL	0	0	0		0		
WBT	2	3200	1090	.34*	640	.20	
WBR	1	1600	630	.39	470	.29	
Right Turn Adjustment			Multi		.03*	NBR	.14*
TOTAL CAPACITY UTILIZATION			.42		.56		

173. SR-241 Ramps & Del Cerro

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM VOL	PK HOUR V/C	PM VOL	PK HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	2	3200	350	.11	460	.14	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3200	140	.04	100	.03	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	1.5	4800	340	.11*	460	.14*	
WBR	1.5		180		200	.13	
Right Turn Adjustment			NBR	.06*	NBR	.06*	
TOTAL CAPACITY UTILIZATION			.17		.20		

ICU Worksheets

Unincorporated County of Orange Intersections

20. Antonio & Oso

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	2	3400	990	.29*	840	.25*	
NBT	3	5100	940	.18	820	.16	
NBR	1	1700	460	.27	510	.30	
SBL	2	3400	190	.06	150	.04	
SBT	3	5100	1150	.23*	1040	.20*	
SBR	f		990		520		
EBL	2	3400	720	.21*	840	.25	
EBT	3	5100	890	.17	1350	.26*	
EBR	f		600		810		
WBL	2	3400	800	.24	660	.19*	
WBT	3	5100	1030	.20*	630	.12	
WBR	1	1700	360	.21	120	.07	
Right Turn Adjustment		WBR	.01*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.99		.95		

31. Antonio & Crown Valley

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	2	3400	1020	.30*	1110	.33*	
NBT	3	5100	1650	.32	1260	.25	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	3	5100	1310	.26*	1470	.29*	
SBR	f		950		860		
EBL	2	3400	640	.19*	1030	.30*	
EBT	0	0	0		0		
EBR	2	3400	600	.18	1140	.34	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					EBR	.04*	
Clearance Interval					.05*	.05*	
TOTAL CAPACITY UTILIZATION			.80		1.01		

46. Antonio/La Pata & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	2	3400	150	.04*	130	.04	
NBT	2	3400	420	.12	930	.27*	
NBR	1	1700	210	.12	390	.23	
SBL	2	3400	90	.03	190	.06*	
SBT	2	3400	1200	.35*	560	.16	
SBR	1	1700	1280	.75	760	.45	
EBL	2	3400	660	.19*	1150	.34*	
EBT	2	3400	210	.06	670	.20	
EBR	1	1700	100	.06	170	.10	
WBL	2	3400	350	.10	280	.08	
WBT	2	3400	490	.14*	410	.12*	
WBR	1	1700	160	.09	80	.05	
Right Turn Adjustment		SBR	.40*	SBR	.16*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.17		1.00		

52. La Pata & San Juan Creek

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C	VOL	V/C	
NBL	1	1700	210	.12*	110	.06*	
NBT	2	3400	590	.18	700	.21	
NBR	0	0	10		10		
SBL	1	1700	20	.01	10	.01	
SBT	2	3400	850	.25*	710	.21*	
SBR	1	1700	780	.46	290	.17	
EBL	1	1700	200	.12*	750	.44*	
EBT	1	1700	10	.01	10	.01	
EBR	1	1700	110	.06	220	.13	
WBL	1	1700	10	.01	20	.01	
WBT	1	1700	0	.01*	10	.03*	
WBR	0	0	20		40		
Right Turn Adjustment		SBR	.21*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.76		.79		

57. La Pata & Las Ramblas

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	60	.04*	60	.04*	
NBT	2	3400	450	.13	360	.11	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	450	.13*	610	.18*	
SBR	1	1700	160	.09	360	.21	
EBL	0.5		360	.21*	200		
EBT	0	3400	0		0	.14*	
EBR	1.5		150	.09	280		
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment					SBR	.03*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.43			.44	

74. Antonio & North River

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	1	1700	60	.04	190	.11	
NBT	3	5100	510	.10*	910	.18*	
NBR	f		600		1320		
SBL	2	3400	960	.28*	1340	.39*	
SBT	3	5100	1110	.22	750	.15	
SBR	d	1700	40	.02	130	.08	
EBL	1	1700	140	.08	70	.04	
EBT	1	1700	80	.05*	60	.04*	
EBR	1	1700	190	.11	90	.05	
WBL	2	3400	1220	.36*	760	.22*	
WBT	1	1700	40	.02	80	.05	
WBR	f		1350		1400		
Right Turn Adjustment					EBR	.06*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.90			.89	

160. SR-241 SB Ramps & C St

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	2	3400	340	.10*	1130	.33*	
SBT	0	0	0		0		
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*	30	.02*	
WBT	0	0	0		0		
WBR	0	0	0		0		
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.20			.40	

161. SR-241 NB Ramps & C St

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR		AM PK HOUR	PM PK HOUR
			VOL	V/C		VOL	V/C
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	1	1700	30	.02	100	.06	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	340	.10*	1130	.33*	
EBR	0	0	0		0		
WBL	0	0	0		0		
WBT	2	3400	80	.02	30	.01	
WBR	f		1330		570		
Right Turn Adjustment					NBR	.02*	
Clearance Interval			.05*			.05*	
TOTAL CAPACITY UTILIZATION			.17			.44	

167. SR-241 SB Ramps & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	0	0	0		0		
NBT	0	0	0		0		
NBR	0	0	0		0		
SBL	1.5		20	.01*	80	.05*	
SBT	0	5100	0		0		
SBR	1.5		140	.04	250	.07	
EBL	0	0	0		0		
EBT	2	3400	210	.06	1040	.31*	
EBR	1	1700	140	.08	150	.09	
WBL	0	0	0		0		
WBT	2	3400	920	.27*	300	.09	
WBR	1	1700	310	.18	260	.15	
Right Turn Adjustment		SBR	.03*		SBR	.02*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .36 .43

168. SR-241 NB Ramps & Ortega

2025 CC Alt. (Buildout w/Proposed RMV Plan)							
	LANES	CAPACITY	AM PK VOL	HOUR V/C	PM PK VOL	HOUR V/C	
NBL	1.5		130	{ .07}*	90	.05*	
NBT	0	5100	0	.07	0		
NBR	1.5		230		350	.10	
SBL	0	0	0		0		
SBT	0	0	0		0		
SBR	0	0	0		0		
EBL	0	0	0		0		
EBT	2	3400	40	.01	940	.28*	
EBR	1	1700	190	.11	180	.11	
WBL	0	0	0		0		
WBT	2	3400	1090	.32*	470	.14	
WBR	1	1700	120	.07	30	.02	
Right Turn Adjustment					NBR	.05*	
Clearance Interval						.05*	

TOTAL CAPACITY UTILIZATION .44 .43