

## 15. 2035 Build-Out LOS Analysis - ICU Methodology



2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
AM Peak Weekday

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Rancho Viejo/Ortega Hwy

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.858

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 72 Level Of Service: D

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Street Name: Rancho Viejo Rd Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Protected Protected

Rights: Include Include Ovl Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 2 0 0 1 0 1 1 0 1 0 1 0 2 0 1 1 0 3 0 1

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Volume Module:2035 Base AM

Base Vol: 284 137 53 305 137 243 253 1452 557 63 1936 609

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 284 137 53 305 137 243 253 1452 557 63 1936 609

Added Vol: 2 0 0 0 0 0 -1 -6 -8 -2 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 286 137 53 305 137 242 247 1444 555 63 1936 609

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 301 144 56 321 144 255 260 1520 584 66 2038 641

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 301 144 56 321 144 255 260 1520 584 66 2038 641

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 301 144 56 321 144 255 260 1520 584 66 2038 641

OvlAdjVol: 384

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.72 0.28 1.38 0.62 1.00 1.00 2.00 1.00 1.00 3.00 1.00

Final Sat.: 3400 1226 474 2346 1054 1700 1700 3400 1700 1700 5100 1700

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Capacity Analysis Module:

Vol/Sat: 0.09 0.12 0.12 0.14 0.14 0.15 0.15 0.45 0.34 0.04 0.40 0.38

OvlAdjV/S: 0.23

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 I-5 SB Ramps/Ortega Hwy

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

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Table with columns for Street Name (I-5 SB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include, Ovl), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module: 2035 am base. Table showing traffic volume adjustments including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module. Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module. Table showing Vol/Sat and Crit Moves for different approaches.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 El Cerritos-NB Ramp/Ortega Hwy

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

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Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include El Cerritos-I-5 NB Ramps and Ortega Highway with various movement details.

Volume Module: 2035 base am. Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module. Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module. Table showing capacity analysis data including Vol/Sat and Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Del Obispo/Ortega Hwy

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

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Street Name: Del Obispo St/Ortega Hwy East Ortega Hwy West
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 0 0 0

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Volume Module:New 2035 am base
Base Vol: 84 1050 11 11 1379 481 336 11 54 11 11 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 84 1050 11 11 1379 481 336 11 54 11 11 11
Added Vol: -27 -105 0 0 -46 35 13 0 -28 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 945 11 11 1333 516 349 11 26 11 11 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 60 995 12 12 1403 543 367 12 27 12 12 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 995 12 12 1403 543 367 12 27 12 12 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 995 12 12 1403 543 367 12 27 12 12 12

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Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.97 0.03 1.00 2.00 1.00 2.00 0.30 0.70 0.34 0.33 0.33
Final Sat.: 1700 5041 59 1700 3400 1700 3400 505 1195 567 567 567

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Capacity Analysis Module:
Vol/Sat: 0.04 0.20 0.20 0.01 0.41 0.32 0.11 0.02 0.02 0.02 0.02 0.02
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 El Camino Real/Ortega Hwy

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Cycle (sec): 90 Critical Vol./Cap.(X): 0.918

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 95 Level Of Service: E

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Street Name: El Camino Real Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 0 0 1! 0 0 0 1 0 0 1 0 1 0 0 1 0

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Volume Module:New 2035 am base

Base Vol: 23 91 41 285 75 89 29 378 20 44 619 303

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 23 91 41 285 75 89 29 378 20 44 619 303

Added Vol: 2 3 -6 -1 5 1 0 -8 10 3 5 -1

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 25 94 35 284 80 90 29 370 30 47 624 302

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 26 99 37 299 84 95 31 389 32 49 657 318

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 26 99 37 299 84 95 31 389 32 49 657 318

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 26 99 37 299 84 95 31 389 32 49 657 318

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.16 0.61 0.23 0.78 0.22 1.00 1.00 0.92 0.08 1.00 0.67 0.33

Final Sat.: 276 1038 386 1326 374 1700 1700 1572 128 1700 1146 554

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Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.10 0.18 0.23 0.06 0.02 0.25 0.25 0.03 0.57 0.57

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #11 Camino Capistrano/Ortega Hwy

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.704  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: C

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Street Name:	Camino Capistrano						Ortega Hwy									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Protected			Split Phase			Split Phase						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	1

Volume Module:New 2035 am base

Base Vol:	0	494	16	189	630	0	0	0	0	54	0	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	494	16	189	630	0	0	0	0	54	0	368
Added Vol:	0	4	-3	5	0	0	0	0	0	12	0	-4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	13	194	630	0	0	0	0	66	0	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	524	14	204	663	0	0	0	0	69	0	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	524	14	204	663	0	0	0	0	69	0	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	524	14	204	663	0	0	0	0	69	0	383
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	1700	1700	1700	0	0	0	0	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.01	0.12	0.39	0.00	0.00	0.00	0.00	0.04	0.00	0.23
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #17 Camino Capistrano/Verdugo St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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Table with columns for Street Name (Camino Capistrano, Verdugo St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:New 2035 am base

Table with 13 columns showing traffic volume data: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 13 columns showing saturation flow data: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns showing capacity analysis data: Vol/Sat, Crit Moves.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: E[ 40.3]

Table with columns for Street Name (Camino Capistrano, Forster Lane), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1).

Table for Volume Module: 2035 am base. Columns include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module. Columns include Critical Gp and FollowUpTim with values like 4.1, 6.4, 6.5, 6.2, 2.2, 3.5, 4.0, 3.3.

Table for Capacity Module. Columns include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. with values like 599, 988, 988, 0.02, 1289, 182, 165, 552, 180, 162, 552, 0.46, 0.00, 0.01.

Table for Level of Service Module. Columns include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #56 Plaza Dr/Del Obispo St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.467

Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 24 Level Of Service: A

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Street Name: Plaza Dr Del Obispo St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 1 0 0 1 0 0 0 1! 0 0 1 0 2 0 1 1 0 1 1 0

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Volume Module:New 2035 am base

Base Vol: 21 24 61 8 23 2 0 925 89 74 883 7

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 21 24 61 8 23 2 0 925 89 74 883 7

Added Vol: -3 0 2 6 0 17 46 -39 -10 -2 -28 17

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 18 24 63 14 23 19 46 886 79 72 855 24

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 19 25 66 15 24 20 48 933 83 76 900 25

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 19 25 66 15 24 20 48 933 83 76 900 25

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 19 25 66 15 24 20 48 933 83 76 900 25

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 0.28 0.72 0.25 0.41 0.34 1.00 2.00 1.00 1.00 1.95 0.05

Final Sat.: 1700 469 1231 425 698 577 1700 3400 1700 1700 3307 93

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Capacity Analysis Module:

Vol/Sat: 0.01 0.05 0.05 0.03 0.03 0.03 0.03 0.27 0.05 0.04 0.27 0.27

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #58 Camino Capistrano/Del Obispo

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

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Table with columns for Street Name (Camino Capistrano, Del Obispo St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module: New 2035 am base. Columns include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Table for Saturation Flow Module. Columns include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module. Columns include Vol/Sat, OvlAdjV/S, and Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #63 Paseo Adelanto/Del Obispo

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
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Table with columns for Street Name (Paseo Adelanto, Del Obispo), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module:2035 am base, showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Table for Saturation Flow Module, showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module, showing Vol/Sat, OvlAdjV/S, and Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #66 Alipaz St/Del Obispo

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.631

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 31 Level Of Service: B

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Street Name: Alipaz St Del Obispo St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Split Phase Split Phase Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 0 1 0 0 2 1 0 0 1 0 1 0 1 1 0

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Volume Module:2035 am base

Base Vol: 21 84 336 32 42 63 305 662 53 368 557 42

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 21 84 336 32 42 63 305 662 53 368 557 42

Added Vol: 0 0 5 0 0 0 0 11 0 -2 -4 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 21 84 341 32 42 63 305 673 53 366 553 42

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 22 88 359 34 44 66 321 708 56 385 582 44

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 22 88 359 34 44 66 321 708 56 385 582 44

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 22 88 359 34 44 66 321 708 56 385 582 44

OvlAdjVol: 0

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.20 0.80 2.00 1.00 0.40 0.60 1.00 1.85 0.15 1.00 1.86 0.14

Final Sat.: 340 1360 3400 1700 680 1020 1700 3152 248 1700 3160 240

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Capacity Analysis Module:

Vol/Sat: 0.07 0.07 0.11 0.02 0.07 0.07 0.19 0.22 0.22 0.23 0.18 0.18

OvlAdjV/S: 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #85 Camino Capistrano/Ave Golondrina

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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Table with columns for Street Name (Camino Capistrano, Avenida Golondrina), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:2035 am base

Table with 13 columns representing traffic volume and adjustment factors for each approach and movement.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors for each approach and movement.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics for each approach and movement.

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #90 El Camino Real/Spring St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 Average Delay (sec/veh): 14.3
Optimal Cycle: 0 Level Of Service: B

\*\*\*\*\*

Table with columns for Street Name (El Camino Real, Spring St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Min. Green (0).

Volume Module:2035 am base

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table showing saturation flow data including Adjustment (1.00), Lanes (0.00, 0.56, 0.44), and Final Sat. (0, 401, 315).

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
AM Peak Weekday

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 El Camino Real/Acjachema

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (El Camino Real, Acjachema St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lane configurations (0, 1!, 0, 0).

Volume Module: 2035 am base. Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various movements.

Saturation Flow Module. Table showing adjustment factors, lane saturation, and final saturation values for different movements.

Capacity Analysis Module. Table showing volume per saturation, critical moves, delay per vehicle, delay adjustments, LOS by move, approach delay, and all-way average queue length.



2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
AM Peak Weekday

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #99 Camino Capistrano/Acjachema St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

Street Name: Camino Capistrano Acjachema St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

-----|-----|-----|-----|

Volume Module:2035 am base

Base Vol: 0 506 107 94 709 0 0 0 0 71 0 32

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 506 107 94 709 0 0 0 0 71 0 32

Added Vol: 0 -2 0 0 7 0 0 0 0 0 0 2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 504 107 94 716 0 0 0 0 71 0 34

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 531 113 99 754 0 0 0 0 75 0 36

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 531 113 99 754 0 0 0 0 75 0 36

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 531 113 99 754 0 0 0 0 75 0 36

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.82 0.18 1.00 1.00 0.00 0.00 0.00 0.00 0.68 0.00 0.32

Final Sat.: 0 1402 298 1700 1700 0 0 0 0 1150 0 550

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.38 0.06 0.44 0.00 0.00 0.00 0.00 0.07 0.00 0.07

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
Weekday PM Peak

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Rancho Viejo/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap.(X): 1.018

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 130 Level Of Service: F

\*\*\*\*\*

Street Name: Rancho Viejo Rd Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Ovl Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 2 0 0 1 0 1 1 0 1 0 1 0 2 0 1 1 0 3 0 1

-----|-----|-----|-----|

Volume Module:2035 pm base

Base Vol: 410 105 63 378 168 379 316 1874 389 63 1334 326

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 410 105 63 378 168 379 316 1874 389 63 1334 326

Added Vol: 0 0 0 0 0 0 -3 0 1 2 0 -1 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 410 105 63 378 168 376 316 1875 391 63 1333 326

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 432 111 66 398 177 396 333 1974 412 66 1403 343

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 432 111 66 398 177 396 333 1974 412 66 1403 343

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 432 111 66 398 177 396 333 1974 412 66 1403 343

OvlAdjVol: 196

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.63 0.37 1.38 0.62 1.00 1.00 2.00 1.00 1.00 3.00 1.00

Final Sat.: 3400 1063 637 2354 1046 1700 1700 3400 1700 1700 5100 1700

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Capacity Analysis Module:

Vol/Sat: 0.13 0.10 0.10 0.17 0.17 0.23 0.20 0.58 0.24 0.04 0.28 0.20

OvlAdjV/S: 0.12

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 I-5 SB Ramps/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

\*\*\*\*\*

Table with columns for Street Name (I-5 SB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include, Ovl), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module: 2035 pm base. Table showing traffic volume adjustments including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module. Table showing Sat/Lane, Adjustment, Lanes, and Final Sat for each approach.

Capacity Analysis Module. Table showing Vol/Sat and Crit Moves for each approach.

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
Weekday PM Peak

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 El Cerritos-NB Ramp/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C
\*\*\*\*\*

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include El Cerritos-I-5 NB Ramps and Ortega Highway with various bound and movement details.

Volume Module: 2035 pm base. Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module. Table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Capacity Analysis Module. Table showing Vol/Sat and Crit Moves for different approaches.

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
Weekday PM Peak

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Del Obispo/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

\*\*\*\*\*

Street Name: Del Obispo St/Ortega Hwy East Ortega Hwy West
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 2 0 0 1 0 0 0 0 0

-----|-----|-----|-----|

Volume Module:New 2035 pm base
Base Vol: 65 1029 11 11 1444 380 470 11 75 11 11 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 65 1029 11 11 1444 380 470 11 75 11 11 11
Added Vol: -20 -92 0 0 -76 44 96 0 -21 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 937 11 11 1368 424 566 11 54 11 11 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 47 986 12 12 1440 446 596 12 57 12 12 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 986 12 12 1440 446 596 12 57 12 12 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 986 12 12 1440 446 596 12 57 12 12 12

-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.97 0.03 1.00 2.00 1.00 2.00 0.17 0.83 0.34 0.33 0.33
Final Sat.: 1700 5041 59 1700 3400 1700 3400 288 1412 567 567 567

-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.03 0.20 0.20 0.01 0.42 0.26 0.18 0.04 0.04 0.02 0.02 0.02
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
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Weekday PM Peak

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 El Camino Real/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap.(X): 0.809

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 53 Level Of Service: D

\*\*\*\*\*

Street Name: El Camino Real Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 0 0 1! 0 0 0 1 0 0 1 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:New 2035 pm base

Base Vol: 15 90 135 194 32 47 14 515 24 48 466 201

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 15 90 135 194 32 47 14 515 24 48 466 201

Added Vol: 9 3 55 9 0 2 3 12 2 -4 10 13

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 24 93 190 203 32 49 17 527 26 44 476 214

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 25 98 200 214 34 52 18 555 27 46 501 225

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 25 98 200 214 34 52 18 555 27 46 501 225

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 25 98 200 214 34 52 18 555 27 46 501 225

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.08 0.30 0.62 0.86 0.14 1.00 1.00 0.95 0.05 1.00 0.69 0.31

Final Sat.: 133 515 1052 1469 231 1700 1700 1620 80 1700 1173 527

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.19 0.19 0.13 0.15 0.03 0.01 0.34 0.34 0.03 0.43 0.43

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Camino Capistrano/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 32 Level Of Service: B

\*\*\*\*\*

Street Name: Camino Capistrano Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Split Phase Split Phase

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 1 0 0 0 1

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Volume Module:New 2035 pm base

Base Vol: 0 588 112 158 389 0 0 0 0 51 0 210

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 588 112 158 389 0 0 0 0 51 0 210

Added Vol: 0 -5 18 -1 -1 0 0 0 0 16 0 4

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 583 130 157 388 0 0 0 0 67 0 214

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 614 137 165 408 0 0 0 0 71 0 225

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 614 137 165 408 0 0 0 0 71 0 225

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 614 137 165 408 0 0 0 0 71 0 225

OvlAdjVol: 0

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Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00

Final Sat.: 0 1700 1700 1700 1700 0 0 0 0 1700 0 1700

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Capacity Analysis Module:

Vol/Sat: 0.00 0.36 0.08 0.10 0.24 0.00 0.00 0.00 0.00 0.04 0.00 0.13

OvlAdjV/S: 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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2010 San Juan Capistrano Master Plan  
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 Weekday PM Peak

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #17 Camino Capistrano/Verdugo St

\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	21	Level Of Service:	A

\*\*\*\*\*

Street Name:	Camino Capistrano						Verdugo St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1

Volume Module:New 2035 pm base												
Base Vol:	38	556	0	0	387	43	52	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	556	0	0	387	43	52	0	48	0	0	0
Added Vol:	6	-12	0	0	-7	22	24	0	2	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	544	0	0	380	65	76	0	50	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	573	0	0	400	68	80	0	53	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	573	0	0	400	68	80	0	53	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	573	0	0	400	68	80	0	53	0	0	1

Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.85	0.15	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1700	1700	0	0	1452	248	1700	0	1700	0	0	1700

Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.00	0.28	0.28	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*



2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
Weekday PM Peak

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: F[ 90.0]

Table with columns for Street Name (Camino Capistrano, Forster Lane), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Table for Volume Module: 2035 pm base, showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module, showing Critical Gp and FollowUpTim for various movements.

Table for Capacity Module, showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module, showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
Weekday PM Peak

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #56 Plaza Dr/Del Obispo St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B
\*\*\*\*\*

Table with columns for Street Name (Plaza Dr, Del Obispo St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module: New 2035 pm base. Table with columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module. Table with columns for traffic metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module. Table with columns for traffic metrics: Vol/Sat, Crit Moves.

\*\*\*\*\*

2010 San Juan Capistrano Master Plan
2035 Conditions with the Master Plan Projects
Weekday PM Peak

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #58 Camino Capistrano/Del Obispo

\*\*\*\*\*

Cycle (sec): 130 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: F

\*\*\*\*\*

Table with columns for Street Name (Camino Capistrano, Del Obispo St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module: New 2035 pm base, showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Table for Saturation Flow Module, showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module, showing Vol/Sat, OvlAdjV/S, and Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #63 Paseo Adelanto/Del Obispo

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
\*\*\*\*\*

Table with columns for Street Name (Paseo Adelanto, Del Obispo), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module: 2035 pm base, showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Table for Saturation Flow Module, showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module, showing Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #66 Alipaz St/Del Obispo

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

\*\*\*\*\*

Table with columns for Street Name (Alipaz St, Del Obispo St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Ovl, Include), and various traffic metrics like Min. Green, Y+R, and Lanes.

Volume Module:2035 pm base

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #85 Camino Capistrano/Ave Golondrina

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B
\*\*\*\*\*

Street Name: Camino Capistrano Avenida Golondrina
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:2035 pm base
Base Vol: 25 840 137 111 1172 75 118 19 34 163 29 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 840 137 111 1172 75 118 19 34 163 29 67
Added Vol: 0 15 -15 -22 20 0 0 0 0 -15 0 -23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 855 122 89 1192 75 118 19 34 148 29 44
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 26 900 128 94 1255 79 124 20 36 156 31 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 900 128 94 1255 79 124 20 36 156 31 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 26 900 128 94 1255 79 124 20 36 156 31 46

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.75 0.25 1.00 1.88 0.12 0.69 0.11 0.20 1.00 0.40 0.60
Final Sat.: 1700 2975 425 1700 3199 201 1173 189 338 1700 675 1025

Capacity Analysis Module:
Vol/Sat: 0.02 0.30 0.30 0.06 0.39 0.39 0.07 0.11 0.11 0.09 0.05 0.05
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*
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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #90 El Camino Real/Spring St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B
\*\*\*\*\*

Table with columns for Street Name (El Camino Real, Spring St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lane counts.

Volume Module: 2035 pm base. Table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various movements.

Saturation Flow Module. Table showing Adjustment, Lanes, and Final Sat. values for different movements.

Capacity Analysis Module. Table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 El Camino Real/Acjachema

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (El Camino Real, Acjachema St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), and Lane counts.

Volume Module: 2035 base pm. Table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various lanes.

Saturation Flow Module. Table showing Adjustment, Lanes, and Final Sat. values for different lane configurations.

Capacity Analysis Module. Table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.



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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #99 Camino Capistrano/Acjachema St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.501

Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 24 Level Of Service: A

\*\*\*\*\*

Street Name: Camino Capistrano Acjachema St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:2035 pm base

Base Vol: 0 613 26 41 414 0 0 0 0 18 0 26

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 613 26 41 414 0 0 0 0 18 0 26

Added Vol: 0 1 0 1 0 0 0 0 0 0 0 0 2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 614 26 42 414 0 0 0 0 18 0 28

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 646 27 44 436 0 0 0 0 19 0 29

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 646 27 44 436 0 0 0 0 19 0 29

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 646 27 44 436 0 0 0 0 19 0 29

Saturation Flow Module:

Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.96 0.04 1.00 1.00 0.00 0.00 0.00 0.00 0.39 0.00 0.61

Final Sat.: 0 1631 69 1700 1700 0 0 0 0 665 0 1035

Capacity Analysis Module:

Vol/Sat: 0.00 0.40 0.40 0.03 0.26 0.00 0.00 0.00 0.00 0.03 0.00 0.03

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #3 I-5 SB Ramps/Ortega Hwy

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

\*\*\*\*\*

Table with columns for Street Name (I-5 SB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include, Ovl), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module: 2035 sat base. Table showing traffic volume adjustments including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module. Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module. Table showing Vol/Sat and Crit Moves for different approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 El Cerritos-NB Ramp/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

\*\*\*\*\*

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include El Cerritos-I-5 NB Ramps and Ortega Highway with various bound and movement details.

Volume Module:2035 Saturday Base

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat and Crit Moves.

\*\*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Del Obispo/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B
\*\*\*\*\*

Street Name: Del Obispo St/Ortega Hwy East Ortega Hwy West
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 2 0 0 1 0 0 0 1! 0 0

Volume Module:New 2035 sat base
Base Vol: 50 1127 0 0 1246 558 430 0 56 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 1127 0 0 1246 558 430 0 56 0 0 0
Added Vol: -31 -158 0 0 -148 52 62 0 -33 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 969 0 0 1098 610 492 0 23 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 20 1020 0 0 1156 642 518 0 24 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 1020 0 0 1156 642 518 0 24 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 1020 0 0 1156 642 518 0 24 0 0 0

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 1.00 2.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00
Final Sat.: 1700 5100 0 1700 3400 1700 3400 0 1700 0 1700 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.00 0.00 0.34 0.38 0.15 0.00 0.01 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 El Camino Real/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 90 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

\*\*\*\*\*

Table with columns for Street Name (El Camino Real, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:New 2035 sat base

Table with 13 columns showing traffic volume data: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 13 columns showing saturation flow data: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns showing capacity analysis data: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Camino Capistrano/Ortega Hwy

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

\*\*\*\*\*

Table with columns for Street Name (Camino Capistrano, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected, Split Phase), Rights (Ovl, Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module: New 2035 sat base. Table showing traffic volume adjustments and final volumes for various approaches and movements.

Saturation Flow Module. Table showing saturation flow rates and adjustments for different lane configurations.

Capacity Analysis Module. Table showing volume per saturation rate, over-saturation, and critical moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #17 Camino Capistrano/Verdugo St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

\*\*\*\*\*

Table with columns for Street Name (Camino Capistrano, Verdugo St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module: New 2035 sat base. Table showing traffic volume data for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module. Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module. Table showing Vol/Sat and Crit Moves for each approach.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: F[ 50.3]

Table with columns for Street Name (Camino Capistrano, Forster Lane), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1).

Volume Module: 2035 sat base. Table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various movements.

Critical Gap Module. Table showing Critical Gp and FollowUpTim for different movements.

Capacity Module. Table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Level Of Service Module. Table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.



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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #58 Camino Capistrano/Del Obispo

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Cycle (sec): 130 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

\*\*\*\*\*

Table with columns for Street Name (Camino Capistrano, Del Obispo St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module: New 2035 base sat. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Table for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

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