

8. 2015 Cumulative Conditions – ICU Methodology



City of San Juan Capistrano 2010 Master Plan
 2015 Cumulative Conditions
 AM Peak Weekday

Level Of Service Computation Report

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

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 48 Level Of Service: C

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	1	0	1	0	2	1	0	3

Volume Module: 2015 AM Cumulative

Base Vol:	330	129	34	267	145	192	294	1619	525	62	1747	439
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:	330	129	34	267	145	192	294	1619	525	62	1747	439
Added Vol:	0	0	0	0	0	1	1	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	129	34	267	145	193	295	1622	525	62	1751	439
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:	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 Volume:	330	129	34	267	145	193	295	1622	525	62	1751	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	129	34	267	145	193	295	1622	525	62	1751	439
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:	330	129	34	267	145	193	295	1622	525	62	1751	439
OvlAdjVol:										360		

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	0.79	0.21	1.32	0.72	0.96	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	1345	355	2251	1222	1627	1700	3400	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.17	0.48	0.31	0.04	0.34	0.26
OvlAdjV/S:										0.21		
Crit Moves:	****			****			****			****		

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 1.184
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 130 Level Of Service: F

Street Name:	I-5 NB Ramps						Ortega Hwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	2	0	2	0	0	1

Volume Module: 2015 AM Cumulative

Base Vol:	288	0	907	0	0	0	758	1524	0	0	1287	941
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:	288	0	907	0	0	0	758	1524	0	0	1287	941
Added Vol:	12	0	0	0	0	0	9	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	907	0	0	0	767	1527	0	0	1292	941
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:	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 Volume:	300	0	907	0	0	0	767	1527	0	0	1292	941
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	907	0	0	0	767	1527	0	0	1292	941
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:	300	0	907	0	0	0	767	1527	0	0	1292	941

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:	0.50	0.00	1.50	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	845	0	2555	0	0	0	3400	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.36	0.00	0.35	0.00	0.00	0.00	0.23	0.45	0.00	0.00	0.38	0.55
Crit Moves:	****						****				****	

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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): 1.082
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 130 Level Of Service: F

Street Name:	I-5 SB Ramps						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			Permitted			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	2	1	1	0	0

Volume Module:2015 AM Cumulative

Base Vol:	0	0	0	890	1	908	0	1393	185	617	960	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:	0	0	0	890	1	908	0	1393	185	617	960	0
Added Vol:	0	0	0	0	0	12	0	12	9	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	890	1	920	0	1405	194	617	977	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:	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 Volume:	0	0	0	890	1	920	0	1405	194	617	977	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	890	1	920	0	1405	194	617	977	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:	0	0	0	890	1	920	0	1405	194	617	977	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	0.00	0.00	1.47	0.01	1.52	0.00	2.64	0.36	1.00	2.00	0.00
Final Sat.:	0	0	0	2506	3	2591	0	4481	619	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.31	0.31	0.36	0.29	0.00
Crit Moves:				****			****			****		

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 63 Level Of Service: D

Street Name:	Del Obispo St						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			Permitted			Protected									
Rights:	Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0							
Lanes:	1	0	0	0	2	0	0	0	0	0	0	2	1	0	2	0	1	0	0

Volume Module:2015 AM Cumulative

Base Vol:	103	0	1148	0	0	0	0	476	48	1190	655	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:	103	0	1148	0	0	0	0	476	48	1190	655	0
Added Vol:	1	0	0	0	0	0	0	21	1	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	0	1148	0	0	0	0	497	49	1190	685	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:	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 Volume:	104	0	1148	0	0	0	0	497	49	1190	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	0	1148	0	0	0	0	497	49	1190	685	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:	104	0	1148	0	0	0	0	497	49	1190	685	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	0.00	2.00	0.00	0.00	0.00	0.00	2.73	0.27	2.00	1.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	4642	458	3400	1700	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.34	0.00	0.00	0.00	0.00	0.11	0.11	0.35	0.40	0.00
Crit Moves:			****					****		****		

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 26 Level Of Service: A

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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:2015 AM Cumulative

Base Vol: 22 85 39 250 70 82 23 273 19 84 449 268

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: 22 85 39 250 70 82 23 273 19 84 449 268

Added Vol: 0 2 0 22 1 3 5 0 0 0 1 22

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

Initial Fut: 22 87 39 272 71 85 28 273 19 84 450 290

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: 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 Volume: 22 87 39 272 71 85 28 273 19 84 450 290

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

Reduced Vol: 22 87 39 272 71 85 28 273 19 84 450 290

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 87 39 272 71 85 28 273 19 84 450 290

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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: 0.15 0.59 0.26 0.79 0.21 1.00 0.17 1.71 0.12 0.20 1.10 0.70

Final Sat.: 253 999 448 1348 352 1700 298 2901 202 347 1857 1197

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Capacity Analysis Module:

Vol/Sat: 0.01 0.09 0.09 0.16 0.20 0.05 0.02 0.09 0.09 0.05 0.24 0.24

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): 0.716
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 39 Level Of Service: C

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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:2015 AM Cumulative

Base Vol:	0	547	72	238	545	0	0	0	0	209	0	348
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	547	72	238	545	0	0	0	0	209	0	348
Added Vol:	0	0	5	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	547	77	238	545	0	0	0	0	213	0	348
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:	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 Volume:	0	547	77	238	545	0	0	0	0	213	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	77	238	545	0	0	0	0	213	0	348
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	547	77	238	545	0	0	0	0	213	0	348
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	0.32	0.05	0.14	0.32	0.00	0.00	0.00	0.00	0.13	0.00	0.20
OvlAdjV/S:	0.00											
Crit 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): 0.499
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 24 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 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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:2015 AM Cumulative

Base Vol: 17 491 0 0 699 27 16 0 13 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: 17 491 0 0 699 27 16 0 13 0 0 0

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

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

Initial Fut: 17 494 0 0 701 28 18 0 13 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: 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 Volume: 17 494 0 0 701 28 18 0 13 0 0 0

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

Reduced Vol: 17 494 0 0 701 28 18 0 13 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: 17 494 0 0 701 28 18 0 13 0 0 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: 1.00 1.00 0.00 0.00 0.96 0.04 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1700 1700 0 0 1635 65 1700 0 1700 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.01 0.29 0.00 0.00 0.43 0.43 0.01 0.00 0.01 0.00 0.00 0.00

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

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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): 1.9 Worst Case Level Of Service: E[37.4]

Street Name:	Camino Capistrano						Forster Lane														
Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign											
Rights:	Include			Include			Include			Include											
Lanes:	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module: 2015 AM Cumulative

Base Vol:	0	517	116	8	719	0	0	0	0	67	0	4
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	517	116	8	719	0	0	0	0	67	0	4
Added Vol:	0	3	2	0	2	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	118	8	721	0	0	0	0	68	0	4
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:	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 Volume:	0	520	118	8	721	0	0	0	0	68	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	520	118	8	721	0	0	0	0	68	0	4

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxxx	xxxx	xxxxxx	638	xxxxx	xxxxxx	xxxxx	xxxx	xxxxxx	1316	1316	579
Potent Cap.:	xxxxx	xxxx	xxxxxx	956	xxxxx	xxxxxx	xxxxx	xxxx	xxxxxx	176	159	519
Move Cap.:	xxxxx	xxxx	xxxxxx	956	xxxxx	xxxxxx	xxxxx	xxxx	xxxxxx	175	158	519
Volume/Cap:	xxxxx	xxxx	xxxx	0.01	xxxxx	xxxx	xxxxx	xxxx	xxxx	0.39	0.00	0.01

Level Of Service Module:

2Way95thQ:	xxxxx	xxxx	xxxxxx	0.0	xxxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.8	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	181	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	37.4	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			37.4		
ApproachLOS:	*			*			*			E		

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

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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): 0.419
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 21 Level Of Service: A

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
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	2	0	1	1

Volume Module:2015 AM Cumulative

Base Vol:	40	7	58	8	2	2	0	960	105	70	848	3
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:	40	7	58	8	2	2	0	960	105	70	848	3
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	7	58	8	2	2	0	961	105	70	849	3
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:	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 Volume:	40	7	58	8	2	2	0	961	105	70	849	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	7	58	8	2	2	0	961	105	70	849	3
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:	40	7	58	8	2	2	0	961	105	70	849	3

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	0.11	0.89	0.66	0.17	0.17	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1700	183	1517	1133	283	283	0	3400	1700	1700	3388	12

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.01	0.01	0.01	0.00	0.28	0.06	0.04	0.25	0.25
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 40 Level Of Service: C

Street Name: Camino Capistrano 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: Protected Protected Protected Protected

Rights: Include Ovl Include Include

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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:2015 AM Cumulative

Base Vol: 303 263 146 39 266 356 358 920 402 141 743 18

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: 303 263 146 39 266 356 358 920 402 141 743 18

Added Vol: 0 5 1 0 4 0 0 0 0 1 0 0

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

Initial Fut: 303 268 147 39 270 356 358 920 402 142 743 18

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: 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 Volume: 303 268 147 39 270 356 358 920 402 142 743 18

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

Reduced Vol: 303 268 147 39 270 356 358 920 402 142 743 18

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: 303 268 147 39 270 356 358 920 402 142 743 18

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: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 3400 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

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Capacity Analysis Module:

Vol/Sat: 0.09 0.16 0.09 0.02 0.16 0.21 0.21 0.27 0.24 0.08 0.22 0.01

OvlAdjV/S: 0.00

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

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Level Of Service Computation Report

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

Intersection #63 Paseo Adelanto/Del Obispo

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

Street Name:	Paseo Adelanto						Del Obispo					
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			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:2015 AM Cumulative

Base Vol:	23	3	100	23	2	19	16	1643	60	217	1256	24
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	3	100	23	2	19	16	1643	60	217	1256	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	3	100	23	2	19	16	1643	60	217	1256	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:	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 Volume:	23	3	100	23	2	19	16	1643	60	217	1256	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	3	100	23	2	19	16	1643	60	217	1256	24
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:	23	3	100	23	2	19	16	1643	60	217	1256	24
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:	1.00	1.00	1.00	1.00	0.10	0.90	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	162	1538	1700	3280	120	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.06	0.01	0.01	0.01	0.01	0.50	0.50	0.13	0.37	0.01
OvlAdjV/S:	0.00											
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): 0.695
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 37 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), Min. Green, Y+R, and Lanes.

Volume Module: 2015 AM Cumulative. Table with columns 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, Final Volume, and OvlAdjVol.

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

Capacity Analysis Module. Table with columns for 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 #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 20 Level Of Service: A

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

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:2015 AM Cumulative

Base Vol: 15 647 88 30 609 43 85 8 21 67 9 35

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: 15 647 88 30 609 43 85 8 21 67 9 35

Added Vol: 0 6 0 0 4 0 0 0 0 0 0 0

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

Initial Fut: 15 653 88 30 613 43 85 8 21 67 9 35

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: 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 Volume: 15 653 88 30 613 43 85 8 21 67 9 35

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

Reduced Vol: 15 653 88 30 613 43 85 8 21 67 9 35

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: 15 653 88 30 613 43 85 8 21 67 9 35

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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 1.76 0.24 1.00 1.87 0.13 0.75 0.07 0.18 1.00 0.20 0.80

Final Sat.: 1700 2996 404 1700 3177 223 1268 119 313 1700 348 1352

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Capacity Analysis Module:

Vol/Sat: 0.01 0.22 0.22 0.02 0.19 0.19 0.05 0.07 0.07 0.04 0.03 0.03

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

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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): 0.554
 Loss Time (sec): 0 Average Delay (sec/veh): 12.5
 Optimal Cycle: 0 Level Of Service: B

Street Name:	El Camino Real						Spring St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	1	0	0	1

Volume Module: 2015 AM Cumulative

Base Vol:	0	217	118	70	231	0	0	0	0	63	0	111
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	247	135	80	263	0	0	0	0	72	0	127
Added Vol:	0	0	29	3	0	0	0	0	0	26	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	247	164	83	263	0	0	0	0	98	0	129
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:	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 Volume:	0	247	164	83	263	0	0	0	0	98	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	247	164	83	263	0	0	0	0	98	0	129
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	247	164	83	263	0	0	0	0	98	0	129

Saturation Flow Module:

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	0.60	0.40	0.24	0.76	0.00	0.00	1.00	0.00	0.43	0.00	0.57
Final Sat.:	0	446	295	165	525	0	0	496	0	269	0	353

Capacity Analysis Module:

Vol/Sat:	xxxx	0.55	0.55	0.50	0.50	xxxx	xxxx	0.00	xxxx	0.36	xxxx	0.36
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	13.1	13.1	12.7	12.7	0.0	0.0	0.0	0.0	11.0	0.0	11.0
Delay 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
AdjDel/Veh:	0.0	13.1	13.1	12.7	12.7	0.0	0.0	0.0	0.0	11.0	0.0	11.0
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		13.1			12.7		xxxxxxx			11.0		
Delay Adj:		1.00			1.00		xxxxxxx			1.00		
ApprAdjDel:		13.1			12.7		xxxxxxx			11.0		
LOS by Appr:		B			B		*			B		
AllWayAvgQ:	1.1	1.1	1.1	0.9	0.9	0.9	0.0	0.0	0.0	0.5	0.5	0.5

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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): 0.480
 Loss Time (sec): 0 Average Delay (sec/veh): 10.3
 Optimal Cycle: 0 Level Of Service: B

Street Name:	El Camino Real						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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

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Volume Module: 2015 AM Cumulative

Base Vol:	111	208	10	3	186	14	16	1	59	17	6	4
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	127	237	11	3	212	16	18	1	67	19	7	5
Added Vol:	1	1	0	0	1	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	238	11	3	213	16	18	1	69	19	7	5
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:	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 Volume:	128	238	11	3	213	16	18	1	69	19	7	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	238	11	3	213	16	18	1	69	19	7	5
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
Final Volume:	128	238	11	3	213	16	18	1	69	19	7	5

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Saturation Flow Module:

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:	0.34	0.63	0.03	0.01	0.92	0.07	0.21	0.01	0.78	0.63	0.22	0.15
Final Sat.:	266	496	24	11	701	53	138	9	525	377	133	89

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Capacity Analysis Module:

Vol/Sat:	0.48	0.48	0.48	0.30	0.30	0.30	0.13	0.13	0.13	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	11.4	11.4	11.4	9.5	9.5	9.5	8.5	8.5	8.5	8.6	8.6	8.6
Delay 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
AdjDel/Veh:	11.4	11.4	11.4	9.5	9.5	9.5	8.5	8.5	8.5	8.6	8.6	8.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	11.4			9.5			8.5			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			9.5			8.5			8.6		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.9	0.9	0.9	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0

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 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): 0.534
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 25 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:2015 AM Cumulative

Base Vol:	0	526	111	86	678	0	0	0	0	68	0	29
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	526	111	86	678	0	0	0	0	68	0	29
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	526	111	88	678	0	0	0	0	68	0	30
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:	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 Volume:	0	526	111	88	678	0	0	0	0	68	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	526	111	88	678	0	0	0	0	68	0	30
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	526	111	88	678	0	0	0	0	68	0	30

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	0.83	0.17	1.00	1.00	0.00	0.00	0.00	0.00	0.69	0.00	0.31
Final Sat.:	0	1404	296	1700	1700	0	0	0	0	1180	0	520

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.37	0.05	0.40	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****			****						****		

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 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): 100 Critical Vol./Cap.(X): 0.915
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 96 Level Of Service: E

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	1	0	1	0	2	1	0	3

Volume Module: 2015 PM Cumulative

Base Vol:	446	94	55	327	160	342	251	1721	467	41	1320	186
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:	446	94	55	327	160	342	251	1721	467	41	1320	186
Added Vol:	0	0	0	0	0	1	1	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	94	55	327	160	343	252	1726	467	41	1326	186
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:	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 Volume:	446	94	55	327	160	343	252	1726	467	41	1326	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	94	55	327	160	343	252	1726	467	41	1326	186
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:	446	94	55	327	160	343	252	1726	467	41	1326	186
OvlAdjVol:										244		

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	1.34	0.66	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	1072	628	2283	1117	1700	1700	3400	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.13	0.09	0.09	0.14	0.14	0.20	0.15	0.51	0.27	0.02	0.26	0.11
OvlAdjV/S:										0.14		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 130 Level Of Service: F

Street Name:	I-5 NB Ramps						Ortega Hwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	2	0	2	0	0	1

Volume Module: 2015 PM Cumulative

Base Vol:	226	0	724	0	0	0	685	1721	0	0	1303	802
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:	226	0	724	0	0	0	685	1721	0	0	1303	802
Added Vol:	17	0	0	0	0	0	16	6	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	0	724	0	0	0	701	1727	0	0	1310	802
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:	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 Volume:	243	0	724	0	0	0	701	1727	0	0	1310	802
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	0	724	0	0	0	701	1727	0	0	1310	802
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:	243	0	724	0	0	0	701	1727	0	0	1310	802

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:	0.50	0.00	1.50	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	854	0	2546	0	0	0	3400	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.21	0.51	0.00	0.00	0.39	0.47
Crit Moves:			****				****					****

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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): 1.132
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 130 Level Of Service: F

Street Name:	I-5 SB Ramps						Ortega Hwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	2	1	1	0	0

Volume Module:2015 PM Cumulative

Base Vol:	0	0	0	1133	0	931	0	1272	211	638	891	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:	0	0	0	1133	0	931	0	1272	211	638	891	0
Added Vol:	0	0	0	0	0	17	0	23	16	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1133	0	948	0	1295	227	638	915	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:	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 Volume:	0	0	0	1133	0	948	0	1295	227	638	915	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1133	0	948	0	1295	227	638	915	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:	0	0	0	1133	0	948	0	1295	227	638	915	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	0.00	0.00	1.63	0.00	1.37	0.00	2.55	0.45	1.00	2.00	0.00
Final Sat.:	0	0	0	2777	0	2323	0	4339	761	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.30	0.30	0.38	0.27	0.00
Crit Moves:				****		****	****			****		

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Level Of Service Computation Report

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 66 Level Of Service: D

Street Name:	Del Obispo St						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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	2	1	2	0	0

Volume Module:2015 PM Cumulative

Base Vol:	112	0	1064	0	0	0	0	427	82	1298	534	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:	112	0	1064	0	0	0	0	427	82	1298	534	0
Added Vol:	1	0	0	0	0	0	0	39	1	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	0	1064	0	0	0	0	466	83	1298	574	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:	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 Volume:	113	0	1064	0	0	0	0	466	83	1298	574	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	1064	0	0	0	0	466	83	1298	574	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:	113	0	1064	0	0	0	0	466	83	1298	574	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	0.00	2.00	0.00	0.00	0.00	0.00	2.55	0.45	2.00	1.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	4329	771	3400	1700	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.31	0.00	0.00	0.00	0.00	0.11	0.11	0.38	0.34	0.00
Crit Moves:			****					****		****		

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Level Of Service Computation Report

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

Intersection #10 El Camino Real/Ortega Hwy

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

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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:2015 PM Cumulative

Base Vol: 14 83 129 147 28 40 7 236 23 92 352 162

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: 14 83 129 147 28 40 7 236 23 92 352 162

Added Vol: 0 3 0 40 3 5 7 0 0 0 2 31

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

Initial Fut: 14 86 129 187 31 45 14 236 23 92 354 193

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: 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 Volume: 14 86 129 187 31 45 14 236 23 92 354 193

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

Reduced Vol: 14 86 129 187 31 45 14 236 23 92 354 193

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: 14 86 129 187 31 45 14 236 23 92 354 193

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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: 0.06 0.38 0.56 0.86 0.14 1.00 0.10 1.73 0.17 0.29 1.11 0.60

Final Sat.: 104 638 958 1458 242 1700 174 2939 286 490 1884 1027

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Capacity Analysis Module:

Vol/Sat: 0.01 0.13 0.13 0.11 0.13 0.03 0.01 0.08 0.08 0.05 0.19 0.19

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

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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): 0.589
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 28 Level Of Service: A

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

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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: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:2015 PM Cumulative

Base Vol: 0 561 111 150 552 0 0 0 0 198 0 200

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: 0 561 111 150 552 0 0 0 0 198 0 200

Added Vol: 0 0 7 0 0 0 0 0 0 7 0 0

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

Initial Fut: 0 561 118 150 552 0 0 0 0 205 0 200

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: 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 Volume: 0 561 118 150 552 0 0 0 0 205 0 200

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

Reduced Vol: 0 561 118 150 552 0 0 0 0 205 0 200

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: 0 561 118 150 552 0 0 0 0 205 0 200

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 0.33 0.07 0.09 0.32 0.00 0.00 0.00 0.00 0.12 0.00 0.12

OvlAdjV/S: 0.00

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

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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): 0.540
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 25 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	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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module: 2015 PM Cumulative

Base Vol:	37	537	0	0	676	59	45	0	54	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:	37	537	0	0	676	59	45	0	54	0	0	0
Added Vol:	0	4	0	0	4	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	541	0	0	680	62	48	0	54	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:	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 Volume:	37	541	0	0	680	62	48	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	541	0	0	680	62	48	0	54	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:	37	541	0	0	680	62	48	0	54	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	1.00	0.00	0.00	0.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1558	142	1700	0	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.32	0.00	0.00	0.44	0.44	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			

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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): 5.1 Worst Case Level Of Service: F[70.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Camino Capistrano and Forster Lane with sub-rows for North, South, East, and West bounds.

Volume Module: 2015 PM Cumulative

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows represent various traffic metrics.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim. Rows show critical gap and follow-up time values.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows show conflict volume, potential capacity, move capacity, and volume per capacity.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows show various level of service metrics.

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

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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): 0.507
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 24 Level Of Service: A

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
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	2	0	1	1

Volume Module:2015 PM Cumulative

Base Vol:	121	7	104	22	13	38	0	984	108	90	993	16
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:	121	7	104	22	13	38	0	984	108	90	993	16
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	7	104	22	13	38	0	985	108	90	994	16
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:	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 Volume:	121	7	104	22	13	38	0	985	108	90	994	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	7	104	22	13	38	0	985	108	90	994	16
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:	121	7	104	22	13	38	0	985	108	90	994	16

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	0.06	0.94	0.30	0.18	0.52	0.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1700	107	1593	512	303	885	0	3400	1700	1700	3346	54

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.04	0.00	0.29	0.06	0.05	0.30	0.30
Crit Moves:	****					****	****		****			

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Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 56 Level Of Service: D

Street Name: Camino Capistrano 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: Protected Protected Protected Protected

Rights: Include Ovl Include Include

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

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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

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Volume Module:2015 PM Cumulative

Base Vol: 441 328 300 78 293 371 330 773 382 229 908 40

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: 441 328 300 78 293 371 330 773 382 229 908 40

Added Vol: 0 7 1 0 7 0 0 0 0 1 0 0

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

Initial Fut: 441 335 301 78 300 371 330 773 382 230 908 40

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: 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 Volume: 441 335 301 78 300 371 330 773 382 230 908 40

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

Reduced Vol: 441 335 301 78 300 371 330 773 382 230 908 40

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: 441 335 301 78 300 371 330 773 382 230 908 40

OvlAdjVol: 41

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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 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 3400 1700 1700 1700 1700 1700 1700 3400 1700 1700 3400 1700

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Capacity Analysis Module:

Vol/Sat: 0.13 0.20 0.18 0.05 0.18 0.22 0.19 0.23 0.22 0.14 0.27 0.02

OvlAdjV/S: 0.02

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

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Level Of Service Computation Report

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

Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 30 Level Of Service: B

Street Name:	Paseo Adelanto						Del Obispo					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:2015 PM Cumulative

Base Vol:	91	2	235	34	2	25	10	1244	68	179	1559	14
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:	91	2	235	34	2	25	10	1244	68	179	1559	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2	235	34	2	25	10	1244	68	179	1559	14
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:	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 Volume:	91	2	235	34	2	25	10	1244	68	179	1559	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	2	235	34	2	25	10	1244	68	179	1559	14
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:	91	2	235	34	2	25	10	1244	68	179	1559	14
OvlAdjVol:	56											

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	1.00	1.00	0.07	0.93	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	126	1574	1700	3224	176	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.14	0.02	0.02	0.02	0.01	0.39	0.39	0.11	0.46	0.01
OvlAdjV/S:	0.03											
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): 0.651
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 33 Level Of Service: B

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			
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			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	2	1	0	0	1	0	1	0	1	1	0

Volume Module:2015 PM Cumulative

Base Vol:	9	9	484	36	10	6	7	804	49	542	1062	72
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:	9	9	484	36	10	6	7	804	49	542	1062	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	9	484	36	10	6	7	804	49	542	1062	72
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:	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 Volume:	9	9	484	36	10	6	7	804	49	542	1062	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	9	484	36	10	6	7	804	49	542	1062	72
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:	9	9	484	36	10	6	7	804	49	542	1062	72
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:	0.50	0.50	2.00	1.00	0.62	0.38	1.00	1.89	0.11	1.00	1.87	0.13
Final Sat.:	850	850	3400	1700	1063	638	1700	3205	195	1700	3184	216

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.14	0.02	0.01	0.01	0.00	0.25	0.25	0.32	0.33	0.33
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 26 Level Of Service: A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:2015 PM Cumulative

Base Vol:	24	797	133	74	770	50	114	18	33	158	28	65
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:	24	797	133	74	770	50	114	18	33	158	28	65
Added Vol:	0	8	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	805	133	74	778	50	114	18	33	158	28	65
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:	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 Volume:	24	805	133	74	778	50	114	18	33	158	28	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	805	133	74	778	50	114	18	33	158	28	65
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:	24	805	133	74	778	50	114	18	33	158	28	65

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	1.72	0.28	1.00	1.88	0.12	0.69	0.11	0.20	1.00	0.30	0.70
Final Sat.:	1700	2918	482	1700	3195	205	1175	185	340	1700	512	1188

Capacity Analysis Module:

Vol/Sat:	0.01	0.28	0.28	0.04	0.24	0.24	0.07	0.10	0.10	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)

Intersection #90 El Camino Real/Spring St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
 Loss Time (sec): 0 Average Delay (sec/veh): 9.5
 Optimal Cycle: 0 Level Of Service: A

Street Name:	El Camino Real						Spring St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	1	0	0	1

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Volume Module: 2015 PM Cumulative

Base Vol:	0	264	33	23	184	0	0	0	0	17	0	22
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	264	33	23	184	0	0	0	0	17	0	22
Added Vol:	0	0	40	4	0	0	0	0	0	48	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	73	27	184	0	0	0	0	65	0	26
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:	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 Volume:	0	264	73	27	184	0	0	0	0	65	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	73	27	184	0	0	0	0	65	0	26
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	264	73	27	184	0	0	0	0	65	0	26

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Saturation Flow Module:

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	0.78	0.22	0.13	0.87	0.00	0.00	1.00	0.00	0.71	0.00	0.29
Final Sat.:	0	655	181	100	682	0	0	624	0	472	0	189

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Capacity Analysis Module:

Vol/Sat:	xxxx	0.40	0.40	0.27	0.27	xxxx	xxxx	0.00	xxxx	0.14	xxxx	0.14
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	10.0	10.0	9.1	9.1	0.0	0.0	0.0	0.0	8.7	0.0	8.7
Delay 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
AdjDel/Veh:	0.0	10.0	10.0	9.1	9.1	0.0	0.0	0.0	0.0	8.7	0.0	8.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:	10.0			9.1			xxxxxxx			8.7		
Delay Adj:	1.00			1.00			xxxxxxx			1.00		
ApprAdjDel:	10.0			9.1			xxxxxxx			8.7		
LOS by Appr:	A			A			*			A		
AllWayAvgQ:	0.6	0.6	0.6	0.3	0.3	0.3	0.0	0.0	0.0	0.1	0.1	0.1

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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): 0.329
 Loss Time (sec): 0 Average Delay (sec/veh): 8.7
 Optimal Cycle: 0 Level Of Service: A

Street Name:	El Camino Real						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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	1!	0	0	1!	0	0	1!

Volume Module: 2015 PM Cumulative

Base Vol:	33	188	50	7	111	22	17	10	32	24	6	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:	33	188	50	7	111	22	17	10	32	24	6	11
Added Vol:	3	2	0	0	2	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	190	50	7	113	22	17	10	35	24	6	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:	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 Volume:	36	190	50	7	113	22	17	10	35	24	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	190	50	7	113	22	17	10	35	24	6	11
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
Final Volume:	36	190	50	7	113	22	17	10	35	24	6	11

Saturation Flow Module:

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:	0.13	0.69	0.18	0.05	0.80	0.15	0.27	0.16	0.57	0.58	0.15	0.27
Final Sat.:	109	577	152	40	642	125	201	118	413	405	101	185

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.33	0.18	0.18	0.18	0.08	0.08	0.08	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	9.2	9.2	9.2	8.2	8.2	8.2	7.9	7.9	7.9	8.1	8.1	8.1
Delay 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
AdjDel/Veh:	9.2	9.2	9.2	8.2	8.2	8.2	7.9	7.9	7.9	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.2			8.2			7.9			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			8.2			7.9			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

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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): 0.468
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 22 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:2015 PM Cumulative

Base Vol:	0	585	25	46	532	0	0	0	0	23	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	585	25	46	532	0	0	0	0	23	0	26
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	585	25	49	532	0	0	0	0	23	0	29
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:	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 Volume:	0	585	25	49	532	0	0	0	0	23	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	585	25	49	532	0	0	0	0	23	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	585	25	49	532	0	0	0	0	23	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	0.44	0.00	0.56
Final Sat.:	0	1630	70	1700	1700	0	0	0	0	752	0	948

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.03	0.31	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)

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 114 Level Of Service: E

Street Name:	I-5 NB Ramps						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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	2	0	2	0	0	1

Volume Module: >> Count Date: 15 May 2010 << Saturday Peak

Base Vol:	163	0	452	0	0	0	585	899	0	0	1043	539
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	179	0	497	0	0	0	644	989	0	0	1147	593
Added Vol:	22	0	148	0	0	0	21	409	0	0	355	135
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	0	645	0	0	0	665	1398	0	0	1502	728
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:	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 Volume:	201	0	645	0	0	0	665	1398	0	0	1502	728
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	0	645	0	0	0	665	1398	0	0	1502	728
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:	201	0	645	0	0	0	665	1398	0	0	1502	728

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:	0.48	0.00	1.52	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	809	0	2591	0	0	0	3400	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.20	0.41	0.00	0.00	0.44	0.43
Crit Moves:			****				****			****		

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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): 1.026
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 130 Level Of Service: F

Street Name:	I-5 SB Ramps						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			Permitted			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	2	1	1	0	0

Volume Module: >> Count Date: 15 May 2010 << Saturday Peak

Base Vol:	0	0	0	440	6	642	0	999	199	490	717	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	484	7	706	0	1099	219	539	789	0
Added Vol:	0	0	0	145	0	24	0	285	19	125	253	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	629	7	730	0	1384	238	664	1042	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:	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 Volume:	0	0	0	629	7	730	0	1384	238	664	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	629	7	730	0	1384	238	664	1042	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:	0	0	0	629	7	730	0	1384	238	664	1042	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	0.00	0.00	1.38	0.01	1.61	0.00	2.56	0.44	1.00	2.00	0.00
Final Sat.:	0	0	0	2349	25	2727	0	4352	748	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.32	0.32	0.39	0.31	0.00
Crit Moves:				****			****			****		

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Level Of Service Computation Report

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 58 Level Of Service: D

Street Name:	Del Obispo St						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			Permitted			Protected									
Rights:	Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0							
Lanes:	1	0	0	0	2	0	0	0	0	0	0	2	1	0	2	0	1	0	0

Volume Module: >> Count Date: 15 May 2010 << Saturday Peak

Base Vol:	70	0	885	0	0	0	0	285	49	921	476	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	77	0	974	0	0	0	0	314	54	1013	524	0
Added Vol:	2	0	170	0	0	0	0	134	2	150	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	0	1144	0	0	0	0	448	56	1163	651	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:	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 Volume:	79	0	1144	0	0	0	0	448	56	1163	651	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	1144	0	0	0	0	448	56	1163	651	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:	79	0	1144	0	0	0	0	448	56	1163	651	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	0.00	2.00	0.00	0.00	0.00	0.00	2.67	0.33	2.00	1.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	4534	566	3400	1700	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.34	0.00	0.00	0.00	0.00	0.10	0.10	0.34	0.38	0.00
Crit Moves:			****					****		****		

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Level Of Service Computation Report

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 23 Level Of Service: A

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	1	0	0	1	0

Volume Module: >> Count Date: 15 May 2010 << Saturday Peak

Base Vol:	14	54	88	116	37	34	9	212	28	75	341	134
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	15	59	97	128	41	37	10	233	31	83	375	147
Added Vol:	0	4	0	53	3	6	9	83	0	0	72	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	63	97	181	44	43	19	316	31	83	447	191
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:	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 Volume:	15	63	97	181	44	43	19	316	31	83	447	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	63	97	181	44	43	19	316	31	83	447	191
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:	15	63	97	181	44	43	19	316	31	83	447	191

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:	0.09	0.36	0.55	0.81	0.19	1.00	0.10	1.73	0.17	0.23	1.24	0.53
Final Sat.:	149	614	937	1369	331	1700	176	2938	286	389	2108	903

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.10	0.11	0.13	0.03	0.01	0.11	0.11	0.05	0.21	0.21
Crit Moves:	****			****			****			****		

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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): 0.540
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 25 Level Of Service: A

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

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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: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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: >> Count Date: 15 May 2010 << Saturday Peak

Base Vol: 0 347 100 96 391 0 0 0 0 235 0 147

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 0 382 110 106 430 0 0 0 0 259 0 162

Added Vol: 0 1 46 46 1 0 0 0 0 40 0 38

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

Initial Fut: 0 383 156 152 431 0 0 0 0 299 0 200

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: 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 Volume: 0 383 156 152 431 0 0 0 0 299 0 200

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

Reduced Vol: 0 383 156 152 431 0 0 0 0 299 0 200

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: 0 383 156 152 431 0 0 0 0 299 0 200

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 0.23 0.09 0.09 0.25 0.00 0.00 0.00 0.00 0.18 0.00 0.12

OvlAdjV/S: 0.00

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

City of San Juan Capistrano 2010 Master Plan
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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): 0.570
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 27 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	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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module: >> Count Date: 15 May 2010 << Saturday Peak

Base Vol:	62	375	0	0	549	77	72	0	60	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	68	413	0	0	604	85	79	0	66	0	0	0
Added Vol:	0	40	0	0	35	6	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	453	0	0	639	91	86	0	66	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:	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 Volume:	68	453	0	0	639	91	86	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	453	0	0	639	91	86	0	66	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:	68	453	0	0	639	91	86	0	66	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	1.00	0.00	0.00	0.88	0.12	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1489	211	1700	0	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.27	0.00	0.00	0.43	0.43	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****					

City of San Juan Capistrano 2010 Master Plan
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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): 2.1 Worst Case Level Of Service: E[37.6]

Street Name:	Camino Capistrano						Forster Lane											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:	>>	Count	Date:	15 May 2010	<<	Saturday Peak	1 Hour						
Base Vol:	0	456	84	14	627	0	0	0	0	57	0	11	
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Initial Bse:	0	502	92	15	690	0	0	0	0	63	0	12	
Added Vol:	0	40	4	0	35	0	0	0	0	3	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	542	96	15	725	0	0	0	0	66	0	12	
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:	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 Volume:	0	542	96	15	725	0	0	0	0	66	0	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	542	96	15	725	0	0	0	0	66	0	12	

Critical Gap Module:												
Critical Gp:	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	638	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1345	1345	590
Potent Cap.:	xxxx	xxxx	xxxxxx	956	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	169	153	511
Move Cap.:	xxxx	xxxx	xxxxxx	956	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	167	150	511
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	0.02

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	186	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.9	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	37.6	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			37.6					
ApproachLOS:	*			*			*			E					

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

City of San Juan Capistrano 2010 Master Plan
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Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
 Optimal Cycle: 42 Level Of Service: C

Street Name:	Camino Capistrano						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
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	1	1	0	2	0	1	1

Volume Module:	>>	Count	Date:	15 May 2010	<<	Saturday Peak						
Base Vol:	369	248	167	78	264	342	245	626	288	159	563	47
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	406	273	184	86	290	376	270	689	317	175	619	52
Added Vol:	35	14	116	0	12	26	29	61	38	106	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	287	300	86	302	402	299	750	355	281	669	52
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:	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 Volume:	441	287	300	86	302	402	299	750	355	281	669	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	287	300	86	302	402	299	750	355	281	669	52
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:	441	287	300	86	302	402	299	750	355	281	669	52
OvlAdjVol:							104					

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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:													
Vol/Sat:	0.13	0.17	0.18	0.05	0.18	0.24	0.18	0.22	0.21	0.17	0.20	0.03	
OvlAdjV/S:							0.06						
Crit Moves:	****						****				****		
