

9. 2015 Cumulative Conditions – HCM Methodology



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

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.831
 Loss Time (sec): 12 Average Delay (sec/veh): 35.9
 Optimal Cycle: 88 Level Of Service: D

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1	1

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:	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:	347	136	36	281	153	203	311	1707	553	65	1843	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	136	36	281	153	203	311	1707	553	65	1843	462
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:	347	136	36	281	153	203	311	1707	553	65	1843	462

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.97	0.97	0.93	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
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.:	3420	1380	364	2219	1205	1604	1710	3600	1530	1710	5400	1530

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.18	0.47	0.36	0.04	0.34	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.14	0.14	0.14	0.22	0.54	0.66	0.09	0.41	0.41
Volume/Cap:	0.88	0.85	0.85	0.88	0.88	0.88	0.83	0.88	0.55	0.42	0.83	0.73
Delay/Veh:	67.4	75.1	75.1	58.0	58.0	58.0	55.2	27.1	10.9	49.1	31.6	31.7
User DelAdj:	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:	67.4	75.1	75.1	58.0	58.0	58.0	55.2	27.1	10.9	49.1	31.6	31.7
LOS by Move:	E	E	E	E	E	E	E	C	B	D	C	C
HCM2kAvgQ:	9	8	8	10	10	10	12	28	10	3	21	14

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.495
 Loss Time (sec): 8 Average Delay (sec/veh): 127.1
 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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	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:	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:	316	0	955	0	0	0	807	1607	0	0	1360	991
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	0	955	0	0	0	807	1607	0	0	1360	991
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:	316	0	955	0	0	0	807	1607	0	0	1360	991

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.40	0.00	1.60	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	628	0	2527	0	0	0	3420	3600	0	0	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.50	0.00	0.38	0.00	0.00	0.00	0.24	0.45	0.00	0.00	0.38	0.65
Crit Moves:	****						****					****
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.16	0.49	0.00	0.00	0.43	0.43
Volume/Cap:	1.50	0.00	1.12	0.00	0.00	0.00	1.50	0.91	0.00	0.00	0.87	1.50
Delay/Veh:	265.5	0.0	104.0	0.0	0.0	0.0	278.7	33.1	0.0	0.0	34.1	261.9
User DelAdj:	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:	265.5	0.0	104.0	0.0	0.0	0.0	278.7	33.1	0.0	0.0	34.1	261.9
LOS by Move:	F	A	F	A	A	A	F	C	A	A	C	F
HCM2kAvgQ:	60	0	32	0	0	0	32	29	0	0	24	74

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Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.420
 Loss Time (sec): 8 Average Delay (sec/veh): 123.9
 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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	2	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:	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	0	0	937	1	968	0	1479	204	649	1028	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	937	1	968	0	1479	204	649	1028	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	937	1	968	0	1479	204	649	1028	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.98	0.98	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.49	0.01	1.50	0.00	2.64	0.36	1.00	2.00	0.00
Final Sat.:	0	0	0	2297	2	2322	0	4659	643	1710	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.41	0.62	0.42	0.00	0.32	0.32	0.38	0.29	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.22	0.22	0.27	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.94	1.42	0.96	0.00	1.42	1.42	1.42	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	38.3	224	41.5	0.0	236	236.5	241.7	20.4	0.0
User DelAdj:	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	0.0	0.0	38.3	224	41.5	0.0	236	236.5	241.7	20.4	0.0
LOS by Move:	A	A	A	D	F	D	A	F	F	F	C	A
HCM2kAvgQ:	0	0	0	25	67	26	0	41	41	47	13	0

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Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
 Loss Time (sec): 8 Average Delay (sec/veh): 50.0
 Optimal Cycle: 130 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:	10	10	10	10	10	10	10	10	10	10	10	10				
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	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:	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:	109	0	1208	0	0	0	0	523	52	1253	721	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	1208	0	0	0	0	523	52	1253	721	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:	109	0	1208	0	0	0	0	523	52	1253	721	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.80	1.00	1.00	1.00	1.00	0.99	0.99	0.95	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.:	1615	0	2890	0	0	0	0	4851	478	3420	1800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.42	0.00	0.00	0.00	0.00	0.11	0.11	0.37	0.40	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.11	0.11	0.38	0.50	0.00
Volume/Cap:	0.15	0.00	0.96	0.00	0.00	0.00	0.00	0.96	0.96	0.96	0.81	0.00
Delay/Veh:	20.5	0.0	48.6	0.0	0.0	0.0	0.0	79.0	79.0	51.6	31.0	0.0
User DelAdj:	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:	20.5	0.0	48.6	0.0	0.0	0.0	0.0	79.0	79.0	51.6	31.0	0.0
LOS by Move:	C	A	D	A	A	A	A	E	E	D	C	A
HCM2kAvgQ:	2	0	27	0	0	0	0	11	11	28	24	0

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Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
 Loss Time (sec): 4 Average Delay (sec/veh): 19.1
 Optimal Cycle: 29 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	1	0	1	0	1	0	0

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:	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:	23	92	41	286	75	89	29	287	20	88	474	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	92	41	286	75	89	29	287	20	88	474	305
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:	23	92	41	286	75	89	29	287	20	88	474	305

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.89	0.89	0.65	0.65	0.85	0.85	0.85	0.85	0.82	0.82	0.82
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.:	239	947	424	924	241	1530	267	2602	181	302	1616	1041

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.31	0.31	0.06	0.11	0.11	0.11	0.29	0.29	0.29
Crit Moves:	****						****					
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.20	0.20	0.20	0.63	0.63	0.12	0.24	0.24	0.24	0.63	0.63	0.63
Delay/Veh:	14.3	14.3	14.3	20.8	20.8	13.7	16.1	16.1	16.1	21.1	21.1	21.1
User DelAdj:	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:	14.3	14.3	14.3	20.8	20.8	13.7	16.1	16.1	16.1	21.1	21.1	21.1
LOS by Move:	B	B	B	C	C	B	B	B	B	C	C	C
HCM2kAvgQ:	3	3	3	9	9	1	3	3	3	11	11	11

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Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 8 Average Delay (sec/veh): 27.4
 Optimal Cycle: 58 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:	10	10	10	10	10	10	10	10	10	10	10	10
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	1	0	1	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:	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	576	81	251	574	0	0	0	0	224	0	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	81	251	574	0	0	0	0	224	0	366
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:	0	576	81	251	574	0	0	0	0	224	0	366

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
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	1800	1530	1710	1800	0	0	0	0	1710	0	1530

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.05	0.15	0.32	0.00	0.00	0.00	0.00	0.13	0.00	0.24
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.42	0.73	0.19	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.77	0.07	0.77	0.52	0.00	0.00	0.00	0.00	0.42	0.00	0.77
Delay/Veh:	0.0	29.8	3.9	48.8	11.8	0.0	0.0	0.0	0.0	27.8	0.0	38.5
User DelAdj:	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	29.8	3.9	48.8	11.8	0.0	0.0	0.0	0.0	27.8	0.0	38.5
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	15	1	9	10	0	0	0	0	6	0	12

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
 Loss Time (sec): 8 Average Delay (sec/veh): 10.9
 Optimal Cycle: 48 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	1	1	0	0	0	0	0

Volume Module: 2015 AM Cumulative

Base Vol:	17	494	0	0	701	28	18	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	494	0	0	701	28	18	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	497	0	0	703	29	20	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:	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:	18	523	0	0	740	31	21	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	523	0	0	740	31	21	0	14	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:	18	523	0	0	740	31	21	0	14	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.90	1.00	1.00	0.90	0.90	0.86	1.00	0.77	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.:	1539	1620	0	0	1548	64	1539	0	1377	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.32	0.00	0.00	0.48	0.48	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.10	0.63	0.00	0.00	0.72	0.72	0.10	0.00	0.10	0.00	0.00	0.00
Volume/Cap:	0.12	0.52	0.00	0.00	0.66	0.66	0.14	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	41.3	10.8	0.0	0.0	9.0	9.0	41.5	0.0	41.2	0.0	0.0	0.0
User DelAdj:	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:	41.3	10.8	0.0	0.0	9.0	9.0	41.5	0.0	41.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	9	0	0	13	13	1	0	0	0	0	0

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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): 2.3 Worst Case Level Of Service: E[45.3]

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	520	118	8	721	0	0	0	0	68	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	520	118	8	721	0	0	0	0	68	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	523	120	8	723	0	0	0	0	69	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:	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	551	126	8	761	0	0	0	0	73	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	551	126	8	761	0	0	0	0	73	0	4

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	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:	xxxxx	xxxx	xxxxxx	677	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1392	1392	614
Potent Cap.:	xxxxx	xxxx	xxxxxx	924	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	158	143	496
Move Cap.:	xxxxx	xxxx	xxxxxx	924	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	157	142	496
Volume/Cap:	xxxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.46	0.00	0.01

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	8.9	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	163	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.2	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	45.3	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			45.3					
ApproachLOS:	*			*			*			E					

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

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
 Loss Time (sec): 10 Average Delay (sec/veh): 11.9
 Optimal Cycle: 50 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	106	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	106	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	106	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:	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:	42	7	61	8	2	2	0	1012	112	74	894	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	7	61	8	2	2	0	1012	112	74	894	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:	42	7	61	8	2	2	0	1012	112	74	894	3

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.87	0.87	0.95	0.95	0.95	1.00	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.11	0.89	0.67	0.16	0.17	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1615	168	1391	1135	284	284	0	3600	1530	1615	3584	13

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.04	0.01	0.01	0.01	0.00	0.28	0.07	0.05	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.00	0.60	0.60	0.10	0.70	0.70
Volume/Cap:	0.26	0.44	0.44	0.07	0.07	0.07	0.00	0.47	0.12	0.46	0.36	0.36
Delay/Veh:	42.4	44.3	44.3	41.0	41.0	41.0	0.0	11.3	8.7	44.5	6.1	6.1
User DelAdj:	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:	42.4	44.3	44.3	41.0	41.0	41.0	0.0	11.3	8.7	44.5	6.1	6.1
LOS by Move:	D	D	D	D	D	D	A	B	A	D	A	A
HCM2kAvgQ:	1	3	3	0	0	0	0	9	1	3	6	6

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 120 Critical Vol./Cap.(X): 0.765
 Loss Time (sec): 12 Average Delay (sec/veh): 39.0
 Optimal Cycle: 73 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				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ovl			Include			Include						
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10				
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	0	2	0	1

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:	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:	319	282	155	41	284	375	377	968	423	149	782	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	282	155	41	284	375	377	968	423	149	782	19
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:	319	282	155	41	284	375	377	968	423	149	782	19

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
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.:	3420	1800	1530	1710	1800	1530	1710	3600	1530	1710	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.10	0.02	0.16	0.24	0.22	0.27	0.28	0.09	0.22	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.21	0.21	0.11	0.21	0.49	0.29	0.43	0.43	0.14	0.28	0.28
Volume/Cap:	0.77	0.73	0.47	0.21	0.77	0.50	0.77	0.62	0.64	0.64	0.77	0.04
Delay/Veh:	59.3	50.9	42.3	48.8	54.1	20.8	46.1	27.0	28.6	54.6	42.8	31.2
User DelAdj:	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:	59.3	50.9	42.3	48.8	54.1	20.8	46.1	27.0	28.6	54.6	42.8	31.2
LOS by Move:	E	D	D	D	D	C	D	C	C	D	D	C
HCM2kAvgQ:	8	11	5	2	12	9	14	14	13	6	15	1

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Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
 Loss Time (sec): 8 Average Delay (sec/veh): 16.2
 Optimal Cycle: 49 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	1	0	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:	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:	24	3	105	24	2	20	17	1729	63	228	1322	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	3	105	24	2	20	17	1729	63	228	1322	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:	24	3	105	24	2	20	17	1729	63	228	1322	25

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.75	1.00	0.85	0.77	0.86	0.86	0.95	1.00	1.00	0.95	1.00	0.85
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.:	1350	1800	1530	1381	148	1407	1710	3456	126	1710	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.07	0.02	0.01	0.01	0.01	0.50	0.50	0.13	0.37	0.02
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.10	0.27	0.10	0.10	0.10	0.18	0.65	0.65	0.17	0.64	0.64
Volume/Cap:	0.18	0.02	0.25	0.18	0.14	0.14	0.06	0.77	0.77	0.77	0.57	0.03
Delay/Veh:	41.9	40.6	28.7	41.8	41.5	41.5	34.4	14.1	14.1	51.4	10.3	6.4
User DelAdj:	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:	41.9	40.6	28.7	41.8	41.5	41.5	34.4	14.1	14.1	51.4	10.3	6.4
LOS by Move:	D	D	C	D	D	D	C	B	B	D	B	A
HCM2kAvgQ:	1	0	3	1	1	1	0	21	21	9	12	0

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Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
 Loss Time (sec): 10 Average Delay (sec/veh): 27.4
 Optimal Cycle: 59 Level Of Service: C

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:	10	10	10	10	10	10	10	10	10	10	10	10			
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 AM Cumulative

Base Vol:	26	23	499	82	27	9	3	1147	55	365	885	49
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:	26	23	499	82	27	9	3	1147	55	365	885	49
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:	26	23	499	82	27	9	3	1147	55	365	885	49
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:	27	24	525	86	28	9	3	1207	58	384	932	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	24	525	86	28	9	3	1207	58	384	932	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:	27	24	525	86	28	9	3	1207	58	384	932	52

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.85	0.95	0.96	0.96	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	0.53	0.47	2.00	1.00	0.75	0.25	1.00	1.91	0.09	1.00	1.90	0.10
Final Sat.:	930	823	3060	1710	1300	433	1710	3411	164	1710	3384	187

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.17	0.05	0.02	0.02	0.00	0.35	0.35	0.22	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.37	0.10	0.10	0.10	0.19	0.43	0.43	0.27	0.51	0.51
Volume/Cap:	0.29	0.29	0.46	0.50	0.22	0.22	0.01	0.83	0.83	0.83	0.54	0.54
Delay/Veh:	42.7	42.7	24.1	45.1	42.0	42.0	33.2	29.2	29.2	45.8	16.6	16.6
User DelAdj:	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:	42.7	42.7	24.1	45.1	42.0	42.0	33.2	29.2	29.2	45.8	16.6	16.6
LOS by Move:	D	D	C	D	D	D	C	C	C	D	B	B
HCM2kAvgQ:	2	2	6	3	1	1	0	19	19	14	10	10

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 120 Critical Vol./Cap.(X): 0.367
 Loss Time (sec): 10 Average Delay (sec/veh): 20.6
 Optimal Cycle: 40 Level Of Service: C

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1	0	1	1	0	0
	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module: 2015 AM Cumulative

Base Vol:	15	653	88	30	613	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	653	88	30	613	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	659	88	30	617	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:	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:	16	694	93	32	649	45	89	8	22	71	9	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	694	93	32	649	45	89	8	22	71	9	37
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:	16	694	93	32	649	45	89	8	22	71	9	37

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.98	0.98	0.90	0.99	0.99	0.71	0.70	0.70	0.73	0.88	0.88
Lanes:	1.00	1.76	0.24	1.00	1.87	0.13	0.74	0.07	0.19	1.00	0.20	0.80
Final Sat.:	1615	3119	416	1615	3332	232	947	89	234	1312	324	1261

Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.22	0.02	0.19	0.19	0.09	0.09	0.09	0.05	0.03	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.58	0.58	0.08	0.47	0.47	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.05	0.38	0.38	0.23	0.42	0.42	0.38	0.38	0.38	0.22	0.12	0.12
Delay/Veh:	38.8	13.4	13.4	52.3	21.3	21.3	38.2	38.2	38.2	36.2	35.0	35.0
User DelAdj:	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:	38.8	13.4	13.4	52.3	21.3	21.3	38.2	38.2	38.2	36.2	35.0	35.0
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	8	8	1	8	8	4	4	4	2	1	1

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

Intersection #90 El Camino Real/Spring St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
 Loss Time (sec): 0 Average Delay (sec/veh): 13.3
 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:	10	10	10	10	10	10	10	10	10	10	10	10		
Lanes:	0	0	1	0	0	1	0	0	0	0	0	1	0	0

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:	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	260	172	87	277	0	0	0	0	103	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	172	87	277	0	0	0	0	103	0	135
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	260	172	87	277	0	0	0	0	103	0	135

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	440	291	163	517	0	0	476	0	264	0	347

Capacity Analysis Module:

Vol/Sat:	xxxx	0.59	0.59	0.54	0.54	xxxx	xxxx	0.00	xxxx	0.39	xxxx	0.39
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	14.1	14.1	13.6	13.6	0.0	0.0	0.0	0.0	11.5	0.0	11.5
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	14.1	14.1	13.6	13.6	0.0	0.0	0.0	0.0	11.5	0.0	11.5
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		14.1			13.6		xxxxxxx			11.5		
Delay Adj:		1.00			1.00		xxxxxxx			1.00		
ApprAdjDel:		14.1			13.6		xxxxxxx			11.5		
LOS by Appr:		B			B		*			B		
AllWayAvgQ:	1.3	1.3	1.3	1.0	1.0	1.0	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): 0.510
 Loss Time (sec): 0 Average Delay (sec/veh): 10.7
 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:	10	10	10	10	10	10	10	10	10	10	10	10			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

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:	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:	134	251	12	4	224	17	19	1	73	20	7	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	251	12	4	224	17	19	1	73	20	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:	134	251	12	4	224	17	19	1	73	20	7	5

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.:	263	491	24	11	695	52	135	8	514	369	130	87

Capacity Analysis Module:

Vol/Sat:	0.51	0.51	0.51	0.32	0.32	0.32	0.14	0.14	0.14	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	12.0	12.0	12.0	9.7	9.7	9.7	8.6	8.6	8.6	8.8	8.8	8.8
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:	12.0	12.0	12.0	9.7	9.7	9.7	8.6	8.6	8.6	8.8	8.8	8.8
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	12.0			9.7			8.6			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			9.7			8.6			8.8		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.0	1.0	1.0	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #99 Camino Capistrano/Acjachema St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
 Loss Time (sec): 8 Average Delay (sec/veh): 10.8
 Optimal Cycle: 48 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	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	554	117	93	714	0	0	0	0	72	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	117	93	714	0	0	0	0	72	0	32
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:	0	554	117	93	714	0	0	0	0	72	0	32

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.98	0.98	0.90	1.00	1.00	0.94	1.00	1.00	0.83	0.94	0.87
Lanes:	0.00	0.83	0.17	1.00	1.00	0.00	0.00	0.00	0.00	0.71	0.00	0.29
Final Sat.:	0	1452	306	1615	1800	0	0	0	0	1050	0	463

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.38	0.06	0.40	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.69	0.69	0.10	0.80	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.55	0.55	0.55	0.50	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Delay/Veh:	0.0	8.2	8.2	46.5	3.7	0.0	0.0	0.0	0.0	44.7	0.0	44.7
User DelAdj:	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	8.2	8.2	46.5	3.7	0.0	0.0	0.0	0.0	44.7	0.0	44.7
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	4	8	0	0	0	0	4	0	4

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.994
 Loss Time (sec): 12 Average Delay (sec/veh): 57.4
 Optimal Cycle: 130 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	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:	469	99	58	344	168	361	265	1817	492	43	1396	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	99	58	344	168	361	265	1817	492	43	1396	196
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:	469	99	58	344	168	361	265	1817	492	43	1396	196

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.95	1.00	0.85	0.95	1.00	0.85
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.:	3420	1073	628	2224	1088	1656	1710	3600	1530	1710	5400	1530

Capacity Analysis Module:

Vol/Sat:	0.14	0.09	0.09	0.15	0.15	0.22	0.16	0.50	0.32	0.03	0.26	0.13
Crit Moves:	****					****	****			****		
Green/Cycle:	0.13	0.13	0.13	0.20	0.20	0.20	0.21	0.47	0.60	0.09	0.35	0.35
Volume/Cap:	1.07	0.72	0.72	0.76	0.76	1.07	0.74	1.07	0.54	0.28	0.74	0.37
Delay/Veh:	112.6	57.4	57.4	44.4	44.4	97.5	48.5	74.3	13.8	47.6	32.9	27.1
User DelAdj:	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:	112.6	57.4	57.4	44.4	44.4	97.5	48.5	74.3	13.8	47.6	32.9	27.1
LOS by Move:	F	E	E	D	D	F	D	E	B	D	C	C
DesignQueue:	13	9	9	13	13	19	13	34	13	2	20	8

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Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.263
 Loss Time (sec): 8 Average Delay (sec/veh): 81.6
 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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	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:	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:	256	0	762	0	0	0	738	1818	0	0	1379	844
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	0	762	0	0	0	738	1818	0	0	1379	844
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:	256	0	762	0	0	0	738	1818	0	0	1379	844

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.40	0.00	1.60	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	634	0	2524	0	0	0	3420	3600	0	0	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.40	0.00	0.30	0.00	0.00	0.00	0.22	0.50	0.00	0.00	0.38	0.55
Crit Moves:	****						****					****
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.17	0.52	0.00	0.00	0.44	0.44
Volume/Cap:	1.26	0.00	0.95	0.00	0.00	0.00	1.26	0.98	0.00	0.00	0.88	1.26
Delay/Veh:	165.5	0.0	52.5	0.0	0.0	0.0	177.1	42.5	0.0	0.0	34.1	160.9
User DelAdj:	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:	165.5	0.0	52.5	0.0	0.0	0.0	177.1	42.5	0.0	0.0	34.1	160.9
LOS by Move:	F	A	D	A	A	A	F	D	A	A	C	F
DesignQueue:	29	0	21	0	0	0	20	31	0	0	26	33

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Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.260
 Loss Time (sec): 8 Average Delay (sec/veh): 124.4
 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	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	0	0	1193	0	998	0	1363	239	672	963	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1193	0	998	0	1363	239	672	963	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	1193	0	998	0	1363	239	672	963	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.98	0.98	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.55	0.45	1.00	2.00	0.00
Final Sat.:	0	0	0	2524	0	2378	0	4494	788	1710	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.47	0.00	0.42	0.00	0.30	0.30	0.39	0.27	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.24	0.24	0.31	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	1.26	0.00	1.12	0.00	1.26	1.26	1.26	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	156.3	0.0	95.4	0.0	165	165.4	169.6	15.2	0.0
User DelAdj:	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	0.0	0.0	156.3	0.0	95.4	0.0	165	165.4	169.6	15.2	0.0
LOS by Move:	A	A	A	F	A	F	A	F	F	F	B	A
DesignQueue:	0	0	0	33	0	29	0	27	27	31	14	0

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Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.961
 Loss Time (sec): 8 Average Delay (sec/veh): 49.8
 Optimal Cycle: 130 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:	10	10	10	10	10	10	10	10	10	10	10	10								
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	0	2	1	0	2	0	1	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:	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:	119	0	1120	0	0	0	0	491	87	1366	604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	1120	0	0	0	0	491	87	1366	604	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:	119	0	1120	0	0	0	0	491	87	1366	604	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.80	1.00	1.00	1.00	1.00	0.98	0.98	0.95	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.:	1615	0	2890	0	0	0	0	4478	798	3420	1800	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.11	0.40	0.34	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.11	0.11	0.42	0.53	0.00
Volume/Cap:	0.18	0.00	0.96	0.00	0.00	0.00	0.00	0.96	0.96	0.96	0.63	0.00
Delay/Veh:	23.2	0.0	52.6	0.0	0.0	0.0	0.0	80.0	80.0	49.5	21.4	0.0
User DelAdj:	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:	23.2	0.0	52.6	0.0	0.0	0.0	0.0	80.0	80.0	49.5	21.4	0.0
LOS by Move:	C	A	D	A	A	A	A	F	F	D	C	A
DesignQueue:	5	0	24	0	0	0	0	12	12	29	21	0

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Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
 Loss Time (sec): 4 Average Delay (sec/veh): 17.0
 Optimal Cycle: 24 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	1	0	1	0	1	0	0

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:	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:	15	91	136	197	33	47	15	248	24	97	373	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	91	136	197	33	47	15	248	24	97	373	203
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	91	136	197	33	47	15	248	24	97	373	203

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.91	0.91	0.55	0.55	0.85	0.91	0.91	0.91	0.81	0.81	0.81
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.:	100	612	918	849	141	1530	168	2826	275	420	1617	882

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.15	0.23	0.23	0.03	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:	****						****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.31	0.31	0.31	0.48	0.48	0.06	0.18	0.18	0.18	0.48	0.48	0.48
Delay/Veh:	16.0	16.0	16.0	18.3	18.3	13.9	15.0	15.0	15.0	17.9	17.9	17.9
User DelAdj:	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:	16.0	16.0	16.0	18.3	18.3	13.9	15.0	15.0	15.0	17.9	17.9	17.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	7	7	7	7	7	1	4	4	4	10	10	10

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Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
 Loss Time (sec): 8 Average Delay (sec/veh): 19.7
 Optimal Cycle: 48 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:	10	10	10	10	10	10	10	10	10	10	10	10
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	1	0	1	0	0	1

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:	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	591	124	158	581	0	0	0	0	216	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	591	124	158	581	0	0	0	0	216	0	211
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	591	124	158	581	0	0	0	0	216	0	211

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
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	1800	1530	1710	1800	0	0	0	0	1710	0	1530

Capacity Analysis Module:

Vol/Sat:	0.00	0.33	0.08	0.09	0.32	0.00	0.00	0.00	0.00	0.13	0.00	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.54	0.77	0.15	0.69	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.61	0.11	0.61	0.47	0.00	0.00	0.00	0.00	0.56	0.00	0.61
Delay/Veh:	0.0	16.8	3.0	43.7	7.2	0.0	0.0	0.0	0.0	36.0	0.0	37.7
User DelAdj:	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	16.8	3.0	43.7	7.2	0.0	0.0	0.0	0.0	36.0	0.0	37.7
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
DesignQueue:	0	16	2	8	11	0	0	0	0	10	0	9

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Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 Average Delay (sec/veh): 13.3
Optimal Cycle: 48 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Camino Capistrano and Verdugo St with North, South, East, and West bounds.

Volume Module: 2015 PM Cumulative

Table showing traffic volume calculations 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 calculations including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis calculations including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: F[106.4]

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 PM Cumulative

Base Vol:	0	573	140	17	754	0	0	0	0	0	102	0	12
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	1.00
Initial Bse:	0	573	140	17	754	0	0	0	0	0	102	0	12
Added Vol:	0	4	3	0	4	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	577	143	17	758	0	0	0	0	0	105	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	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	0.95
PHF Volume:	0	607	151	18	798	0	0	0	0	0	111	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	607	151	18	798	0	0	0	0	0	111	0	13

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	758	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1516	1516	683
Potent Cap.:	xxxx	xxxx	xxxxxx	862	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	133	120	453
Move Cap.:	xxxx	xxxx	xxxxxx	862	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	131	118	453
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.85	0.00	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	9.3	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	141	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	5.8	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	106	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			106.4					
ApproachLOS:	*			*			*			F					

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

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
 Loss Time (sec): 10 Average Delay (sec/veh): 16.7
 Optimal Cycle: 50 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	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:	127	7	109	23	14	40	0	1037	114	95	1046	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	7	109	23	14	40	0	1037	114	95	1046	17
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:	127	7	109	23	14	40	0	1037	114	95	1046	17

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.86	0.86	0.92	0.92	0.92	1.00	1.00	0.85	0.90	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.:	1615	98	1449	497	294	858	0	3600	1530	1615	3536	57

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.00	0.29	0.07	0.06	0.30	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.15	0.10	0.10	0.10	0.00	0.54	0.54	0.11	0.65	0.65
Volume/Cap:	0.53	0.51	0.51	0.47	0.47	0.47	0.00	0.53	0.14	0.53	0.45	0.45
Delay/Veh:	41.7	41.1	41.1	44.6	44.6	44.6	0.0	15.1	11.4	45.1	8.8	8.8
User DelAdj:	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:	41.7	41.1	41.1	44.6	44.6	44.6	0.0	15.1	11.4	45.1	8.8	8.8
LOS by Move:	D	D	D	D	D	D	A	B	B	D	A	A
DesignQueue:	6	6	6	4	4	4	0	14	3	5	11	11

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 120 Critical Vol./Cap.(X): 0.866
 Loss Time (sec): 12 Average Delay (sec/veh): 47.3
 Optimal Cycle: 104 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				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ovl			Include			Include						
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10				
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	0	2	0	1

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:	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:	464	353	317	82	316	391	347	814	402	242	956	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	353	317	82	316	391	347	814	402	242	956	42
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:	464	353	317	82	316	391	347	814	402	242	956	42

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
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.:	3420	1800	1530	1710	1800	1530	1710	3600	1530	1710	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.14	0.20	0.21	0.05	0.18	0.26	0.20	0.23	0.26	0.14	0.27	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.26	0.26	0.10	0.20	0.44	0.23	0.35	0.35	0.19	0.31	0.31
Volume/Cap:	0.87	0.77	0.81	0.47	0.87	0.58	0.87	0.64	0.75	0.75	0.87	0.09
Delay/Veh:	63.3	48.8	53.7	52.7	65.4	26.9	61.8	33.7	40.0	55.2	46.7	29.8
User DelAdj:	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:	63.3	48.8	53.7	52.7	65.4	26.9	61.8	33.7	40.0	55.2	46.7	29.8
LOS by Move:	E	D	D	D	E	C	E	C	D	E	D	C
DesignQueue:	13	18	16	5	18	16	19	19	18	14	24	2

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
 Loss Time (sec): 8 Average Delay (sec/veh): 14.7
 Optimal Cycle: 38 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	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:	96	2	247	36	2	26	11	1309	72	188	1641	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	2	247	36	2	26	11	1309	72	188	1641	15
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:	96	2	247	36	2	26	11	1309	72	188	1641	15

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.75	1.00	0.85	0.77	0.86	0.86	0.95	0.99	0.99	0.95	1.00	0.85
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.:	1341	1800	1530	1381	115	1435	1710	3386	185	1710	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.16	0.03	0.02	0.02	0.01	0.39	0.39	0.11	0.46	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.11	0.11	0.29	0.11	0.11	0.11	0.10	0.63	0.63	0.18	0.71	0.71
Volume/Cap:	0.64	0.01	0.56	0.23	0.17	0.17	0.06	0.61	0.61	0.61	0.64	0.01
Delay/Veh:	51.8	39.6	31.6	41.3	40.7	40.7	40.9	11.7	11.7	41.5	8.4	4.3
User DelAdj:	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:	51.8	39.6	31.6	41.3	40.7	40.7	40.9	11.7	11.7	41.5	8.4	4.3
LOS by Move:	D	D	C	D	D	D	D	B	B	D	A	A
DesignQueue:	5	0	10	2	1	1	1	16	16	9	15	0

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 2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
 Loss Time (sec): 10 Average Delay (sec/veh): 26.4
 Optimal Cycle: 52 Level Of Service: C

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:	10	10	10	10	10	10	10	10	10	10	10	10			
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:	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:	9	9	509	38	11	6	7	846	52	571	1118	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	9	509	38	11	6	7	846	52	571	1118	76
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:	9	9	509	38	11	6	7	846	52	571	1118	76

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	0.50	0.50	2.00	1.00	0.63	0.37	1.00	1.89	0.11	1.00	1.87	0.13
Final Sat.:	878	878	3060	1710	1062	637	1710	3363	205	1710	3341	227

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.17	0.02	0.01	0.01	0.00	0.25	0.25	0.33	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.50	0.10	0.10	0.10	0.16	0.30	0.30	0.40	0.54	0.54
Volume/Cap:	0.11	0.11	0.33	0.22	0.10	0.10	0.03	0.84	0.84	0.84	0.62	0.62
Delay/Veh:	41.2	41.2	15.2	42.1	41.2	41.2	35.4	38.5	38.5	36.0	16.6	16.6
User DelAdj:	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:	41.2	41.2	15.2	42.1	41.2	41.2	35.4	38.5	38.5	36.0	16.6	16.6
LOS by Move:	D	D	B	D	D	D	D	D	D	D	B	B
DesignQueue:	1	1	7	2	1	1	0	19	19	21	17	17

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 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 120 Critical Vol./Cap.(X): 0.519
 Loss Time (sec): 10 Average Delay (sec/veh): 24.1
 Optimal Cycle: 40 Level Of Service: C

Street Name:	Camino Capistrano						Avenida Golondrina					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	805	133	74	778	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	805	133	74	778	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	813	133	74	786	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:	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	856	140	78	827	53	120	19	35	166	29	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	856	140	78	827	53	120	19	35	166	29	68
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:	25	856	140	78	827	53	120	19	35	166	29	68

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.98	0.98	0.90	0.99	0.99	0.67	0.66	0.66	0.72	0.90	0.90
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.:	1615	3029	496	1615	3354	213	828	131	240	1301	485	1126

Capacity Analysis Module:

Vol/Sat:	0.02	0.28	0.28	0.05	0.25	0.25	0.15	0.15	0.15	0.13	0.06	0.06
Crit Moves:	****			****			****					
Green/Cycle:	0.16	0.54	0.54	0.09	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.10	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.46	0.22	0.22
Delay/Veh:	43.1	17.6	17.6	55.1	22.1	22.1	37.9	37.9	37.9	36.6	33.4	33.4
User DelAdj:	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:	43.1	17.6	17.6	55.1	22.1	22.1	37.9	37.9	37.9	36.6	33.4	33.4
LOS by Move:	D	B	B	E	C	C	D	D	D	D	C	C
DesignQueue:	1	16	16	5	16	16	9	8	8	8	5	5

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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): 0.427
 Loss Time (sec): 0 Average Delay (sec/veh): 9.7
 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:	10	10	10	10	10	10	10	10	10	10	10	10						
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0

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:	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	278	77	28	194	0	0	0	0	68	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	278	77	28	194	0	0	0	0	68	0	27
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	278	77	28	194	0	0	0	0	68	0	27

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	651	180	99	676	0	0	611	0	465	0	186

Capacity Analysis Module:

Vol/Sat:	xxxx	0.43	0.43	0.29	0.29	xxxx	xxxx	0.00	xxxx	0.15	xxxx	0.15
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	10.3	10.3	9.3	9.3	0.0	0.0	0.0	0.0	8.9	0.0	8.9
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	10.3	10.3	9.3	9.3	0.0	0.0	0.0	0.0	8.9	0.0	8.9
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		10.3			9.3		xxxxxxx				8.9	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		10.3			9.3		xxxxxxx				8.9	
LOS by Appr:		B			A		*			A		A
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	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): 0.348
 Loss Time (sec): 0 Average Delay (sec/veh): 8.8
 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0

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:	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:	38	200	53	7	119	23	18	11	37	25	6	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	200	53	7	119	23	18	11	37	25	6	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
Final Volume:	38	200	53	7	119	23	18	11	37	25	6	12

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	574	151	39	637	124	198	116	407	399	100	183

Capacity Analysis Module:

Vol/Sat:	0.35	0.35	0.35	0.19	0.19	0.19	0.09	0.09	0.09	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	9.4	9.4	9.4	8.3	8.3	8.3	8.0	8.0	8.0	8.2	8.2	8.2
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:	9.4	9.4	9.4	8.3	8.3	8.3	8.0	8.0	8.0	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.4			8.3			8.0			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			8.3			8.0			8.2		
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
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #99 Camino Capistrano/Acjachema St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
 Loss Time (sec): 8 Average Delay (sec/veh): 7.7
 Optimal Cycle: 48 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	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	616	26	52	560	0	0	0	0	24	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	616	26	52	560	0	0	0	0	24	0	31
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:	0	616	26	52	560	0	0	0	0	24	0	31

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.99	0.99	0.90	1.00	1.00	0.94	1.00	1.00	0.85	0.94	0.85
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	1716	73	1615	1800	0	0	0	0	680	0	858

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.03	0.31	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.72	0.72	0.10	0.82	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.50	0.50	0.32	0.38	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Delay/Veh:	0.0	6.4	6.4	43.0	2.5	0.0	0.0	0.0	0.0	43.4	0.0	43.4
User DelAdj:	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	6.4	6.4	43.0	2.5	0.0	0.0	0.0	0.0	43.4	0.0	43.4
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
DesignQueue:	0	11	11	3	6	0	0	0	0	3	0	3

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.138
 Loss Time (sec): 8 Average Delay (sec/veh): 64.3
 Optimal Cycle: 130 Level Of Service: E

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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	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:	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:	212	0	679	0	0	0	699	1471	0	0	1581	766
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	0	679	0	0	0	699	1471	0	0	1581	766
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:	212	0	679	0	0	0	699	1471	0	0	1581	766

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.38	0.00	1.62	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	605	0	2546	0	0	0	3420	3600	0	0	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.35	0.00	0.27	0.00	0.00	0.00	0.20	0.41	0.00	0.00	0.44	0.50
Crit Moves:	****						****					****
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.18	0.51	0.00	0.00	0.44	0.44
Volume/Cap:	1.14	0.00	0.87	0.00	0.00	0.00	1.14	0.81	0.00	0.00	1.00	1.14
Delay/Veh:	115.4	0.0	43.9	0.0	0.0	0.0	125.8	25.4	0.0	0.0	52.9	110.2
User DelAdj:	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:	115.4	0.0	43.9	0.0	0.0	0.0	125.8	25.4	0.0	0.0	52.9	110.2
LOS by Move:	F	A	D	A	A	A	F	C	A	A	D	F
HCM2kAvgQ:	30	0	16	0	0	0	20	22	0	0	34	41

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.295
 Loss Time (sec): 8 Average Delay (sec/veh): 102.6
 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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	2	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:	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	0	0	662	7	769	0	1457	250	699	1097	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	662	7	769	0	1457	250	699	1097	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	662	7	769	0	1457	250	699	1097	0

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.98	0.98	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	1.46	0.01	1.53	0.00	2.56	0.44	1.00	2.00	0.00
Final Sat.:	0	0	0	2248	15	2362	0	4507	775	1710	3600	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.47	0.33	0.00	0.32	0.32	0.41	0.30	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.25	0.25	0.32	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.81	1.29	0.90	0.00	1.29	1.29	1.29	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	34.8	174	40.5	0.0	180	179.6	183.6	15.2	0.0
User DelAdj:	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	0.0	0.0	34.8	174	40.5	0.0	180	179.6	183.6	15.2	0.0
LOS by Move:	A	A	A	C	F	D	A	F	F	F	B	A
HCM2kAvgQ:	0	0	0	16	46	20	0	37	37	45	12	0

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.937
 Loss Time (sec): 8 Average Delay (sec/veh): 47.1
 Optimal Cycle: 130 Level Of Service: D

Street Name:	Del Obispo St						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			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	2	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:	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:	83	0	1204	0	0	0	0	471	59	1224	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	1204	0	0	0	0	471	59	1224	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:	83	0	1204	0	0	0	0	471	59	1224	685	0

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.80	1.00	1.00	1.00	1.00	0.98	0.98	0.95	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.:	1615	0	2890	0	0	0	0	4719	589	3420	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.42	0.00	0.00	0.00	0.00	0.10	0.10	0.36	0.38	0.00
Crit Moves:	****									****		
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.11	0.11	0.38	0.49	0.00
Volume/Cap:	0.12	0.00	0.94	0.00	0.00	0.00	0.00	0.94	0.94	0.94	0.78	0.00
Delay/Veh:	19.6	0.0	44.6	0.0	0.0	0.0	0.0	76.4	76.4	48.4	29.8	0.0
User DelAdj:	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:	19.6	0.0	44.6	0.0	0.0	0.0	0.0	76.4	76.4	48.4	29.8	0.0
LOS by Move:	B	A	D	A	A	A	A	E	E	D	C	A
HCM2kAvgQ:	2	0	26	0	0	0	0	10	10	26	22	0

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
 Loss Time (sec): 4 Average Delay (sec/veh): 16.1
 Optimal Cycle: 24 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10			
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	1	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:	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:	16	67	102	190	46	46	20	333	32	87	471	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	67	102	190	46	46	20	333	32	87	471	201
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:	16	67	102	190	46	46	20	333	32	87	471	201

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.90	0.90	0.60	0.60	0.85	0.90	0.90	0.90	0.82	0.82	0.82
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.:	142	583	890	874	211	1530	166	2785	271	338	1830	783

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.22	0.22	0.03	0.12	0.12	0.12	0.26	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.26	0.26	0.26	0.49	0.49	0.07	0.23	0.23	0.23	0.49	0.49	0.49
Delay/Veh:	17.9	17.9	17.9	20.9	20.9	16.2	13.2	13.2	13.2	15.8	15.8	15.8
User DelAdj:	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:	17.9	17.9	17.9	20.9	20.9	16.2	13.2	13.2	13.2	15.8	15.8	15.8
LOS by Move:	B	B	B	C	C	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	6	6	1	3	3	3	8	8	8

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
 Loss Time (sec): 8 Average Delay (sec/veh): 21.1
 Optimal Cycle: 48 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:	10	10	10	10	10	10	10	10	10	10	10	10										
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: >> 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:	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	403	164	160	454	0	0	0	0	314	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	403	164	160	454	0	0	0	0	314	0	210
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	403	164	160	454	0	0	0	0	314	0	210

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
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	1800	1530	1710	1800	0	0	0	0	1710	0	1530

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.11	0.09	0.25	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.41	0.75	0.17	0.58	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.54	0.14	0.54	0.43	0.00	0.00	0.00	0.00	0.54	0.00	0.41
Delay/Veh:	0.0	23.2	3.6	40.0	11.9	0.0	0.0	0.0	0.0	28.0	0.0	26.0
User DelAdj:	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	23.2	3.6	40.0	11.9	0.0	0.0	0.0	0.0	28.0	0.0	26.0
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	1	5	8	0	0	0	0	8	0	5

City of San Juan Capistrano 2010 Master Plan - HCM Method
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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
 Loss Time (sec): 8 Average Delay (sec/veh): 15.6
 Optimal Cycle: 48 Level Of Service: B

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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	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:	72 476 0	0 673 95	91 0 69	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	72 476 0	0 673 95	91 0 69	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:	72 476 0	0 673 95	91 0 69	0 0 0

Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.86 0.90 1.00	1.00 0.88 0.88	0.86 1.00 0.77	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.:	1539 1620 0	0 1394 198	1539 0 1377	0 0 0

Capacity Analysis Module:				
Vol/Sat:	0.05 0.29 0.00	0.00 0.48 0.48	0.06 0.00 0.05	0.00 0.00 0.00
Crit Moves:	****	****	****	
Green/Cycle:	0.10 0.61 0.00	0.00 0.72 0.72	0.10 0.00 0.10	0.00 0.00 0.00
Volume/Cap:	0.47 0.48 0.00	0.00 0.67 0.67	0.59 0.00 0.50	0.00 0.00 0.00
Delay/Veh:	44.7 11.0 0.0	0.0 9.1 9.1	49.0 0.0 45.6	0.0 0.0 0.0
User DelAdj:	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:	44.7 11.0 0.0	0.0 9.1 9.1	49.0 0.0 45.6	0.0 0.0 0.0
LOS by Move:	D B A	A A A	D A D	A A A
HCM2kAvgQ:	3 8 0	0 13 13	4 0 3	0 0 0

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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): 2.5 Worst Case Level Of Service: E[44.9]

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	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:	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	570	101	16	763	0	0	0	0	69	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	570	101	16	763	0	0	0	0	69	0	13

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	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:	xxxxx	xxxx	xxxxxx	672	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1416	1416	621
Potent Cap.:	xxxxx	xxxx	xxxxxx	929	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	153	139	491
Move Cap.:	xxxxx	xxxx	xxxxxx	929	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	151	136	491
Volume/Cap:	xxxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.46	0.00	0.03

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.9	xxxx	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.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	169	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	44.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			44.9		
ApproachLOS:	*			*			*			E		

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

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 12 Average Delay (sec/veh): 45.2
 Optimal Cycle: 84 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				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ovl			Include			Include						
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10				
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	0	2	0	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:	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:	464	302	315	90	318	423	314	789	373	296	705	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	302	315	90	318	423	314	789	373	296	705	54
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:	464	302	315	90	318	423	314	789	373	296	705	54

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
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.:	3420	1800	1530	1710	1800	1530	1710	3600	1530	1710	3600	1530

Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.21	0.05	0.18	0.28	0.18	0.22	0.24	0.17	0.20	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.27	0.27	0.11	0.22	0.47	0.25	0.30	0.30	0.21	0.27	0.27
Volume/Cap:	0.81	0.61	0.75	0.48	0.81	0.59	0.74	0.73	0.81	0.81	0.74	0.13
Delay/Veh:	56.6	40.2	47.2	51.9	56.5	24.9	48.1	40.1	49.2	57.7	43.3	33.7
User DelAdj:	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:	56.6	40.2	47.2	51.9	56.5	24.9	48.1	40.1	49.2	57.7	43.3	33.7
LOS by Move:	E	D	D	D	E	C	D	D	D	E	D	C
HCM2kAvgQ:	10	10	12	4	13	12	12	14	15	13	13	2
