

4. Existing Conditions – ICU Methodology



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

Level Of Service Computation Report

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

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 30 Level Of Service: B

Street Name:	Rancho Viejo Rd						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	1	0	1	0	2	1	0	3

Volume Module:Existing AM weekday

Base Vol:	286	111	30	175	127	149	203	1226	457	54	1414	292
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:	286	111	30	175	127	149	203	1226	457	54	1414	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	111	30	175	127	149	203	1226	457	54	1414	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	111	30	175	127	149	203	1226	457	54	1414	292
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:	286	111	30	175	127	149	203	1226	457	54	1414	292
OvlAdjVol:									314			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.79	0.21	1.17	0.84	0.99	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	1338	362	1979	1436	1686	1700	3400	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.09	0.09	0.09	0.12	0.36	0.27	0.03	0.28	0.17
OvlAdjV/S:									0.18			
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 130 Level Of Service: E

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

Volume Module:AM Peak Weekday

Base Vol:	253	0	682	0	0	0	652	1179	0	0	1006	788
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:	253	0	682	0	0	0	652	1179	0	0	1006	788
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	0	682	0	0	0	652	1179	0	0	1006	788
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	0	682	0	0	0	652	1179	0	0	1006	788
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:	253	0	682	0	0	0	652	1179	0	0	1006	788

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.00	1.46	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	920	0	2480	0	0	0	3400	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.19	0.35	0.00	0.00	0.30	0.46
Crit Moves:	****						****				****	

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Level Of Service Computation Report

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 76 Level Of Service: D

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

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Volume Module:AM Peak Weekday

Base Vol:	0	0	0	741	1	781	0	1090	162	483	777	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	741	1	781	0	1090	162	483	777	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	741	1	781	0	1090	162	483	777	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	741	1	781	0	1090	162	483	777	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	741	1	781	0	1090	162	483	777	0

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.46	0.01	1.53	0.00	2.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	2481	3	2615	0	4440	660	1700	3400	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.25	0.25	0.28	0.23	0.00
Crit Moves:				****			****			****		

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Del Obispo St						Ortega Hwy												
Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Split Phase			Split Phase			Permitted			Protected									
Rights:	Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	1	0	0	0	2	0	0	0	0	0	0	2	1	0	2	0	1	0	0

Volume Module:AM Peak Weekday Existing

Base Vol:	90	0	929	0	0	0	0	364	42	996	542	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:	90	0	929	0	0	0	0	364	42	996	542	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	929	0	0	0	0	364	42	996	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	929	0	0	0	0	364	42	996	542	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:	90	0	929	0	0	0	0	364	42	996	542	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.69	0.31	2.00	1.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	4572	528	3400	1700	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.27	0.00	0.00	0.00	0.00	0.08	0.08	0.29	0.32	0.00
Crit Moves:			****					****		****		

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Level Of Service Computation Report

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	0	1	0

Volume Module:AM Existing Weekday

Base Vol:	19	75	34	219	61	72	20	186	17	74	361	235
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:	19	75	34	219	61	72	20	186	17	74	361	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	75	34	219	61	72	20	186	17	74	361	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	75	34	219	61	72	20	186	17	74	361	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	75	34	219	61	72	20	186	17	74	361	235

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.59	0.26	0.78	0.22	1.00	0.18	1.67	0.15	0.22	1.08	0.70
Final Sat.:	252	996	452	1330	370	1700	305	2836	259	376	1832	1193

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.08	0.13	0.16	0.04	0.01	0.07	0.07	0.04	0.20	0.20
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Camino Capistrano Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

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

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Control: Permitted Protected Split Phase Split Phase

Rights: Ovl Include Include Include

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

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

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Volume Module:AM Existing Weekday

Base Vol: 0 448 55 163 458 0 0 0 0 175 0 282

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: 0 448 55 163 458 0 0 0 0 175 0 282

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

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 448 55 163 458 0 0 0 0 175 0 282

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

Reduced Vol: 0 448 55 163 458 0 0 0 0 175 0 282

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: 0 448 55 163 458 0 0 0 0 175 0 282

OvlAdjVol: 0

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Saturation Flow Module:

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

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

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

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

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Capacity Analysis Module:

Vol/Sat: 0.00 0.26 0.03 0.10 0.27 0.00 0.00 0.00 0.00 0.10 0.00 0.17

OvlAdjV/S: 0.00

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

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

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Camino Capistrano Verdugo St

Approach: North Bound South Bound East Bound West Bound

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

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

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

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

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Volume Module:Existing AM Peak

Base Vol: 15 403 0 0 604 24 13 0 12 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: 15 403 0 0 604 24 13 0 12 0 0 0

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

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 15 403 0 0 604 24 13 0 12 0 0 0

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

Reduced Vol: 15 403 0 0 604 24 13 0 12 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: 15 403 0 0 604 24 13 0 12 0 0 0

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Saturation Flow Module:

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

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

Lanes: 1.00 1.00 0.00 0.00 0.96 0.04 1.00 0.00 1.00 0.00 0.00 0.00

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

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Capacity Analysis Module:

Vol/Sat: 0.01 0.24 0.00 0.00 0.37 0.37 0.01 0.00 0.01 0.00 0.00 0.00

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[25.3]

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: Existing AM Peak	Camino Capistrano			Camino Capistrano			Forster Lane			Forster Lane		
Base Vol:	0	426	104	7	622	0	0	0	0	60	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	426	104	7	622	0	0	0	0	60	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	426	104	7	622	0	0	0	0	60	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	426	104	7	622	0	0	0	0	60	0	4

Critical Gap Module:	Camino Capistrano			Camino Capistrano			Forster Lane			Forster Lane		
Critical Gp:	xxxxxx	xxxxx	xxxxxx	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxxx	xxxxx	xxxxxx	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:	Camino Capistrano			Camino Capistrano			Forster Lane			Forster Lane		
Cnflct Vol:	xxxxx	xxxxx	xxxxxx	530	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1114	1114	478
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1048	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	232	210	591
Move Cap.:	xxxxx	xxxxx	xxxxxx	1048	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	231	209	591
Volume/Cap:	xxxxx	xxxxx	xxxxxx	0.01	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.26	0.00	0.01

Level Of Service Module:	Camino Capistrano			Camino Capistrano			Forster Lane			Forster Lane		
2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	8.5	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	240	xxxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	1.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	25.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			25.3		
ApproachLOS:	*			*			*			D		

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

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Weekday AM Peak

Level Of Service Computation Report

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

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Plaza Dr						Del Obispo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	2	0	1	1

Volume Module:AM Existing Weekday

Base Vol:	31	6	51	7	2	2	0	764	89	61	696	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:	31	6	51	7	2	2	0	764	89	61	696	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	6	51	7	2	2	0	764	89	61	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	6	51	7	2	2	0	764	89	61	696	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:	31	6	51	7	2	2	0	764	89	61	696	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	0.64	0.18	0.18	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	179	1521	1082	309	309	0	3400	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.01	0.01	0.01	0.00	0.22	0.05	0.04	0.20	0.00
Crit Moves:			****	****			****			****		

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

Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 29 Level Of Service: B

Street Name:	Camino Capistrano						Del Obispo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	1	0	1	0	1	1

Volume Module:AM Existing Weekday

Base Vol:	243	196	102	34	209	308	310	753	320	107	616	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:	243	196	102	34	209	308	310	753	320	107	616	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	196	102	34	209	308	310	753	320	107	616	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	196	102	34	209	308	310	753	320	107	616	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	196	102	34	209	308	310	753	320	107	616	16
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.06	0.02	0.12	0.18	0.18	0.22	0.19	0.06	0.18	0.01	
OvlAdjV/S:	0.00												
Crit Moves:	****	****					****	****					

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

Level Of Service Computation Report

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

Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Paseo Adelanto						Del Obispo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0	2	0	1

Volume Module:AM Existing Weekday

Base Vol:	20	3	83	20	2	17	14	1349	60	187	1050	21
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:	20	3	83	20	2	17	14	1349	60	187	1050	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	3	83	20	2	17	14	1349	60	187	1050	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3	83	20	2	17	14	1349	60	187	1050	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	3	83	20	2	17	14	1349	60	187	1050	21
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.11	0.89	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	179	1521	1700	3255	145	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.05	0.01	0.01	0.01	0.01	0.41	0.41	0.11	0.31	0.01
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

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

Level Of Service Computation Report

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

Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Alipaz St						Del Obispo St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	0	2	1	0	0	1	0	1	0	1	1	0

Volume Module:AM Existing Weekday

Base Vol:	23	20	427	72	24	8	3	924	48	311	733	43
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	20	427	72	24	8	3	924	48	311	733	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	20	427	72	24	8	3	924	48	311	733	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	20	427	72	24	8	3	924	48	311	733	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	20	427	72	24	8	3	924	48	311	733	43
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	2.00	1.00	0.75	0.25	1.00	1.90	0.10	1.00	1.89	0.11
Final Sat.:	909	791	3400	1700	1275	425	1700	3232	168	1700	3212	188

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.13	0.04	0.02	0.02	0.00	0.29	0.29	0.18	0.23	0.23
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

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

Level Of Service Computation Report

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

Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Camino Capistrano Avenida Golondrina

Approach: North Bound South Bound East Bound West Bound

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

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

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

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

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Volume Module:Existing AM Peak

Base Vol: 14 495 62 27 474 39 77 7 19 55 8 32

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

Initial Bse: 14 495 62 27 474 39 77 7 19 55 8 32

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

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 14 495 62 27 474 39 77 7 19 55 8 32

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

Reduced Vol: 14 495 62 27 474 39 77 7 19 55 8 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

FinalVolume: 14 495 62 27 474 39 77 7 19 55 8 32

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Saturation Flow Module:

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

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

Lanes: 1.00 1.78 0.22 1.00 1.85 0.15 0.75 0.07 0.18 1.00 0.20 0.80

Final Sat.: 1700 3022 378 1700 3142 258 1271 116 314 1700 340 1360

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Capacity Analysis Module:

Vol/Sat: 0.01 0.16 0.16 0.02 0.15 0.15 0.05 0.06 0.06 0.03 0.02 0.02

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

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

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

Intersection #90 El Camino Real/Spring St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

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

Volume Module:AM Existing Weekday

Base Vol:	0	217	118	70	231	0	0	0	0	63	0	111
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	217	118	70	231	0	0	0	0	63	0	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	217	118	70	231	0	0	0	0	63	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	118	70	231	0	0	0	0	63	0	111
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	217	118	70	231	0	0	0	0	63	0	111

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	0.65	0.35	0.23	0.77	0.00	0.00	1.00	0.00	0.36	0.00	0.64
Final Sat.:	0	505	275	171	564	0	0	562	0	241	0	425

Capacity Analysis Module:

Vol/Sat:	xxxx	0.43	0.43	0.41	0.41	xxxx	xxxx	0.00	xxxx	0.26	xxxx	0.26
Crit Moves:			****	****				****		****		
Delay/Veh:	0.0	10.6	10.6	10.8	10.8	0.0	0.0	0.0	0.0	9.5	0.0	9.5
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	10.6	10.6	10.8	10.8	0.0	0.0	0.0	0.0	9.5	0.0	9.5
LOS by Move:	*	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.6		10.8			xxxxxxx			9.5		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		10.6		10.8			xxxxxxx			9.5		
LOS by Appr:		B		B			*			A		
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	0.0	0.0	0.0	0.3	0.3	0.3

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

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

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

Intersection #98 El Camino Real/Acjachema

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

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

Volume Module:AM Existing Weekday

Base Vol:	111	208	10	3	186	14	16	1	59	17	6	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:	111	208	10	3	186	14	16	1	59	17	6	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	208	10	3	186	14	16	1	59	17	6	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	208	10	3	186	14	16	1	59	17	6	4
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:	111	208	10	3	186	14	16	1	59	17	6	4

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.:	270	507	24	12	721	54	148	9	546	397	140	93

Capacity Analysis Module:

Vol/Sat:	0.41	0.41	0.41	0.26	0.26	0.26	0.11	0.11	0.11	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	10.4	10.4	10.4	8.9	8.9	8.9	8.2	8.2	8.2	8.4	8.4	8.4
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:	10.4	10.4	10.4	8.9	8.9	8.9	8.2	8.2	8.2	8.4	8.4	8.4
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.4			8.9			8.2			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			8.9			8.2			8.4		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.7	0.7	0.7	0.3	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0

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

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

Level Of Service Computation Report

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

Intersection #99 Camino Capistrano/Acjachema St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:AM Existing Weekday

Base Vol:	0	430	97	75	529	0	0	0	0	60	0	25
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	430	97	75	529	0	0	0	0	60	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	97	75	529	0	0	0	0	60	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	97	75	529	0	0	0	0	60	0	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:	0	430	97	75	529	0	0	0	0	60	0	25

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.82	0.18	1.00	1.00	0.00	0.00	0.00	0.00	0.71	0.00	0.29
Final Sat.:	0	1387	313	1700	1700	0	0	0	0	1200	0	500

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.04	0.31	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****			****			****					

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Level Of Service Computation Report

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

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 42 Level Of Service: C

Street Name:	Rancho Viejo Rd						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	1	0	1	0	2	1	0	3

Volume Module:PM Existing Weekday

Base Vol:	387	82	48	190	139	238	193	1424	405	36	1077	121
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:	387	82	48	190	139	238	193	1424	405	36	1077	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	82	48	190	139	238	193	1424	405	36	1077	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	82	48	190	139	238	193	1424	405	36	1077	121
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:	387	82	48	190	139	238	193	1424	405	36	1077	121
OvlAdjVol:									211			

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.63	0.37	1.16	0.84	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	1072	628	1964	1436	1700	1700	3400	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.11	0.08	0.08	0.10	0.10	0.14	0.11	0.42	0.24	0.02	0.21	0.07
OvlAdjV/S:									0.12			
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 65 Level Of Service: D

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

Volume Module:PM Existing Weekday

Base Vol:	198	0	591	0	0	0	576	1414	0	0	1002	676
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:	198	0	591	0	0	0	576	1414	0	0	1002	676
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	591	0	0	0	576	1414	0	0	1002	676
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	591	0	0	0	576	1414	0	0	1002	676
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:	198	0	591	0	0	0	576	1414	0	0	1002	676

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	1.50	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	853	0	2547	0	0	0	3400	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.17	0.42	0.00	0.00	0.29	0.40
Crit Moves:	****						****			****		

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Level Of Service Computation Report

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 100 Level Of Service: E

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

Volume Module:PM Existing Weekday

Base Vol:	0	0	0	955	0	796	0	1034	185	490	710	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	955	0	796	0	1034	185	490	710	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	955	0	796	0	1034	185	490	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	955	0	796	0	1034	185	490	710	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	955	0	796	0	1034	185	490	710	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.64	xxxx	1.36	0.00	2.54	0.46	1.00	2.00	0.00
Final Sat.:	0	0	0	2782	0	2318	0	4326	774	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.34	0.00	0.24	0.24	0.29	0.21	0.00
Crit Moves:						****		****		****		

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Level Of Service Computation Report

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 38 Level Of Service: C

Street Name:	Del Obispo St						Ortega Hwy												
Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Split Phase			Split Phase			Permitted			Protected									
Rights:	Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	1	0	0	0	2	0	0	0	0	0	0	2	1	0	2	0	1	0	0

Volume Module:PM Existing Weekday

Base Vol:	98	0	882	0	0	0	0	345	72	1079	435	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:	98	0	882	0	0	0	0	345	72	1079	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	882	0	0	0	0	345	72	1079	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	882	0	0	0	0	345	72	1079	435	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:	98	0	882	0	0	0	0	345	72	1079	435	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.48	0.52	2.00	1.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	4219	881	3400	1700	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.26	0.00	0.00	0.00	0.00	0.08	0.08	0.32	0.26	0.00
Crit Moves:			****					****		****		

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Level Of Service Computation Report

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	0	1	0

Volume Module:PM Existing Weekday

Base Vol:	12	73	113	129	25	35	6	177	20	81	275	142
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:	12	73	113	129	25	35	6	177	20	81	275	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	73	113	129	25	35	6	177	20	81	275	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	73	113	129	25	35	6	177	20	81	275	142
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:	12	73	113	129	25	35	6	177	20	81	275	142

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.37	0.57	0.84	0.16	1.00	0.06	1.74	0.20	0.33	1.10	0.57
Final Sat.:	103	627	970	1424	276	1700	100	2965	335	553	1878	969

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.12	0.08	0.09	0.02	0.00	0.06	0.06	0.05	0.15	0.15
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:PM Existing Weekday

Base Vol:	0	460	83	116	443	0	0	0	0	160	0	157
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	460	83	116	443	0	0	0	0	160	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	460	83	116	443	0	0	0	0	160	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	460	83	116	443	0	0	0	0	160	0	157
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	460	83	116	443	0	0	0	0	160	0	157
OvlAdjVol:	0											

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.05	0.07	0.26	0.00	0.00	0.00	0.00	0.09	0.00	0.09
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

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Level Of Service Computation Report

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

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:Existing PM Peak

Base Vol:	34	436	0	0	554	51	38	0	49	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:	34	436	0	0	554	51	38	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	436	0	0	554	51	38	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	436	0	0	554	51	38	0	49	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:	34	436	0	0	554	51	38	0	49	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1557	143	1700	0	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.00	0.00	0.36	0.36	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[33.0]

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: Existing PM Peak

Base Vol:	0	473	122	15	621	0	0	0	0	87	0	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:	0	473	122	15	621	0	0	0	0	87	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	473	122	15	621	0	0	0	0	87	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	473	122	15	621	0	0	0	0	87	0	11

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxxx	595	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1185	1185	534
Potent Cap.:	xxxxx	xxxxx	xxxxxx	991	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	211	191	550
Move Cap.:	xxxxx	xxxxx	xxxxxx	991	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	208	188	550
Volume/Cap:	xxxxx	xxxxx	xxxxxx	0.02	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.42	0.00	0.02

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	8.7	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	224	xxxxxx
Shared Queue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	2.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	33.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			33.0		
ApproachLOS:	*			*			*			D		

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

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

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

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Plaza Dr						Del Obispo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	2	0	1	1

Volume Module:PM Existng Weekday

Base Vol:	99	6	91	19	11	33	0	811	87	79	811	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:	99	6	91	19	11	33	0	811	87	79	811	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	6	91	19	11	33	0	811	87	79	811	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	6	91	19	11	33	0	811	87	79	811	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	6	91	19	11	33	0	811	87	79	811	14

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.30	0.17	0.53	0.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1700	105	1595	513	297	890	0	3400	1700	1700	3342	58

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.00	0.24	0.05	0.05	0.24	0.24
Crit Moves:	****			****			****			****		

City of San Juan Capistrano 2010 Master Plan
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Weekday PM Peak

Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 34 Level Of Service: B

Street Name: Camino Capistrano Del Obispo St

Approach: North Bound South Bound East Bound West Bound

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

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Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

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

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

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Volume Module:PM Existing Weekday

Base Vol: 336 246 234 68 207 320 285 647 294 163 767 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: 336 246 234 68 207 320 285 647 294 163 767 35

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

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 336 246 234 68 207 320 285 647 294 163 767 35

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

Reduced Vol: 336 246 234 68 207 320 285 647 294 163 767 35

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

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

FinalVolume: 336 246 234 68 207 320 285 647 294 163 767 35

OvlAdjVol: 35

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Saturation Flow Module:

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

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

Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

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

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Capacity Analysis Module:

Vol/Sat: 0.10 0.14 0.14 0.04 0.12 0.19 0.17 0.19 0.17 0.10 0.23 0.02

OvlAdjV/S: 0.02

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

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

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

Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Paseo Adelanto						Del Obispo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0	2	0	1

Volume Module:PM Existing Weekday

Base Vol:	80	2	199	30	2	22	9	1032	60	149	1285	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
Initial Bse:	80	2	199	30	2	22	9	1032	60	149	1285	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	2	199	30	2	22	9	1032	60	149	1285	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2	199	30	2	22	9	1032	60	149	1285	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	2	199	30	2	22	9	1032	60	149	1285	12
OvlAdjVol:	50											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.08	0.92	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	142	1558	1700	3213	187	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.12	0.02	0.01	0.01	0.01	0.32	0.32	0.09	0.38	0.01
OvlAdjV/S:	0.03											
Crit Moves:	****				****				****			

City of San Juan Capistrano 2010 Master Plan
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Weekday PM Peak

Level Of Service Computation Report

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

Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Alipaz St						Del Obispo St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	0	2	1	0	0	1	0	1	0	1	1	0

Volume Module:PM Existing Weekday

Base Vol:	8	8	412	32	9	5	6	657	43	461	863	63
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:	8	8	412	32	9	5	6	657	43	461	863	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	8	412	32	9	5	6	657	43	461	863	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	412	32	9	5	6	657	43	461	863	63
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:	8	8	412	32	9	5	6	657	43	461	863	63
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	2.00	1.00	0.64	0.36	1.00	1.88	0.12	1.00	1.86	0.14
Final Sat.:	850	850	3400	1700	1093	607	1700	3191	209	1700	3169	231

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.12	0.02	0.01	0.01	0.00	0.21	0.21	0.27	0.27	0.27
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Camino Capistrano Avenida Golondrina

Approach: North Bound South Bound East Bound West Bound

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

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Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

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

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

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Volume Module:Existing PM Peak

Base Vol: 22 591 114 67 559 45 104 16 30 124 25 59

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: 22 591 114 67 559 45 104 16 30 124 25 59

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

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 22 591 114 67 559 45 104 16 30 124 25 59

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

Reduced Vol: 22 591 114 67 559 45 104 16 30 124 25 59

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

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

FinalVolume: 22 591 114 67 559 45 104 16 30 124 25 59

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Saturation Flow Module:

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

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

Lanes: 1.00 1.68 0.32 1.00 1.85 0.15 0.69 0.11 0.20 1.00 0.30 0.70

Final Sat.: 1700 2850 550 1700 3147 253 1179 181 340 1700 506 1194

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Capacity Analysis Module:

Vol/Sat: 0.01 0.21 0.21 0.04 0.18 0.18 0.06 0.09 0.09 0.07 0.05 0.05

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

City of San Juan Capistrano 2010 Master Plan
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Weekday PM Peak

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

Intersection #90 El Camino Real/Spring St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

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

Volume Module: PM Existing Weekday

Base Vol:	0	232	29	20	161	0	0	0	0	15	0	19
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	232	29	20	161	0	0	0	0	15	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	232	29	20	161	0	0	0	0	15	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	29	20	161	0	0	0	0	15	0	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:	0	232	29	20	161	0	0	0	0	15	0	19

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	0.89	0.11	0.11	0.89	0.00	0.00	1.00	0.00	0.44	0.00	0.56
Final Sat.:	0	775	97	92	744	0	0	683	0	322	0	408

Capacity Analysis Module:

Vol/Sat:	xxxx	0.30	0.30	0.22	0.22	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	8.8	8.8	8.4	8.4	0.0	0.0	0.0	0.0	7.8	0.0	7.8
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:	0.0	8.8	8.8	8.4	8.4	0.0	0.0	0.0	0.0	7.8	0.0	7.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.8		8.4			xxxxxxx			7.8		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		8.8		8.4			xxxxxxx			7.8		
LOS by Appr:		A		A			*			A		
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0

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

City of San Juan Capistrano 2010 Master Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #98 El Camino Real/Acjachema

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

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

Volume Module: PM Existing Weekday

Base Vol:	29	165	44	6	97	19	15	9	28	21	5	10
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:	29	165	44	6	97	19	15	9	28	21	5	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	165	44	6	97	19	15	9	28	21	5	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	165	44	6	97	19	15	9	28	21	5	10
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:	29	165	44	6	97	19	15	9	28	21	5	10

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:	0.12	0.70	0.18	0.05	0.79	0.16	0.29	0.17	0.54	0.58	0.14	0.28
Final Sat.:	104	593	158	41	656	129	219	131	408	420	100	200

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.15	0.15	0.15	0.07	0.07	0.07	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	8.7	8.7	8.7	8.0	8.0	8.0	7.7	7.7	7.7	7.9	7.9	7.9
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:	8.7	8.7	8.7	8.0	8.0	8.0	7.7	7.7	7.7	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			8.0			7.7			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.0			7.7			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

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

City of San Juan Capistrano 2010 Master Plan
Existing Conditions
Weekday PM Peak

Level Of Service Computation Report

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

Intersection #99 Camino Capistrano/Acjachema St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 20 Level Of Service: A

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

Volume Module:PM Existing Weekday

Base Vol:	0	511	22	40	451	0	0	0	0	20	0	23
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	511	22	40	451	0	0	0	0	20	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	511	22	40	451	0	0	0	0	20	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	511	22	40	451	0	0	0	0	20	0	23
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	511	22	40	451	0	0	0	0	20	0	23

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	1630	70	1700	1700	0	0	0	0	791	0	909

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.02	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****		****		****		****		****		****	

City of San Juan Capistrano 2010 Master Plan
Existing Conditions
Saturday Peak

Level Of Service Computation Report

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 39 Level Of Service: C

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

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

Base Vol:	163	0	452	0	0	0	585	899	0	0	1043	539
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:	163	0	452	0	0	0	585	899	0	0	1043	539
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	0	452	0	0	0	585	899	0	0	1043	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	0	452	0	0	0	585	899	0	0	1043	539
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:	163	0	452	0	0	0	585	899	0	0	1043	539

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.00	1.47	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	901	0	2499	0	0	0	3400	3400	0	0	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.17	0.26	0.00	0.00	0.31	0.32
Crit Moves:	****						****				****	

City of San Juan Capistrano 2010 Master Plan
Existing Conditions
Saturday Peak

Level Of Service Computation Report

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 49 Level Of Service: C

Street Name:	I-5 SB Ramps						Ortega Hwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	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:	1.00	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	440	6	642	0	999	199	490	717	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	440	6	642	0	999	199	490	717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	440	6	642	0	999	199	490	717	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	440	6	642	0	999	199	490	717	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.21	0.02	1.77	0.00	2.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	2063	28	3009	0	4253	847	1700	3400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.23	0.23	0.29	0.21	0.00
Crit Moves:				****			****			****		

City of San Juan Capistrano 2010 Master Plan
Existing Conditions
Saturday Peak

Level Of Service Computation Report

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 32 Level Of Service: B

Street Name:	Del Obispo St						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	2	1	2	0	0

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

Base Vol:	70	0	885	0	0	0	0	285	49	921	476	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:	70	0	885	0	0	0	0	285	49	921	476	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	885	0	0	0	0	285	49	921	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	885	0	0	0	0	285	49	921	476	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:	70	0	885	0	0	0	0	285	49	921	476	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.56	0.44	2.00	1.00	0.00
Final Sat.:	1700	0	3400	0	0	0	0	4352	748	3400	1700	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.07	0.07	0.27	0.28	0.00
Crit Moves:			****					****		****		

City of San Juan Capistrano 2010 Master Plan
Existing Conditions
Saturday Peak

Level Of Service Computation Report

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	1	0	0	1	0

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

Base Vol:	14	54	88	116	37	34	9	212	28	75	341	134
Growth Adj:	1.00	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	54	88	116	37	34	9	212	28	75	341	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	54	88	116	37	34	9	212	28	75	341	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	54	88	116	37	34	9	212	28	75	341	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	54	88	116	37	34	9	212	28	75	341	134

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.35	0.56	0.76	0.24	1.00	0.07	1.71	0.22	0.27	1.24	0.49
Final Sat.:	153	588	959	1289	411	1700	123	2895	382	464	2108	828

Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.09	0.07	0.09	0.02	0.01	0.07	0.07	0.04	0.16	0.16
Crit Moves:	****			****			****			****		

City of San Juan Capistrano 2010 Master Plan
Existing Conditions
Saturday Peak

Level Of Service Computation Report

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 22 Level Of Service: A

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

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

Base Vol:	0	347	100	96	391	0	0	0	0	235	0	147
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	347	100	96	391	0	0	0	0	235	0	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	347	100	96	391	0	0	0	0	235	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	347	100	96	391	0	0	0	0	235	0	147
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	347	100	96	391	0	0	0	0	235	0	147
OvlAdjVol:	0											

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.06	0.06	0.23	0.00	0.00	0.00	0.00	0.14	0.00	0.09
OvlAdjV/S:	0.00											
Crit Moves:	****			****						****		

City of San Juan Capistrano 2010 Master Plan
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Saturday Peak

Level Of Service Computation Report

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

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Camino Capistrano						Verdugo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

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

Base Vol:	62	375	0	0	549	77	72	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	375	0	0	549	77	72	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	375	0	0	549	77	72	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	375	0	0	549	77	72	0	60	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:	62	375	0	0	549	77	72	0	60	0	0	0

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.88	0.12	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1491	209	1700	0	1700	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.22	0.00	0.00	0.37	0.37	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

City of San Juan Capistrano 2010 Master Plan
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Saturday Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[25.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Camino Capistrano and Forster Lane with various approach and movement details.

Table with columns for Volume Module, Count, Date, and 12 lanes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with columns for Critical Gap Module, Critical Gp, and FollowUpTim. Rows show critical gap values and follow-up times for different lanes.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows show conflict volumes, potential and move capacities, and volume-to-capacity ratios.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows show level of service metrics and approach details.

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

City of San Juan Capistrano 2010 Master Plan
Existing Conditions
Saturday Peak

Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 30 Level Of Service: B

Street Name:	Camino Capistrano						Del Obispo St									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Ovl			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	1	0	1	1	1	0	2	0	1	1	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	248	167	78	264	342	245	626	288	159	563	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	248	167	78	264	342	245	626	288	159	563	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	248	167	78	264	342	245	626	288	159	563	47
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:	369	248	167	78	264	342	245	626	288	159	563	47
OvlAdjVol:	97											

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.11	0.15	0.10	0.05	0.16	0.20	0.14	0.18	0.17	0.09	0.17	0.03
OvlAdjV/S:	0.06											
Crit Moves:	****	****					****	****				
