

5. Existing Conditions – HCM Methodology



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

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

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): 28.8
Optimal Cycle: 55 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:	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: 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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	301	117	32	184	134	157	214	1291	481	57	1488	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	117	32	184	134	157	214	1291	481	57	1488	307
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:	301	117	32	184	134	157	214	1291	481	57	1488	307

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.97	0.97	0.88	0.93	0.93	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	2.00	0.79	0.21	1.20	0.83	0.97	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3040	1372	371	1911	1387	1627	1615	3600	1530	1615	5400	1530

Capacity Analysis Module:

Vol/Sat:	0.10	0.09	0.09	0.10	0.10	0.10	0.13	0.36	0.31	0.04	0.28	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.20	0.52	0.66	0.09	0.41	0.41
Volume/Cap:	0.69	0.60	0.60	0.69	0.69	0.69	0.67	0.69	0.48	0.39	0.67	0.49
Delay/Veh:	49.6	48.0	48.0	48.2	48.2	48.2	46.3	21.1	9.6	48.8	27.1	24.5
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:	49.6	48.0	48.0	48.2	48.2	48.2	46.3	21.1	9.6	48.8	27.1	24.5
LOS by Move:	D	D	D	D	D	D	D	C	A	D	C	C
DesignQueue:	9	8	8	9	9	9	11	21	11	3	19	12

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

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

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

 Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.265
 Loss Time (sec): 8 Average Delay (sec/veh): 82.0
 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: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:	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:	266	0	718	0	0	0	686	1241	0	0	1059	829
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	0	718	0	0	0	686	1241	0	0	1059	829
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:	266	0	718	0	0	0	686	1241	0	0	1059	829

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.84	1.00	1.00	0.94	1.00	0.85
Lanes:	0.44	0.00	1.56	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	658	0	2469	0	0	0	3040	3600	0	0	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.40	0.00	0.29	0.00	0.00	0.00	0.23	0.34	0.00	0.00	0.29	0.54
Crit Moves:	****						****					****
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.18	0.48	0.00	0.00	0.43	0.43
Volume/Cap:	1.26	0.00	0.91	0.00	0.00	0.00	1.26	0.72	0.00	0.00	0.69	1.26
Delay/Veh:	166.7	0.0	46.9	0.0	0.0	0.0	178.5	24.1	0.0	0.0	26.7	162.5
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:	166.7	0.0	46.9	0.0	0.0	0.0	178.5	24.1	0.0	0.0	26.7	162.5
LOS by Move:	F	A	D	A	A	A	F	C	A	A	C	F
DesignQueue:	29	0	20	0	0	0	20	22	0	0	20	33

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

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

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

 Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.186
 Loss Time (sec): 8 Average Delay (sec/veh): 74.0
 Optimal Cycle: 130 Level Of Service: E

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	2

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:	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	780	1	822	0	1147	171	508	818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	780	1	822	0	1147	171	508	818	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	780	1	822	0	1147	171	508	818	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.81	0.86	0.86	0.94	0.98	0.98	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.50	0.01	1.49	0.00	2.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	2183	2	2307	0	4612	685	1615	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.36	0.54	0.36	0.00	0.25	0.25	0.31	0.23	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.21	0.21	0.27	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.79	1.19	0.79	0.00	1.19	1.19	1.19	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	27.9	121	27.8	0.0	136	136.1	145.3	19.8	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:	0.0	0.0	0.0	27.9	121	27.8	0.0	136	136.1	145.3	19.8	0.0
LOS by Move:	A	A	A	C	F	C	A	F	F	F	B	A
DesignQueue:	0	0	0	20	31	20	0	23	23	26	14	0

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

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

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 8 Average Delay (sec/veh): 34.0
Optimal Cycle: 73 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:	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:	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:	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:	95	0	978	0	0	0	0	383	44	1048	571	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	978	0	0	0	0	383	44	1048	571	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
Final Volume:	95	0	978	0	0	0	0	383	44	1048	571	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	0.94	1.00	1.00	0.94	0.99	0.99	0.84	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.:	1615	0	2890	0	0	0	0	4769	550	3040	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.34	0.00	0.00	0.00	0.00	0.08	0.08	0.34	0.32	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.10	0.10	0.42	0.52	0.00
Volume/Cap:	0.14	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.82	0.82	0.61	0.00
Delay/Veh:	20.4	0.0	33.6	0.0	0.0	0.0	0.0	59.0	59.0	32.8	20.1	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:	20.4	0.0	33.6	0.0	0.0	0.0	0.0	59.0	59.0	32.8	20.1	0.0
LOS by Move:	C	A	C	A	A	A	A	E	E	C	C	A
DesignQueue:	4	0	20	0	0	0	0	8	8	23	18	0

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

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 4 Average Delay (sec/veh): 17.6
Optimal Cycle: 24 Level Of Service: B

Street Name:	El Camino Real						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:	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	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	79	36	231	64	76	21	196	18	78	380	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	79	36	231	64	76	21	196	18	78	380	247
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	79	36	231	64	76	21	196	18	78	380	247

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.63	0.67	0.85	0.82	0.87	0.87	0.79	0.84	0.84
Lanes:	0.16	0.58	0.26	0.79	0.21	1.00	0.19	1.66	0.15	0.23	1.07	0.70
Final Sat.:	240	947	430	900	251	1530	280	2608	238	331	1615	1051

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.26	0.26	0.05	0.08	0.08	0.08	0.24	0.24	0.24
Crit Moves:				****						****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.17	0.17	0.17	0.51	0.51	0.10	0.16	0.16	0.16	0.51	0.51	0.51
Delay/Veh:	13.7	13.7	13.7	17.6	17.6	13.2	15.8	15.8	15.8	19.4	19.4	19.4
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:	13.7	13.7	13.7	17.6	17.6	13.2	15.8	15.8	15.8	19.4	19.4	19.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	4	4	4	9	9	2	4	4	4	11	11	11

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

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 Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
 Loss Time (sec): 8 Average Delay (sec/veh): 22.9
 Optimal Cycle: 48 Level Of Service: C

Street Name:	Camino Capistrano						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:	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	1	0	1		0	0	0	0	0	
	1	0	0	0	1		1	0	0	0	1	

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:	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	472	58	172	482	0	0	0	0	184	0	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	472	58	172	482	0	0	0	0	184	0	297
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	472	58	172	482	0	0	0	0	184	0	297

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.90	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	1615	1800	0	0	0	0	1615	0	1530

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.04	0.11	0.27	0.00	0.00	0.00	0.00	0.11	0.00	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.43	0.75	0.17	0.60	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.61	0.05	0.61	0.44	0.00	0.00	0.00	0.00	0.36	0.00	0.61
Delay/Veh:	0.0	23.6	3.4	42.1	11.1	0.0	0.0	0.0	0.0	26.7	0.0	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:	0.0	23.6	3.4	42.1	11.1	0.0	0.0	0.0	0.0	26.7	0.0	31.2
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	C
DesignQueue:	0	16	1	9	11	0	0	0	0	8	0	12

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

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

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

 Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
 Loss Time (sec): 8 Average Delay (sec/veh): 10.2
 Optimal Cycle: 48 Level Of Service: B

Street Name:	Camino Capistrano						Verdugo St					
	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			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	0	0	1	0	0	0

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:	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	424	0	0	636	25	14	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	424	0	0	636	25	14	0	13	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	424	0	0	636	25	14	0	13	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	1550	62	1539	0	1377	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.26	0.00	0.00	0.41	0.41	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.10	0.59	0.00	0.00	0.72	0.72	0.10	0.00	0.10	0.00	0.00	0.00
Volume/Cap:	0.10	0.44	0.00	0.00	0.57	0.57	0.09	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	41.2	11.5	0.0	0.0	7.3	7.3	41.1	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:	41.2	11.5	0.0	0.0	7.3	7.3	41.1	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
DesignQueue:	1	10	0	0	11	11	1	0	1	0	0	0

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

City of San Juan Capistrano 2010 Master Plan - HCM Method
 Existing Conditions
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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): 1.5 Worst Case Level Of Service: D[28.1]

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

Base Vol:	0	426	104	7	622	0	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	1.00
Initial Bse:	0	426	104	7	622	0	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	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	448	109	7	655	0	0	0	0	0	63	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	448	109	7	655	0	0	0	0	0	63	0	4

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	558	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1173	1173	503
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1023	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	214	194	572
Move Cap.:	xxxxx	xxxxx	xxxxxx	1023	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	213	192	572
Volume/Cap:	xxxxx	xxxxx	xxxxxx	0.01	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.30	0.00	0.01

Level Of Service Module:

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	222	xxxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	1.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	28.1	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			28.1		
ApproachLOS:	*			*			*			D		

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

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

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 10 Average Delay (sec/veh): 11.7
Optimal Cycle: 50 Level Of Service: B

Street Name:	Plaza Dr						Del Obispo St					
	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	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:	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:	33	6	54	7	2	2	0	804	94	64	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	6	54	7	2	2	0	804	94	64	733	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:	33	6	54	7	2	2	0	804	94	64	733	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.87	0.87	0.89	0.94	0.94	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.11	0.89	0.65	0.17	0.18	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1615	164	1395	1043	298	298	0	3600	1530	1615	3600	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.01	0.01	0.01	0.00	0.22	0.06	0.04	0.20	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.00	0.59	0.59	0.11	0.70	0.00
Volume/Cap:	0.20	0.38	0.38	0.07	0.07	0.07	0.00	0.38	0.10	0.38	0.29	0.00
Delay/Veh:	41.7	43.4	43.4	41.0	41.0	41.0	0.0	10.8	8.9	43.1	5.8	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:	41.7	43.4	43.4	41.0	41.0	41.0	0.0	10.8	8.9	43.1	5.8	0.0
LOS by Move:	D	D	D	D	D	D	A	B	A	D	A	A
DesignQueue:	2	3	3	1	1	1	0	10	2	3	6	0

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

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

 Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 120 Critical Vol./Cap.(X): 0.654
 Loss Time (sec): 12 Average Delay (sec/veh): 35.9
 Optimal Cycle: 55 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: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:	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	206	107	36	220	324	326	793	337	113	648	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	206	107	36	220	324	326	793	337	113	648	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:	256	206	107	36	220	324	326	793	337	113	648	17

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.90	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.:	3040	1800	1530	1615	1800	1530	1615	3600	1530	1615	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.08	0.11	0.07	0.02	0.12	0.21	0.20	0.22	0.22	0.07	0.18	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.18	0.18	0.13	0.19	0.50	0.31	0.42	0.42	0.16	0.28	0.28
Volume/Cap:	0.65	0.63	0.38	0.17	0.65	0.43	0.65	0.52	0.52	0.43	0.65	0.04
Delay/Veh:	53.7	49.1	44.0	46.5	49.8	19.7	39.0	25.8	26.3	46.6	40.0	31.9
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:	53.7	49.1	44.0	46.5	49.8	19.7	39.0	25.8	26.3	46.6	40.0	31.9
LOS by Move:	D	D	D	D	D	B	D	C	C	D	D	C
DesignQueue:	9	12	6	2	12	11	17	16	14	7	16	1

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

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

 Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
 Loss Time (sec): 8 Average Delay (sec/veh): 14.8
 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	1	0	1	0	1	1	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:	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:	21	3	87	21	2	18	15	1420	63	197	1105	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	3	87	21	2	18	15	1420	63	197	1105	22
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:	21	3	87	21	2	18	15	1420	63	197	1105	22

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.71	1.00	0.85	0.72	0.87	0.87	0.90	0.99	0.99	0.90	1.00	0.85
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.:	1278	1800	1530	1304	164	1395	1615	3426	152	1615	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.06	0.02	0.01	0.01	0.01	0.41	0.41	0.12	0.31	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.10	0.29	0.10	0.10	0.10	0.20	0.63	0.63	0.19	0.62	0.62
Volume/Cap:	0.16	0.02	0.20	0.16	0.13	0.13	0.05	0.65	0.65	0.65	0.50	0.02
Delay/Veh:	41.8	40.6	27.2	41.7	41.4	41.4	32.2	12.2	12.2	42.8	10.7	7.4
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:	41.8	40.6	27.2	41.7	41.4	41.4	32.2	12.2	12.2	42.8	10.7	7.4
LOS by Move:	D	D	C	D	D	D	C	B	B	D	B	A
DesignQueue:	1	0	4	1	1	1	1	17	17	10	13	0

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

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

 Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
 Loss Time (sec): 10 Average Delay (sec/veh): 25.0
 Optimal Cycle: 50 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: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:	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	21	449	76	25	8	3	973	51	327	772	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	21	449	76	25	8	3	973	51	327	772	45
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	21	449	76	25	8	3	973	51	327	772	45

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.92	0.97	0.80	0.90	0.96	0.96	0.90	0.99	0.99	0.90	0.99	0.99
Lanes:	0.55	0.45	2.00	1.00	0.75	0.25	1.00	1.90	0.10	1.00	1.89	0.11
Final Sat.:	909	791	2890	1615	1300	433	1615	3398	177	1615	3373	198

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.16	0.05	0.02	0.02	0.00	0.29	0.29	0.20	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.39	0.10	0.10	0.10	0.21	0.41	0.41	0.29	0.49	0.49
Volume/Cap:	0.27	0.27	0.40	0.47	0.19	0.19	0.01	0.70	0.70	0.70	0.47	0.47
Delay/Veh:	42.5	42.5	22.2	44.6	41.9	41.9	31.0	25.9	25.9	36.2	17.3	17.3
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:	42.5	42.5	22.2	44.6	41.9	41.9	31.0	25.9	25.9	36.2	17.3	17.3
LOS by Move:	D	D	C	D	D	D	C	C	C	D	B	B
DesignQueue:	2	2	8	4	2	2	0	18	18	14	12	12

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

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

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

 Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
 Loss Time (sec): 8 Average Delay (sec/veh): 19.4
 Optimal Cycle: 38 Level Of Service: B

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	0	1	0	1	1	0	0

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:	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	521	65	28	499	41	81	7	20	58	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	521	65	28	499	41	81	7	20	58	8	34
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:	15	521	65	28	499	41	81	7	20	58	8	34

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	0.76	0.76	0.71	0.88	0.88
Lanes:	1.00	1.78	0.22	1.00	1.85	0.15	0.76	0.06	0.18	1.00	0.20	0.80
Final Sat.:	1615	3145	394	1615	3290	271	975	89	241	1270	317	1267

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.17	0.02	0.15	0.15	0.08	0.08	0.08	0.05	0.03	0.03
Crit Moves:	****			****			****					
Green/Cycle:	0.26	0.55	0.55	0.10	0.39	0.39	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.04	0.30	0.30	0.18	0.39	0.39	0.30	0.30	0.30	0.17	0.10	0.10
Delay/Veh:	27.9	12.4	12.4	41.7	22.2	22.2	29.2	29.2	29.2	27.8	27.2	27.2
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:	27.9	12.4	12.4	41.7	22.2	22.2	29.2	29.2	29.2	27.8	27.2	27.2
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
DesignQueue:	1	8	8	2	10	10	5	5	5	2	2	2

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

City of San Juan Capistrano 2010 Master Plan - HCM Method
 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): 0.457
 Loss Time (sec): 0 Average Delay (sec/veh): 10.9
 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		Stop Sign		Stop Sign					
Rights:	Include		Include		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	1	0

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:	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	228	124	74	243	0	0	0	0	66	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	124	74	243	0	0	0	0	66	0	117
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	228	124	74	243	0	0	0	0	66	0	117

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	499	272	169	558	0	0	546	0	237	0	418

Capacity Analysis Module:

Vol/Sat:	xxxx	0.46	0.46	0.44	0.44	xxxx	xxxx	0.00	xxxx	0.28	xxxx	0.28
Crit Moves:	****		****		****		****		****		****	
Delay/Veh:	0.0	11.1	11.1	11.3	11.3	0.0	0.0	0.0	0.0	9.8	0.0	9.8
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	11.1	11.1	11.3	11.3	0.0	0.0	0.0	0.0	9.8	0.0	9.8
LOS by Move:	*	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:	11.1		11.3		xxxxxxx		xxxxxxx		9.8		9.8	
Delay Adj:	1.00		1.00		xxxxxxx		xxxxxxx		1.00		1.00	
ApprAdjDel:	11.1		11.3		xxxxxxx		xxxxxxx		9.8		9.8	
LOS by Appr:	B		B		*		*		A		A	
AllWayAvgQ:	0.8	0.8	0.8	0.7	0.7	0.7	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 - HCM Method
 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): 0.435
 Loss Time (sec): 0 Average Delay (sec/veh): 9.8
 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: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:	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:	117	219	11	3	196	15	17	1	62	18	6	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	219	11	3	196	15	17	1	62	18	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:	117	219	11	3	196	15	17	1	62	18	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.:	268	503	24	12	714	54	146	9	537	389	137	92

Capacity Analysis Module:

Vol/Sat:	0.44	0.44	0.44	0.27	0.27	0.27	0.12	0.12	0.12	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	10.7	10.7	10.7	9.1	9.1	9.1	8.3	8.3	8.3	8.5	8.5	8.5
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:	10.7	10.7	10.7	9.1	9.1	9.1	8.3	8.3	8.3	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.7			9.1			8.3			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			9.1			8.3			8.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	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 - HCM Method
Existing Conditions
Weekday AM Peak

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

Intersection #99 Camino Capistrano/Acjachema St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 8 Average Delay (sec/veh): 10.2
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: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:	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	453	102	79	557	0	0	0	0	63	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	453	102	79	557	0	0	0	0	63	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	453	102	79	557	0	0	0	0	63	0	26

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	0.88	1.00	0.93
Lanes:	0.00	0.82	0.18	1.00	1.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	1432	323	1615	1800	0	0	0	0	1131	0	471

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.32	0.05	0.31	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.69	0.69	0.11	0.80	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.46	0.46	0.46	0.39	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Delay/Veh:	0.0	7.3	7.3	43.8	3.1	0.0	0.0	0.0	0.0	42.5	0.0	42.5
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	7.3	7.3	43.8	3.1	0.0	0.0	0.0	0.0	42.5	0.0	42.5
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
DesignQueue:	0	10	10	4	7	0	0	0	0	5	0	5

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

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

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

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 12 Average Delay (sec/veh): 35.0
Optimal Cycle: 83 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: 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:	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:	407	86	51	200	146	251	203	1499	426	38	1134	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	86	51	200	146	251	203	1499	426	38	1134	127
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:	407	86	51	200	146	251	203	1499	426	38	1134	127

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.95	0.87	0.92	0.92	0.90	1.00	0.85	0.90	0.91	0.85
Lanes:	2.00	0.63	0.37	1.18	0.82	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3040	1073	628	1854	1356	1660	1615	3600	1530	1615	4914	1530

Capacity Analysis Module:

Vol/Sat:	0.13	0.08	0.08	0.11	0.11	0.15	0.13	0.42	0.28	0.02	0.23	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.15	0.17	0.17	0.17	0.20	0.47	0.63	0.09	0.37	0.37
Volume/Cap:	0.88	0.53	0.53	0.63	0.63	0.88	0.63	0.88	0.44	0.26	0.63	0.23
Delay/Veh:	62.5	44.9	44.9	43.6	43.6	56.7	44.3	31.4	10.9	47.5	29.4	24.3
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:	62.5	44.9	44.9	43.6	43.6	56.7	44.3	31.4	10.9	47.5	29.4	24.3
LOS by Move:	E	D	D	D	D	E	D	C	B	D	C	C
DesignQueue:	12	7	7	9	9	13	11	27	10	2	17	5

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

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

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

 Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.080
 Loss Time (sec): 8 Average Delay (sec/veh): 50.9
 Optimal Cycle: 130 Level Of Service: D

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: 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:	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:	208	0	622	0	0	0	606	1488	0	0	1055	712
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	0	622	0	0	0	606	1488	0	0	1055	712
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:	208	0	622	0	0	0	606	1488	0	0	1055	712

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.84	1.00	1.00	0.94	1.00	0.85
Lanes:	0.42	0.00	1.58	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	619	0	2503	0	0	0	3040	3600	0	0	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.34	0.00	0.25	0.00	0.00	0.00	0.20	0.41	0.00	0.00	0.29	0.47
Crit Moves:	****						****					****
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.18	0.50	0.00	0.00	0.43	0.43
Volume/Cap:	1.08	0.00	0.80	0.00	0.00	0.00	1.08	0.82	0.00	0.00	0.68	1.08
Delay/Veh:	94.0	0.0	39.0	0.0	0.0	0.0	106.1	26.1	0.0	0.0	26.5	89.9
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:	94.0	0.0	39.0	0.0	0.0	0.0	106.1	26.1	0.0	0.0	26.5	89.9
LOS by Move:	F	A	D	A	A	A	F	C	A	A	C	F
DesignQueue:	24	0	17	0	0	0	18	25	0	0	20	27

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

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

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 8 Average Delay (sec/veh): 68.5
Optimal Cycle: 130 Level Of Service: E

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: 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:	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	1005	0	838	0	1088	195	516	747	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1005	0	838	0	1088	195	516	747	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
Final Volume:	0	0	0	1005	0	838	0	1088	195	516	747	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.86	1.00	0.91	0.94	0.89	0.89	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.54	0.46	1.00	2.00	0.00
Final Sat.:	0	0	0	2404	0	2351	0	4072	729	1615	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.36	0.00	0.27	0.27	0.32	0.21	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.25	0.25	0.29	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	1.08	0.00	0.92	0.00	1.08	1.08	1.08	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	82.0	0.0	40.0	0.0	93.3	93.3	104.5	14.7	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	82.0	0.0	40.0	0.0	93.3	93.3	104.5	14.7	0.0
LOS by Move:	A	A	A	F	A	D	A	F	F	F	B	A
DesignQueue:	0	0	0	28	0	24	0	23	23	25	11	0

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

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

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

 Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.848
 Loss Time (sec): 8 Average Delay (sec/veh): 35.3
 Optimal Cycle: 81 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: 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:	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:	103	0	928	0	0	0	0	363	76	1136	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	928	0	0	0	0	363	76	1136	458	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
Final Volume:	103	0	928	0	0	0	0	363	76	1136	458	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	0.94	1.00	1.00	0.94	0.89	0.89	0.84	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.:	1615	0	2890	0	0	0	0	3960	826	3040	1800	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.32	0.00	0.00	0.00	0.00	0.09	0.09	0.37	0.25	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.11	0.11	0.44	0.55	0.00
Volume/Cap:	0.17	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.85	0.85	0.46	0.00
Delay/Veh:	22.8	0.0	37.6	0.0	0.0	0.0	0.0	60.6	60.6	32.8	15.4	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:	22.8	0.0	37.6	0.0	0.0	0.0	0.0	60.6	60.6	32.8	15.4	0.0
LOS by Move:	C	A	D	A	A	A	A	E	E	C	B	A
DesignQueue:	4	0	20	0	0	0	0	9	9	24	13	0

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

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

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
 Loss Time (sec): 4 Average Delay (sec/veh): 15.4
 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: 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:	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:	13	77	119	136	26	37	6	186	21	85	289	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	77	119	136	26	37	6	186	21	85	289	149
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:	13	77	119	136	26	37	6	186	21	85	289	149

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.58	0.62	0.85	0.88	0.93	0.93	0.78	0.82	0.82
Lanes:	0.06	0.37	0.57	0.85	0.15	1.00	0.06	1.74	0.20	0.34	1.10	0.56
Final Sat.:	99	601	930	885	172	1530	99	2914	329	478	1623	838

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.13	0.15	0.15	0.02	0.06	0.06	0.06	0.18	0.18	0.18
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:	0.29	0.29	0.29	0.35	0.35	0.05	0.12	0.12	0.12	0.35	0.35	0.35
Delay/Veh:	18.0	18.0	18.0	18.7	18.7	15.9	12.5	12.5	12.5	14.4	14.4	14.4
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:	18.0	18.0	18.0	18.7	18.7	15.9	12.5	12.5	12.5	14.4	14.4	14.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	7	7	7	5	5	1	3	3	3	7	7	7

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

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

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
 Loss Time (sec): 8 Average Delay (sec/veh): 17.9
 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: 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:	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	484	87	122	466	0	0	0	0	168	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	87	122	466	0	0	0	0	168	0	165
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	484	87	122	466	0	0	0	0	168	0	165

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.90	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	1615	1800	0	0	0	0	1615	0	1530

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.06	0.08	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.55	0.77	0.15	0.70	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.49	0.07	0.49	0.37	0.00	0.00	0.00	0.00	0.48	0.00	0.49
Delay/Veh:	0.0	14.4	2.9	40.3	6.2	0.0	0.0	0.0	0.0	35.0	0.0	35.3
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:	0.0	14.4	2.9	40.3	6.2	0.0	0.0	0.0	0.0	35.0	0.0	35.3
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
DesignQueue:	0	13	1	6	8	0	0	0	0	8	0	7

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

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

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

 Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
 Loss Time (sec): 8 Average Delay (sec/veh): 12.4
 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: 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:	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:	36	459	0	0	583	54	40	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	459	0	0	583	54	40	0	52	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
Final Volume:	36	459	0	0	583	54	40	0	52	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	0.89	0.89	0.86	1.00	0.77	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.:	1539	1620	0	0	1467	135	1539	0	1377	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.28	0.00	0.00	0.40	0.40	0.03	0.00	0.04	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:	0.23	0.47	0.00	0.00	0.55	0.55	0.26	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	42.2	11.2	0.0	0.0	7.1	7.1	42.5	0.0	43.8	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:	42.2	11.2	0.0	0.0	7.1	7.1	42.5	0.0	43.8	0.0	0.0	0.0
LOS by Move:	D	B	A	A	A	A	D	A	D	A	A	A
DesignQueue:	2	11	0	0	11	11	2	0	3	0	0	0

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

City of San Juan Capistrano 2010 Master Plan - HCM Method
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 Weekday PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E[38.9]

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	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:	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	498	128	16	654	0	0	0	0	92	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	498	128	16	654	0	0	0	0	92	0	12

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	626	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1247	1247	562
Potent Cap.:	xxxxx	xxxxx	xxxxxx	965	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	193	175	530
Move Cap.:	xxxxx	xxxxx	xxxxxx	965	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	191	172	530
Volume/Cap:	xxxxx	xxxxx	xxxxxx	0.02	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.48	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	8.8	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	206	xxxxxx
Shared Queue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	2.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	38.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			38.9		
ApproachLOS:	*			*			*			E		

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

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

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

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 10 Average Delay (sec/veh): 16.2
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: 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:	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:	104	6	96	20	12	35	0	854	92	83	854	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	6	96	20	12	35	0	854	92	83	854	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
Final Volume:	104	6	96	20	12	35	0	854	92	83	854	15

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.86	0.86	0.86	0.92	0.92	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.06	0.94	0.31	0.17	0.52	0.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1615	96	1451	488	283	848	0	3600	1530	1615	3528	61

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.04	0.04	0.04	0.00	0.24	0.06	0.05	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.15	0.10	0.10	0.10	0.00	0.53	0.53	0.12	0.65	0.65
Volume/Cap:	0.43	0.44	0.44	0.41	0.41	0.41	0.00	0.44	0.11	0.44	0.37	0.37
Delay/Veh:	40.0	40.1	40.1	43.9	43.9	43.9	0.0	14.3	11.6	42.9	8.1	8.1
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:	40.0	40.1	40.1	43.9	43.9	43.9	0.0	14.3	11.6	42.9	8.1	8.1
LOS by Move:	D	D	D	D	D	D	A	B	B	D	A	A
DesignQueue:	5	5	5	3	3	3	0	12	2	4	9	9

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

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

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 120 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 12 Average Delay (sec/veh): 40.1
Optimal Cycle: 65 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: 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:	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:	354	259	246	72	218	337	300	681	309	172	807	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	259	246	72	218	337	300	681	309	172	807	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
Final Volume:	354	259	246	72	218	337	300	681	309	172	807	37

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.90	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.:	3040	1800	1530	1615	1800	1530	1615	3600	1530	1615	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.12	0.14	0.16	0.04	0.12	0.22	0.19	0.19	0.20	0.11	0.22	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.22	0.22	0.11	0.17	0.43	0.26	0.37	0.37	0.20	0.31	0.31
Volume/Cap:	0.72	0.66	0.74	0.39	0.72	0.52	0.72	0.51	0.54	0.54	0.72	0.08
Delay/Veh:	52.8	47.1	52.4	50.9	55.3	26.0	46.5	29.3	30.6	45.3	38.9	29.2
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:	52.8	47.1	52.4	50.9	55.3	26.0	46.5	29.3	30.6	45.3	38.9	29.2
LOS by Move:	D	D	D	D	E	C	D	C	C	D	D	C
DesignQueue:	11	14	13	5	12	14	16	15	14	10	20	2

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

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

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

Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 Average Delay (sec/veh): 13.8
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	1	0	1	0	1	1	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:	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:	84	2	209	32	2	23	9	1086	63	157	1353	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2	209	32	2	23	9	1086	63	157	1353	13
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:	84	2	209	32	2	23	9	1086	63	157	1353	13

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.71	1.00	0.85	0.72	0.86	0.86	0.90	0.99	0.99	0.90	1.00	0.85
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.:	1272	1800	1530	1304	129	1422	1615	3375	196	1615	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.14	0.02	0.02	0.02	0.01	0.32	0.32	0.10	0.38	0.01
Crit Moves:	****						****			****		
Green/Cycle:	0.12	0.12	0.31	0.12	0.12	0.12	0.10	0.61	0.61	0.19	0.70	0.70
Volume/Cap:	0.54	0.01	0.44	0.20	0.13	0.13	0.06	0.53	0.53	0.51	0.54	0.01
Delay/Veh:	44.9	38.5	28.1	40.0	39.4	39.4	40.9	11.6	11.6	37.9	7.6	4.6
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:	44.9	38.5	28.1	40.0	39.4	39.4	40.9	11.6	11.6	37.9	7.6	4.6
LOS by Move:	D	D	C	D	D	D	D	B	B	D	A	A
DesignQueue:	4	0	8	2	1	1	1	14	14	8	13	0

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

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

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

Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
 Loss Time (sec): 10 Average Delay (sec/veh): 23.9
 Optimal Cycle: 50 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: 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:	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:	8	8	434	34	9	5	6	692	45	485	908	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	434	34	9	5	6	692	45	485	908	66
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:	8	8	434	34	9	5	6	692	45	485	908	66

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.92	0.98	0.80	0.90	0.95	0.95	0.90	0.99	0.99	0.90	0.99	0.99
Lanes:	0.51	0.49	2.00	1.00	0.64	0.36	1.00	1.88	0.12	1.00	1.86	0.14
Final Sat.:	853	853	2890	1615	1095	608	1615	3348	219	1615	3322	242

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.15	0.02	0.01	0.01	0.00	0.21	0.21	0.30	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.51	0.10	0.10	0.10	0.19	0.29	0.29	0.41	0.51	0.51
Volume/Cap:	0.10	0.10	0.29	0.21	0.09	0.09	0.02	0.72	0.72	0.72	0.53	0.53
Delay/Veh:	41.2	41.2	14.0	42.0	41.1	41.1	33.2	34.8	34.8	28.4	16.7	16.7
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:	41.2	41.2	14.0	42.0	41.1	41.1	33.2	34.8	34.8	28.4	16.7	16.7
LOS by Move:	D	D	B	D	D	D	C	C	C	C	B	B
DesignQueue:	1	1	6	2	1	1	0	15	15	18	14	14

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

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

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

Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 8 Average Delay (sec/veh): 21.5
Optimal Cycle: 38 Level Of Service: C

Street Name:	Camino Capistrano						Avenida Golondrina					
	North Bound			South Bound			East Bound			West Bound		
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	1	0	0	1	0	0	1

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:	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	622	120	71	588	47	109	17	32	131	26	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	622	120	71	588	47	109	17	32	131	26	62
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	622	120	71	588	47	109	17	32	131	26	62

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	0.69	0.73	0.73	0.70	0.90	0.90
Lanes:	1.00	1.68	0.32	1.00	1.85	0.15	0.71	0.10	0.19	1.00	0.30	0.70
Final Sat.:	1615	2945	568	1615	3295	265	879	135	253	1258	479	1132

Capacity Analysis Module:

Vol/Sat:	0.01	0.21	0.21	0.04	0.18	0.18	0.12	0.12	0.12	0.10	0.05	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.22	0.51	0.51	0.11	0.40	0.40	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.06	0.41	0.41	0.41	0.45	0.45	0.41	0.41	0.41	0.34	0.18	0.18
Delay/Veh:	30.8	15.2	15.2	43.4	22.4	22.4	28.5	28.5	28.5	27.7	25.9	25.9
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:	30.8	15.2	15.2	43.4	22.4	22.4	28.5	28.5	28.5	27.7	25.9	25.9
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
DesignQueue:	1	11	11	4	11	11	7	7	7	5	3	3

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

City of San Juan Capistrano 2010 Master Plan - HCM Method
 Existing Conditions
 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): 0.316
 Loss Time (sec): 0 Average Delay (sec/veh): 8.7
 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
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
Lanes:	0	0	1	0	0	1	0	0	0

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:	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	244	31	21	169	0	0	0	0	16	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	244	31	21	169	0	0	0	0	16	0	20
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	244	31	21	169	0	0	0	0	16	0	20

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	772	97	92	741	0	0	673	0	317	0	402

Capacity Analysis Module:

Vol/Sat:	xxxx	0.32	0.32	0.23	0.23	xxxx	xxxx	0.00	xxxx	0.05	xxxx	0.05
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	9.0	9.0	8.5	8.5	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	9.0	9.0	8.5	8.5	0.0	0.0	0.0	0.0	7.8	0.0	7.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.0		8.5			xxxxxxx			7.8		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		9.0		8.5			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 - HCM Method
 Existing Conditions
 Weekday PM 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): 0.295
 Loss Time (sec): 0 Average Delay (sec/veh): 8.4
 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: 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:	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:	31	174	46	6	102	20	16	9	29	22	5	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	174	46	6	102	20	16	9	29	22	5	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	174	46	6	102	20	16	9	29	22	5	11

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	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	589	157	40	652	128	216	129	402	415	99	197

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.16	0.16	0.16	0.07	0.07	0.07	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	8.8	8.8	8.8	8.0	8.0	8.0	7.8	7.8	7.8	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:	8.8	8.8	8.8	8.0	8.0	8.0	7.8	7.8	7.8	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			8.0			7.8			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.0			7.8			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 - HCM Method
 Existing Conditions
 Weekday PM Peak

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

Intersection #99 Camino Capistrano/Acjachema St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
 Loss Time (sec): 8 Average Delay (sec/veh): 7.3
 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: 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:	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	538	23	42	475	0	0	0	0	21	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	23	42	475	0	0	0	0	21	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	538	23	42	475	0	0	0	0	21	0	24

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	0.86	1.00	0.91
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	0.48	0.00	0.52
Final Sat.:	0	1715	74	1615	1800	0	0	0	0	739	0	850

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.03	0.26	0.00	0.00	0.00	0.00	0.03	0.00	0.03
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	0.44	0.44	0.26	0.32	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Delay/Veh:	0.0	5.9	5.9	42.4	2.3	0.0	0.0	0.0	0.0	42.7	0.0	42.7
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	5.9	5.9	42.4	2.3	0.0	0.0	0.0	0.0	42.7	0.0	42.7
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
DesignQueue:	0	9	9	2	5	0	0	0	0	2	0	2

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

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

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 8 Average Delay (sec/veh): 36.3
Optimal Cycle: 107 Level Of Service: D

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:	1.00	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:	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:	172	0	476	0	0	0	616	946	0	0	1098	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	476	0	0	0	616	946	0	0	1098	567
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:	172	0	476	0	0	0	616	946	0	0	1098	567

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.84	1.00	1.00	0.94	1.00	0.85
Lanes:	0.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	647	0	2478	0	0	0	3040	3600	0	0	3600	1530

Capacity Analysis Module:

Vol/Sat:	0.27	0.00	0.19	0.00	0.00	0.00	0.20	0.26	0.00	0.00	0.30	0.37
Crit Moves:	****						****					****
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.22	0.47	0.00	0.00	0.41	0.41
Volume/Cap:	0.90	0.00	0.65	0.00	0.00	0.00	0.90	0.56	0.00	0.00	0.74	0.90
Delay/Veh:	52.4	0.0	35.6	0.0	0.0	0.0	57.1	21.3	0.0	0.0	29.6	47.0
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:	52.4	0.0	35.6	0.0	0.0	0.0	57.1	21.3	0.0	0.0	29.6	47.0
LOS by Move:	D	A	D	A	A	A	E	C	A	A	C	D
DesignQueue:	19	0	14	0	0	0	17	16	0	0	21	22

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

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

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 8 Average Delay (sec/veh): 48.2
Optimal Cycle: 130 Level Of Service: D

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:	1.00	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:	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	463	6	676	0	1052	209	516	755	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	463	6	676	0	1052	209	516	755	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
Final Volume:	0	0	0	463	6	676	0	1052	209	516	755	0

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.81	0.86	0.86	0.94	0.98	0.98	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.42	0.01	1.57	0.00	2.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	2061	17	2425	0	4390	875	1615	3600	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.38	0.28	0.00	0.24	0.24	0.32	0.21	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.38	0.38	0.00	0.24	0.24	0.31	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	1.02	0.74	0.00	1.01	1.01	1.02	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	28.1	64.9	31.6	0.0	71.3	71.3	81.5	14.2	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	28.1	64.9	31.6	0.0	71.3	71.3	81.5	14.2	0.0
LOS by Move:	A	A	A	C	E	C	A	E	E	F	B	A
DesignQueue:	0	0	0	14	24	17	0	21	21	25	11	0

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

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

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 8 Average Delay (sec/veh): 30.4
Optimal Cycle: 55 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:	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	2	1	2	0	0

Volume Module:	>>	Count	Date:	15 May 2010	<<	Saturday Peak
Base Vol:	70	0	885	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	885	0	0	0
User Adj:	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
PHF Volume:	74	0	932	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	74	0	932	0	0	0
PCE Adj:	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
Final Volume:	74	0	932	0	0	0

Saturation Flow Module:	Del Obispo St			Ortega Hwy		
Sat/Lane:	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1615	0	3060	0	0	0

Capacity Analysis Module:	Del Obispo St			Ortega Hwy		
Vol/Sat:	0.05	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****			****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.11	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	20.2	0.0	30.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	0.0	30.2	0.0	0.0	0.0
LOS by Move:	C	A	C	A	A	A
DesignQueue:	3	0	18	0	0	0

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

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

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

 Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
 Loss Time (sec): 4 Average Delay (sec/veh): 14.3
 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 0 1 0 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: 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 57 93 122 39 36 9 223 29 79 359 141
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 57 93 122 39 36 9 223 29 79 359 141
 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 57 93 122 39 36 9 223 29 79 359 141
 -----|-----|-----|-----|

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.85 0.90 0.90 0.64 0.68 0.85 0.87 0.92 0.92 0.79 0.83 0.83
 Lanes: 0.09 0.34 0.57 0.77 0.23 1.00 0.08 1.70 0.22 0.29 1.23 0.48
 Final Sat.: 145 558 909 883 282 1530 120 2817 372 406 1847 726
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.10 0.10 0.10 0.14 0.14 0.02 0.08 0.08 0.08 0.19 0.19 0.19
 Crit Moves: ****
 Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.56 0.56 0.56 0.56 0.56 0.56
 Volume/Cap: 0.26 0.26 0.26 0.35 0.35 0.06 0.14 0.14 0.14 0.35 0.35 0.35
 Delay/Veh: 20.3 20.3 20.3 21.4 21.4 18.5 10.5 10.5 10.5 12.1 12.1 12.1
 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: 20.3 20.3 20.3 21.4 21.4 18.5 10.5 10.5 10.5 12.1 12.1 12.1
 LOS by Move: C C C C C B B B B B B
 DesignQueue: 6 6 6 6 6 1 3 3 3 7 7 7

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

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

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 8 Average Delay (sec/veh): 19.3
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:	>>	Count	Date:	15 May 2010	<<	Saturday Peak
Base Vol:	0	347	100	96	391	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	347	100	96	391	0
User Adj:	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
PHF Volume:	0	365	105	101	412	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	365	105	101	412	0
PCE Adj:	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
Final Volume:	0	365	105	101	412	0

Saturation Flow Module:	
Sat/Lane:	1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment:	0.94 1.00 0.85 0.90 1.00 1.00 0.94 1.00 1.00 0.90 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 1615 1800 0 0 0 0 1615 0 1530

Capacity Analysis Module:	
Vol/Sat:	0.00 0.20 0.07 0.06 0.23 0.00 0.00 0.00 0.00 0.15 0.00 0.10
Crit Moves:	**** **** ****
Green/Cycle:	0.00 0.45 0.78 0.14 0.58 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap:	0.00 0.46 0.09 0.46 0.39 0.00 0.00 0.00 0.00 0.46 0.00 0.30
Delay/Veh:	0.0 19.7 2.6 41.2 11.5 0.0 0.0 0.0 0.0 26.6 0.0 24.8
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:	0.0 19.7 2.6 41.2 11.5 0.0 0.0 0.0 0.0 26.6 0.0 24.8
LOS by Move:	A B A D B A A A A C A C
DesignQueue:	0 12 1 5 10 0 0 0 0 10 0 6

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

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

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

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): 14.9
Optimal Cycle: 48 Level Of Service: B

Street Name:	Camino Capistrano						Verdugo St					
	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			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
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	375	0	0	549	77
User Adj:	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
PHF Volume:	65	395	0	0	578	81
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	65	395	0	0	578	81
PCE Adj:	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
Final Volume:	65	395	0	0	578	81

Saturation Flow Module:	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
	0.86 0.90 1.00	1.00 0.88 0.88	0.86 1.00 0.77	1.00 1.00 1.00
	1.00 1.00 0.00	0.00 0.88 0.12	1.00 0.00 1.00	0.00 0.00 0.00
	1539 1620 0	0 1397 196	1539 0 1377	0 0 0

Capacity Analysis Module:	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User DelAdj:	AdjDel/Veh:	LOS by Move:	DesignQueue:
	0.04 0.24 0.00	0.00 0.41 0.41	0.10 0.58 0.00	0.42 0.42 0.00	44.2 11.9 0.0	1.00 1.00 1.00	44.2 11.9 0.0	D B A	3 10 0
		****	0.00 0.72 0.72	0.00 0.57 0.57	0.0 7.4 7.4	1.00 1.00 1.00	0.0 7.4 7.4	A A A	0 11 11
		****	0.10 0.00 0.10	0.49 0.00 0.46	45.1 0.0 44.9	1.00 1.00 1.00	45.1 0.0 44.9	D A D	4 0 3
			0.00 0.00 0.00	0.00 0.00 0.00	0.0 0.0 0.0	1.00 1.00 1.00	0.0 0.0 0.0	A A A	0 0 0

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

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

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

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[28.5]

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:	1.00	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	456	84	14	627	0	0	0	0	57	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:	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	480	88	15	660	0	0	0	0	60	0	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	480	88	15	660	0	0	0	0	60	0	12	

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	568	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	1214	1214	524
Potent Cap.:	xxxxx	xxxxx	xxxxxx	1014	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	203	183	557
Move Cap.:	xxxxx	xxxxx	xxxxxx	1014	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	200	181	557
Volume/Cap:	xxxxx	xxxxx	xxxxxx	0.01	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.30	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	8.6	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	223	xxxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	1.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	28.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			28.5		
ApproachLOS:	*			*			*			D		

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

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

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

 Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 120 Critical Vol./Cap.(X): 0.674
 Loss Time (sec): 12 Average Delay (sec/veh): 40.0
 Optimal Cycle: 58 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:	1.00	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:	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:	388	261	176	82	278	360	258	659	303	167	593	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	261	176	82	278	360	258	659	303	167	593	49
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:	388	261	176	82	278	360	258	659	303	167	593	49

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.90	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.:	3040	1800	1530	1615	1800	1530	1615	3600	1530	1615	3600	1530

Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.11	0.05	0.15	0.24	0.16	0.18	0.20	0.10	0.16	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.27	0.27	0.15	0.23	0.47	0.24	0.32	0.32	0.17	0.24	0.24
Volume/Cap:	0.67	0.55	0.43	0.33	0.67	0.50	0.67	0.58	0.63	0.63	0.67	0.13
Delay/Veh:	48.3	39.1	37.3	46.2	46.5	23.0	46.3	35.1	37.6	51.3	43.1	35.6
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:	48.3	39.1	37.3	46.2	46.5	23.0	46.3	35.1	37.6	51.3	43.1	35.6
LOS by Move:	D	D	D	D	D	C	D	D	D	D	D	D
DesignQueue:	12	13	9	5	15	13	14	16	14	10	16	3

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