

6. 2015 Base Conditions – ICU Methodology



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

Level Of Service Computation Report

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

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 37 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Rancho Viejo Rd and Ortega Hwy with North, South, East, and West bounds.

Volume Module:AM 2015 weekday

Table with 13 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, OvlAdjV/S, and Crit Moves.

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 1.111
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 130 Level Of Service: F

Table with columns for Street Name (I-5 NB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: AM 2015 Weekday. Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

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

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

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 130 Level Of Service: E

Table with columns for Street Name (I-5 SB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:AM 2015 Weekday

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #9 Del Obispo/Ortega Hwy

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

Table with columns for Street Name (Del Obispo St, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module:AM 2015 Weekday

Table with columns for various volume and adjustment factors: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module:

Table with columns for Vol/Sat and Crit Moves values.

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 25 Level Of Service: A

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

Volume Module:AM 2015 Weekday

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

Saturation Flow Module:

Table with 13 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 32 Level Of Service: B

Street Name: Camino Capistrano Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Protected Split Phase Split Phase

Rights: Ovl Include Include Include

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

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

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

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Volume Module:AM 2015 Weekday

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

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 0 511 63 186 522 0 0 0 0 199 0 321

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

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

Initial Fut: 0 511 63 186 522 0 0 0 0 199 0 321

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

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

PHF Volume: 0 511 63 186 522 0 0 0 0 199 0 321

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

Reduced Vol: 0 511 63 186 522 0 0 0 0 199 0 321

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

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

FinalVolume: 0 511 63 186 522 0 0 0 0 200 0 321

OvlAdjVol: 0

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Saturation Flow Module:

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

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

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

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

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Capacity Analysis Module:

Vol/Sat: 0.00 0.30 0.04 0.11 0.31 0.00 0.00 0.00 0.00 0.12 0.00 0.19

OvlAdjV/S: 0.00

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

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

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:2015 AM Peak

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[31.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module: 2015 AM Peak. Includes data for Camino Capistrano and Forster Lane.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns for Critical Gap Module: Critical Gp, FollowUpTim.

Table with columns for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

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

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

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

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 20 Level Of Service: A

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

Volume Module:AM 2015 Weekday

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

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

Capacity Analysis Module:

Table with columns for Vol/Sat and Crit Moves.

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 36 Level Of Service: B

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

Volume Module:AM 2015 Weekday

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 35 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: 0 0 0 0 0 0 0 0 0 0 0 0

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

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

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Volume Module:AM 2015 Weekday

Base Vol: 20 3 83 20 2 17 14 1349 60 187 1050 21

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 23 3 95 23 2 19 16 1538 68 213 1197 24

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

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

Initial Fut: 23 3 95 23 2 19 16 1538 68 213 1197 24

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

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

PHF Volume: 23 3 95 23 2 19 16 1538 68 213 1197 24

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

Reduced Vol: 23 3 95 23 2 19 16 1538 68 213 1197 24

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

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

FinalVolume: 23 3 95 23 2 19 16 1538 68 213 1197 24

OvlAdjVol: 0

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Saturation Flow Module:

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

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

Lanes: 1.00 1.00 1.00 1.00 0.11 0.89 1.00 1.91 0.09 1.00 2.00 1.00

Final Sat.: 1700 1700 1700 1700 179 1521 1700 3255 145 1700 3400 1700

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Capacity Analysis Module:

Vol/Sat: 0.01 0.00 0.06 0.01 0.01 0.01 0.01 0.47 0.47 0.13 0.35 0.01

OvlAdjV/S: 0.00

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

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

Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 33 Level Of Service: B

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

Volume Module:AM 2015 Weekday

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Camino Capistrano and Avenida Golondrina with North, South, East, and West bound movements.

Volume Module:2015 AM Peak

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #90 El Camino Real/Spring St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

Street Name: El Camino Real Spring St

Approach: North Bound South Bound East Bound West Bound

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

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include

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

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

Volume Module:AM 2015 Weekday

Base Vol: 0 217 118 70 231 0 0 0 0 63 0 111
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 0 247 135 80 263 0 0 0 0 72 0 127
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 247 135 80 263 0 0 0 0 72 0 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 247 135 80 263 0 0 0 0 72 0 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 247 135 80 263 0 0 0 0 72 0 127
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
FinalVolume: 0 247 135 80 263 0 0 0 0 72 0 127

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 0.01 0.63
Final Sat.: 0 490 266 166 547 0 0 520 0 230 0 406

Capacity Analysis Module:

Vol/Sat: xxxx 0.51 0.51 0.48 0.48 xxxx xxxxx 0.00 xxxxx 0.31 0.00 0.31
Crit Moves: **** **** ****
Delay/Veh: 0.0 12.0 12.0 12.1 12.1 0.0 0.0 0.0 0.0 10.3 10.3 10.3
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 12.0 12.0 12.1 12.1 0.0 0.0 0.0 0.0 10.3 10.3 10.3
LOS by Move: * B B B B * * * * B B B
ApproachDel: 12.0 12.1 xxxxxxx 10.3
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 12.0 12.1 xxxxxxx 10.3
LOS by Appr: B B * B
AllWayAvgQ: 0.9 0.9 0.9 0.8 0.8 0.8 0.0 0.0 0.0 0.4 0.4 0.4

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

Intersection #98 El Camino Real/Acjachema

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

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

Volume Module: AM 2015 Weekday

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #99 Camino Capistrano/Acjachema St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 24 Level Of Service: A

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

Volume Module:AM 2015 Weekday

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #1 Rancho Viejo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 62 Level Of Service: D

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

Volume Module: PM 2015 Weekday. Table with columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

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

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

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 130 Level Of Service: E

Table with columns for Street Name (I-5 NB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: PM 2015 Weekday

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

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

Capacity Analysis Module:

Table with columns for Vol/Sat and Crit Moves.

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 130 Level Of Service: F

Table with columns for Street Name (I-5 SB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: PM 2015 Weekday. Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

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

Capacity Analysis Module. Table with columns for Vol/Sat and Crit Moves.

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 52 Level Of Service: D

Table with columns for Street Name (Del Obispo St, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module:PM 2015 Weekday

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: El Camino Real Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

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

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

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

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Volume Module:PM 2015 Weekday

Base Vol: 12 73 113 129 25 35 6 177 20 81 275 142

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 14 83 129 147 28 40 7 202 23 92 314 162

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

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

Initial Fut: 14 83 129 147 28 40 7 202 23 92 314 162

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

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

PHF Volume: 14 83 129 147 28 40 7 202 23 92 314 162

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

Reduced Vol: 14 83 129 147 28 40 7 202 23 92 314 162

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

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

FinalVolume: 14 83 129 147 29 40 7 202 23 92 314 162

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Saturation Flow Module:

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

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

Lanes: 0.06 0.37 0.57 0.84 0.16 1.00 0.06 1.74 0.20 0.33 1.10 0.57

Final Sat.: 103 627 970 1424 276 1700 100 2965 335 553 1878 969

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Capacity Analysis Module:

Vol/Sat: 0.01 0.13 0.13 0.09 0.10 0.02 0.00 0.07 0.07 0.05 0.17 0.17

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Camino Capistrano Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Protected Split Phase Split Phase

Rights: Ovl Include Include Include

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

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

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

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Volume Module:PM 2015 Weekday

Base Vol: 0 460 83 116 443 0 0 0 0 160 0 157

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 0 524 95 132 505 0 0 0 0 182 0 179

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

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

Initial Fut: 0 524 95 132 505 0 0 0 0 182 0 179

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

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

PHF Volume: 0 524 95 132 505 0 0 0 0 182 0 179

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

Reduced Vol: 0 524 95 132 505 0 0 0 0 182 0 179

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

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

FinalVolume: 0 524 95 132 505 0 0 0 0 182 0 179

OvlAdjVol: 0

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Saturation Flow Module:

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

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

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

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

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Capacity Analysis Module:

Vol/Sat: 0.00 0.31 0.06 0.08 0.30 0.00 0.00 0.00 0.00 0.11 0.00 0.11

OvlAdjV/S: 0.00

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:2015 PM Peak

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume. Rows include various volume and adjustment factors.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include saturation flow and lane-related data.

Capacity Analysis Module:

Table with columns for Vol/Sat and Crit Moves. Rows include capacity analysis metrics.

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: E[46.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and data for Camino Capistrano and Forster Lane.

Volume Module: 2015 PM Peak

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #56 Plaza Dr/Del Obispo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 23 Level Of Service: A

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

Volume Module:PM 2015 Weekday

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

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

Capacity Analysis Module:

Table with columns for Vol/Sat and Crit Moves.

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 43 Level Of Service: C

Street Name: Camino Capistrano Del Obispo St

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

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

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

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

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Volume Module:PM 2015 Weekday

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

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 383 280 267 78 236 365 325 738 335 186 874 40

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

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

Initial Fut: 383 280 267 78 236 365 325 738 335 186 874 40

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

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

PHF Volume: 383 280 267 78 236 365 325 738 335 186 874 40

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

Reduced Vol: 383 280 267 78 236 365 325 738 335 186 874 40

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

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

FinalVolume: 383 280 267 78 236 365 325 738 335 186 874 40

OvlAdjVol: 40

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Saturation Flow Module:

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

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

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

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

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Capacity Analysis Module:

Vol/Sat: 0.11 0.16 0.16 0.05 0.14 0.21 0.19 0.22 0.20 0.11 0.26 0.02

OvlAdjV/S: 0.02

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #63 Paseo Adelanto/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Paseo Adelanto Del Obispo

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Permitted Protected Protected

Rights: Ovl Include Include Include

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

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 1 0 0 1 0 1 0 1 0 2 0 1

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Volume Module:PM 2015 Weekday

Base Vol: 80 2 199 30 2 22 9 1032 60 149 1285 12

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 91 2 227 34 2 25 10 1176 68 170 1465 14

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

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

Initial Fut: 91 2 227 34 2 25 10 1176 68 170 1465 14

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

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

PHF Volume: 91 2 227 34 2 25 10 1176 68 170 1465 14

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

Reduced Vol: 91 2 227 34 2 25 10 1176 68 170 1465 14

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

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

FinalVolume: 91 2 227 34 2 25 10 1176 68 170 1465 14

OvlAdjVol: 57

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Saturation Flow Module:

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

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

Lanes: 1.00 1.00 1.00 1.00 0.08 0.92 1.00 1.89 0.11 1.00 2.00 1.00

Final Sat.: 1700 1700 1700 1700 142 1558 1700 3213 187 1700 3400 1700

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Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.13 0.02 0.02 0.02 0.01 0.37 0.37 0.10 0.43 0.01

OvlAdjV/S: 0.03

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #66 Alipaz St/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 31 Level Of Service: B

Street Name: Alipaz St Del Obispo St

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Protected Protected

Rights: Ovl Include Include Include

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

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

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

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Volume Module:PM 2015 Weekday

Base Vol: 8 8 412 32 9 5 6 657 43 461 863 63

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 9 9 470 36 10 6 7 749 49 526 984 72

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

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

Initial Fut: 9 9 470 36 10 6 7 749 49 526 984 72

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

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

PHF Volume: 9 9 470 36 10 6 7 749 49 526 984 72

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

Reduced Vol: 9 9 470 36 10 6 7 749 49 526 984 72

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

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

FinalVolume: 9 9 470 36 10 6 7 749 49 526 984 72

OvlAdjVol: 0

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Saturation Flow Module:

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

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

Lanes: 0.50 0.50 2.00 1.00 0.64 0.36 1.00 1.88 0.12 1.00 1.86 0.14

Final Sat.: 850 850 3400 1700 1093 607 1700 3191 209 1700 3169 231

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Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.14 0.02 0.01 0.01 0.00 0.23 0.23 0.31 0.31 0.31

OvlAdjV/S: 0.00

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #85 Camino Capistrano/Ave Golondrina

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Camino Capistrano Avenida Golondrina

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

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

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

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

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Volume Module:2015 PM Peak

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

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

Initial Bse: 24 650 125 74 615 50 114 18 33 136 28 65

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

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

Initial Fut: 24 650 125 74 615 50 114 18 33 136 28 65

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

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

PHF Volume: 24 650 125 74 615 50 114 18 33 136 28 65

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

Reduced Vol: 24 650 125 74 615 50 114 18 33 136 28 65

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

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

FinalVolume: 24 650 125 74 615 50 114 18 33 136 28 65

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Saturation Flow Module:

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

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

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

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

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Capacity Analysis Module:

Vol/Sat: 0.01 0.23 0.23 0.04 0.20 0.20 0.07 0.10 0.10 0.08 0.05 0.05

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #90 El Camino Real/Spring St

Cycle (sec): 1 Critical Vol./Cap.(X): 0.324
Loss Time (sec): 0 Average Delay (sec/veh): 2.9
Optimal Cycle: 0 Level Of Service: A

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

Volume Module: PM Existing Weekday

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

Saturation Flow Module:

Table with 13 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Moves, ApproachV/S, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

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

Intersection #98 El Camino Real/Acjachema

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

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

Volume Module: PM 2015 Weekday

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

City of San Juan Capistrano 2010 Master Plan
2015 Base Conditions
PM Peak

Level Of Service Computation Report

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

Intersection #99 Camino Capistrano/Acjachema St

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

Street Name: Camino Capistrano Acjachema St

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Protected Split Phase Split Phase

Rights: Include Include Include Include

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

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

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

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Volume Module:PM 2015 Weekday

Base Vol: 0 511 22 40 451 0 0 0 0 20 0 23

Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Initial Bse: 0 583 25 46 514 0 0 0 0 23 0 26

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

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

Initial Fut: 0 583 25 46 514 0 0 0 0 23 0 26

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

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

PHF Volume: 0 583 25 46 514 0 0 0 0 23 0 26

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

Reduced Vol: 0 583 25 46 514 0 0 0 0 23 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: 0 583 25 46 514 0 0 0 0 23 0 26

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Saturation Flow Module:

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

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

Lanes: 0.00 0.96 0.04 1.00 1.00 0.00 0.00 0.00 0.00 0.47 0.00 0.53

Final Sat.: 0 1630 70 1700 1700 0 0 0 0 791 0 909

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Capacity Analysis Module:

Vol/Sat: 0.00 0.36 0.36 0.03 0.30 0.00 0.00 0.00 0.00 0.03 0.00 0.03

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

City of San Juan Capistrano 2010 Master Plan
Interim Conditions 2015 - No Related Projects
Saturday Peak

Level Of Service Computation Report

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

Intersection #2 I-5 NB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 49 Level Of Service: C

Table with columns for Street Name (I-5 NB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

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

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

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

Capacity Analysis Module:

Table with columns for Vol/Sat and Crit Moves.

City of San Juan Capistrano 2010 Master Plan
Interim Conditions 2015 - No Related Projects
Saturday Peak

Level Of Service Computation Report

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

Intersection #3 I-5 SB Ramps/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 68 Level Of Service: D

Table with columns for Street Name (I-5 SB Ramps, Ortega Hwy), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table for Volume Module: >> Count Date: 15 May 2010 << Saturday Peak. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

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

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #9 Del Obispo/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 38 Level Of Service: C

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

Table for Volume Module showing Count Date: 15 May 2010 << Saturday Peak. Columns include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

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

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

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Level Of Service Computation Report

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

Intersection #10 El Camino Real/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 20 Level Of Service: A

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

Table for Volume Module: >> Count Date: 15 May 2010 << Saturday Peak. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

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

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

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Level Of Service Computation Report

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

Intersection #11 Camino Capistrano/Ortega Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: Camino Capistrano Ortega Hwy

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Protected Split Phase Split Phase

Rights: Ovl Include Include Include

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

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

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

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

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

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

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

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

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

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

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

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

PHF Volume: 0 382 110 106 430 0 0 0 0 259 0 162

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

Reduced Vol: 0 382 110 106 430 0 0 0 0 259 0 162

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

OvlAdjVol: 0

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Saturation Flow Module:

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

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

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

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

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Capacity Analysis Module:

Vol/Sat: 0.00 0.22 0.06 0.06 0.25 0.00 0.00 0.00 0.00 0.15 0.00 0.10

OvlAdjV/S: 0.00

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

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Level Of Service Computation Report

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

Intersection #17 Camino Capistrano/Verdugo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Camino Capistrano Verdugo St

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

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

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

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

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

Base Vol: 62 375 0 0 549 77 72 0 60 0 0 0

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

Initial Bse: 68 413 0 0 604 85 79 0 66 0 0 0

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

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

Initial Fut: 68 413 0 0 604 85 79 0 66 0 0 0

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

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

PHF Volume: 68 413 0 0 604 85 79 0 66 0 0 0

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

Reduced Vol: 68 413 0 0 604 85 79 0 66 0 0 0

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

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

FinalVolume: 68 413 0 0 604 85 79 0 66 0 0 0

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Saturation Flow Module:

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

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

Lanes: 1.00 1.00 0.00 0.00 0.88 0.12 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1700 1700 0 0 1491 209 1700 0 1700 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.04 0.24 0.00 0.00 0.41 0.41 0.05 0.00 0.04 0.00 0.00 0.00

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Camino Capistrano/Forster Ln

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[31.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes for Camino Capistrano and Forster Lane.

Table with columns for Volume Module, Count, Date, and various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Table for Critical Gap Module showing Critical Gp, FollowUpTim, and other timing metrics.

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

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

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

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Level Of Service Computation Report

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

Intersection #58 Camino Capistrano/Del Obispo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxxxx
Optimal Cycle: 35 Level Of Service: B

Street Name: Camino Capistrano Del Obispo St

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

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

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

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

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

Base Vol: 369 248 167 78 264 342 245 626 288 159 563 47

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

Initial Bse: 406 273 184 86 290 376 270 689 317 175 619 52

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

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

Initial Fut: 406 273 184 86 290 376 270 689 317 175 619 52

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

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

PHF Volume: 406 273 184 86 290 376 270 689 317 175 619 52

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

Reduced Vol: 406 273 184 86 290 376 270 689 317 175 619 52

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

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

FinalVolume: 406 273 184 86 290 376 270 689 317 175 619 52

OvlAdjVol: 107

Saturation Flow Module:

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

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

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

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

Capacity Analysis Module:

Vol/Sat: 0.12 0.16 0.11 0.05 0.17 0.22 0.16 0.20 0.19 0.10 0.18 0.03

OvlAdjV/S: 0.06

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