NEWPORT BEACH
CITY HALL & PARK
TRAFFIC IMPACT ANALYSIS
APPENDICES

Prepared for

CITY OF NEWPORT BEACH

Prepared by

RBF CONSULTING

14725 ALTON PARKWAY, IRVINE, CALIFORNIA 92618-2027
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JN 10-106738

APPENDIX A
Existing Count Data

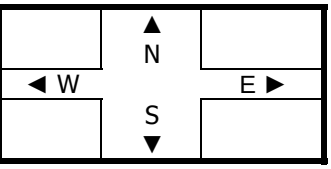
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	NEWPORT BEACH	PROJECT #:	CA09-0515-1
5/12/09	NORTH & SOUTH:	AVACADO	LOCATION #:	5
TUESDAY	EAST & WEST:	SAN MIGUEL	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER



		NORTHBOUND AVACADO			SOUTHBOUND AVACADO			EASTBOUND SAN MIGUEL			WESTBOUND SAN MIGUEL			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL
AM	7:00 AM	6	9	12	5	5	4	8	22	14	51	42	19	197
	7:15 AM	16	25	27	2	5	1	2	12	2	53	45	30	220
	7:30 AM	14	25	18	5	10	1	1	22	5	71	76	36	284
	7:45 AM	18	29	30	10	9	3	3	31	8	70	106	44	361
	8:00 AM	20	28	45	14	5	2	9	32	11	83	124	53	426
	8:15 AM	31	24	33	9	12	1	2	30	6	102	129	43	422
	8:30 AM	33	21	36	12	8	2	3	25	8	90	115	33	386
	8:45 AM	25	23	28	10	7	3	2	29	9	92	112	30	370
	VOLUMES	163	184	229	67	61	17	30	203	63	612	749	288	2,666
	APPROACH %	28%	32%	40%	46%	42%	12%	10%	69%	21%	37%	45%	17%	
	APP/DEPART	576	/	502	145	/	736	296	/	499	1,649	/	929	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	109	96	142	45	32	8	16	116	34	367	480	159	1,604
	APPROACH %	31%	28%	41%	53%	38%	9%	10%	70%	20%	36%	48%	16%	
	PEAK HR FACTOR		0.933			0.966			0.798			0.918		0.941
	APP/DEPART	347	/	271	85	/	433	166	/	303	1,006	/	597	0
PM	4:30 PM	29	8	114	41	21	7	6	170	28	56	91	9	580
	4:45 PM	33	8	107	44	26	8	4	150	30	49	112	6	577
	5:00 PM	18	11	122	59	34	2	1	187	25	55	90	9	613
	5:15 PM	30	13	115	53	32	1	1	154	33	50	82	7	571
	5:30 PM	21	4	121	38	29	2	1	151	26	45	94	3	535
	5:45 PM	22	3	129	37	28	0	3	134	20	45	86	5	512
	6:00 PM	15	10	120	23	21	2	0	136	17	59	86	1	490
	6:15 PM	16	8	100	19	22	4	1	123	19	39	77	1	429
	VOLUMES	184	65	928	314	213	26	17	1,205	198	398	718	41	4,307
	APPROACH %	16%	6%	79%	57%	39%	5%	1%	85%	14%	34%	62%	4%	
	APP/DEPART	1,177	/	123	553	/	809	1,420	/	2,447	1,157	/	928	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	110	40	458	197	113	18	12	661	116	210	375	31	2,341
	APPROACH %	18%	7%	75%	60%	34%	5%	2%	84%	15%	34%	61%	5%	
	PEAK HR FACTOR		0.962			0.863			0.926			0.922		0.955
	APP/DEPART	608	/	83	328	/	439	789	/	1,316	616	/	503	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	NEWPORT BEACH	PROJECT #:	CA09-0515-1
5/12/09	NORTH & SOUTH:	RIDGE PARK	LOCATION #:	4
TUESDAY	EAST & WEST:	SAN JOAQUIN HILLS	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND RIDGE PARK			SOUTHBOUND RIDGE PARK			EASTBOUND SAN JOAQUIN HILLS			WESTBOUND SAN JOAQUIN HILLS			
	LANES:	NL 2	NT 1	NR 0	SL 2	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	31	6	4	18	0	13	1	47	25	0	34	7	186
	7:15 AM	30	8	6	15	5	20	7	49	21	1	38	6	206
	7:30 AM	51	5	2	21	1	16	5	120	25	3	62	6	317
	7:45 AM	53	2	3	31	9	19	4	86	43	1	87	10	348
	8:00 AM	57	11	7	33	37	19	14	52	55	3	65	9	362
	8:15 AM	77	25	9	29	32	18	2	68	55	2	56	7	380
	8:30 AM	56	21	11	25	8	8	6	53	31	2	69	8	298
	8:45 AM	42	11	6	20	3	10	1	56	16	0	41	6	212
	VOLUMES	397	89	48	192	95	123	40	531	271	12	452	59	2,309
	APPROACH %	74%	17%	9%	47%	23%	30%	5%	63%	32%	2%	86%	11%	
	APP/DEPART	534	/	188	410	/	378	842	/	771	523	/	972	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	238	43	21	114	79	72	25	326	178	9	270	32	1,407
	APPROACH %	79%	14%	7%	43%	30%	27%	5%	62%	34%	3%	87%	10%	
	PEAK HR FACTOR		0.680			0.744			0.882			0.793		0.926
	APP/DEPART	302	/	100	265	/	266	529	/	461	311	/	580	0
PM	4:30 PM	38	8	5	11	5	7	8	79	41	5	90	16	313
	4:45 PM	40	11	4	13	10	8	11	96	41	3	86	16	339
	5:00 PM	41	14	3	19	6	11	12	92	37	5	88	31	359
	5:15 PM	32	20	4	26	6	7	13	128	42	13	74	24	389
	5:30 PM	40	16	1	18	8	10	14	102	43	17	64	24	357
	5:45 PM	44	11	3	15	8	5	20	89	49	3	63	26	336
	6:00 PM	33	10	4	16	4	8	15	90	65	7	51	24	327
	6:15 PM	36	11	3	13	4	9	10	100	42	5	62	16	311
	VOLUMES	304	101	27	131	51	65	103	776	360	58	578	177	2,731
	APPROACH %	70%	23%	6%	53%	21%	26%	8%	63%	29%	7%	71%	22%	
	APP/DEPART	432	/	381	247	/	469	1,239	/	934	813	/	947	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	153	61	12	76	30	36	50	418	163	38	312	95	1,444
	APPROACH %	68%	27%	5%	54%	21%	25%	8%	66%	26%	9%	70%	21%	
	PEAK HR FACTOR		0.974			0.910			0.862			0.897		0.928
	APP/DEPART	226	/	206	142	/	231	631	/	506	445	/	501	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	NEWPORT BEACH	PROJECT #:	CA09-0515-1
5/12/09	NORTH & SOUTH:	MARGUERITE	LOCATION #:	3
TUESDAY	EAST & WEST:	JOAQUIN HILLS	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND MARGUERITE			SOUTHBOUND MARGUERITE			EASTBOUND JOAQUIN HILLS			WESTBOUND JOAQUIN HILLS			
	LANES:	NL 1.5	NT 0.5	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	81	5	13	5	3	6	4	72	30	18	137	6	380
	7:15 AM	89	4	14	0	2	7	4	80	33	10	150	5	398
	7:30 AM	99	11	17	2	7	4	12	94	38	25	146	11	466
	7:45 AM	90	21	20	12	16	30	23	95	44	22	185	37	595
	8:00 AM	97	8	29	15	14	56	31	95	41	29	159	23	597
	8:15 AM	71	3	21	16	6	23	9	96	41	15	141	11	453
	8:30 AM	83	6	18	11	13	25	11	80	35	18	140	15	455
	8:45 AM	72	7	15	12	9	15	12	77	31	17	130	10	407
	VOLUMES	682	65	147	73	70	166	106	689	293	154	1,188	118	3,751
	APPROACH %	76%	7%	16%	24%	23%	54%	10%	63%	27%	11%	81%	8%	
	APP/DEPART	894	/	289	309	/	517	1,088	/	909	1,460	/	2,036	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	357	43	87	45	43	113	75	380	164	91	631	82	2,111
	APPROACH %	73%	9%	18%	22%	21%	56%	12%	61%	26%	11%	78%	10%	
	PEAK HR FACTOR		0.909			0.591			0.927			0.824		0.884
	APP/DEPART	487	/	200	201	/	298	619	/	512	804	/	1,101	0
PM	4:30 PM	51	17	34	22	24	7	7	103	58	18	109	20	470
	4:45 PM	40	8	20	19	19	9	4	163	77	29	132	10	530
	5:00 PM	56	15	25	24	21	21	7	168	90	28	126	4	585
	5:15 PM	53	6	21	11	20	8	0	208	82	24	107	9	549
	5:30 PM	55	8	20	22	18	4	7	155	90	16	93	4	492
	5:45 PM	48	14	19	25	19	6	9	168	86	23	82	9	508
	6:00 PM	52	16	24	14	20	4	12	188	100	24	80	6	540
	6:15 PM	49	13	23	21	23	5	2	141	72	20	96	10	475
	VOLUMES	404	97	186	158	164	64	48	1,294	655	182	825	72	4,149
	APPROACH %	59%	14%	27%	41%	42%	17%	2%	65%	33%	17%	76%	7%	
	APP/DEPART	687	/	217	386	/	1,001	1,997	/	1,638	1,079	/	1,293	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	204	37	86	76	78	42	18	694	339	97	458	27	2,156
	APPROACH %	62%	11%	26%	39%	40%	21%	2%	66%	32%	17%	79%	5%	
	PEAK HR FACTOR		0.852			0.742			0.906			0.851		0.921
	APP/DEPART	327	/	82	196	/	514	1,051	/	856	582	/	704	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	NEWPORT BEACH	PROJECT #:	CA09-0515-1
5/12/09	NORTH & SOUTH:	NEWPORT COAST	LOCATION #:	2
TUESDAY	EAST & WEST:	COAST HWY	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND NEWPORT COAST			SOUTHBOUND NEWPORT COAST			EASTBOUND COAST HWY			WESTBOUND COAST HWY			
	LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL
AM	7:00 AM	2	1	0	42	1	23	34	199	1	0	190	72	565
	7:15 AM	1	1	0	43	2	21	41	178	0	1	266	108	662
	7:30 AM	2	2	0	60	2	35	56	192	2	1	298	124	774
	7:45 AM	1	1	1	58	5	29	50	186	4	3	342	155	835
	8:00 AM	0	2	2	45	3	28	49	193	0	3	326	150	801
	8:15 AM	0	0	5	50	1	30	34	174	4	0	314	138	750
	8:30 AM	1	2	2	52	4	35	30	181	0	4	290	126	727
	8:45 AM	1	2	1	49	2	27	37	167	0	1	338	133	758
	VOLUMES	8	11	11	399	20	228	331	1,470	11	13	2,364	1,006	5,872
	APPROACH %	27%	37%	37%	62%	3%	35%	18%	81%	1%	0%	70%	30%	
	APP/DEPART	30	/	1,348	647	/	44	1,812	/	1,880	3,383	/	2,600	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	3	5	8	213	11	122	189	745	10	7	1,280	567	3,160
	APPROACH %	19%	31%	50%	62%	3%	35%	20%	79%	1%	0%	69%	31%	
	PEAK HR FACTOR		0.800			0.892			0.944			0.927		0.946
	APP/DEPART	16	/	761	346	/	28	944	/	966	1,854	/	1,405	0
PM	4:30 PM	0	2	2	85	0	44	42	262	6	1	257	132	833
	4:45 PM	1	1	0	111	0	44	53	267	2	0	247	141	867
	5:00 PM	5	2	1	122	1	44	51	306	2	0	229	117	880
	5:15 PM	4	0	0	111	3	49	43	281	0	1	236	92	820
	5:30 PM	0	4	0	149	4	43	33	302	1	0	245	93	874
	5:45 PM	4	3	2	144	0	37	50	276	1	2	249	80	848
	6:00 PM	0	1	1	121	2	42	39	225	3	0	216	78	728
	6:15 PM	0	1	0	100	0	41	31	241	0	3	209	79	705
	VOLUMES	14	14	6	943	10	344	342	2,160	15	7	1,888	812	6,555
	APPROACH %	41%	41%	18%	73%	1%	27%	14%	86%	1%	0%	70%	30%	
	APP/DEPART	34	/	1,168	1,297	/	32	2,517	/	3,109	2,707	/	2,246	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	10	7	1	493	8	180	180	1,156	5	1	957	443	3,441
	APPROACH %	56%	39%	6%	72%	1%	26%	13%	86%	0%	0%	68%	32%	
	PEAK HR FACTOR		0.563			0.869			0.934			0.903		0.978
	APP/DEPART	18	/	630	681	/	14	1,341	/	1,650	1,401	/	1,147	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	NEWPORT BEACH	PROJECT #:	CA09-0515-1
5/12/09	NORTH & SOUTH:	NEWPORT COAST	LOCATION #:	1
TUESDAY	EAST & WEST:	SAN JOAQUIN HILLS	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND NEWPORT COAST			SOUTHBOUND NEWPORT COAST			EASTBOUND SAN JOAQUIN HILLS			WESTBOUND SAN JOAQUIN HILLS			
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	22	167			109	17	31		19				365
	7:15 AM	32	225			117	20	86		25				505
	7:30 AM	28	255			145	34	115		24				601
	7:45 AM	31	275			135	40	110		24				615
	8:00 AM	35	274			115	49	101		33				607
	8:15 AM	35	231			147	42	89		40				584
	8:30 AM	35	246			124	41	76		22				544
	8:45 AM	35	237			131	47	68		29				547
	VOLUMES	253	1,910	0	0	1,023	290	676	0	216	0	0	0	4,368
	APPROACH %	12%	88%	0%	0%	78%	22%	76%	0%	24%	0%	0%	0%	
	APP/DEPART	2,163	/	2,586	1,313	/	1,239	892	/	0	0	/	543	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	129	1,035	0	0	542	165	415	0	121	0	0	0	2,407
	APPROACH %	11%	89%	0%	0%	77%	23%	77%	0%	23%	0%	0%	0%	
	PEAK HR FACTOR		0.942			0.935			0.964			0.000		0.978
	APP/DEPART	1,164	/	1,450	707	/	663	536	/	0	0	/	294	0
PM	4:30 PM	52	168			175	43	58		35				531
	4:45 PM	45	182			211	66	58		42				604
	5:00 PM	42	178			219	50	69		34				592
	5:15 PM	43	158			228	43	91		44				607
	5:30 PM	35	134			219	51	82		43				564
	5:45 PM	33	146			237	66	72		38				592
	6:00 PM	32	126			203	54	59		49				523
	6:15 PM	40	128			243	41	65		48				565
	VOLUMES	322	1,220	0	0	1,735	414	554	0	333	0	0	0	4,578
	APPROACH %	21%	79%	0%	0%	81%	19%	62%	0%	38%	0%	0%	0%	
	APP/DEPART	1,542	/	1,774	2,149	/	2,068	887	/	0	0	/	736	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	165	652	0	0	877	210	300	0	163	0	0	0	2,367
	APPROACH %	20%	80%	0%	0%	81%	19%	65%	0%	35%	0%	0%	0%	
	PEAK HR FACTOR		0.900			0.981			0.857			0.000		0.975
	APP/DEPART	817	/	952	1,087	/	1,040	463	/	0	0	/	375	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	NEWPORT BEACH	PROJECT #:	CA09-0515-1
5/12/09	NORTH & SOUTH:	NEWPORT CENTER	LOCATION #:	6
TUESDAY	EAST & WEST:	SANTA ROSA	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND NEWPORT CENTER			SOUTHBOUND NEWPORT CENTER			EASTBOUND SANTA ROSA			WESTBOUND SANTA ROSA			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 0	ET 2	ER 0	WL 0.5	WT 1.5	WR 1	TOTAL
AM	7:00 AM	3	11	10	4	8	6	0	5	1	9	11	16	84
	7:15 AM	3	7	11	3	4	2	3	4	5	17	14	10	83
	7:30 AM	4	20	20	2	5	2	0	11	6	16	19	25	130
	7:45 AM	10	22	17	6	13	12	1	5	4	10	32	29	161
	8:00 AM	14	30	19	7	13	4	2	8	4	18	22	22	163
	8:15 AM	7	20	17	4	12	5	3	5	3	13	26	23	138
	8:30 AM	7	19	21	4	11	2	0	8	6	28	25	13	144
	8:45 AM	14	24	21	7	11	4	1	8	5	29	29	22	175
	VOLUMES	62	153	136	37	77	37	10	54	34	140	178	160	1,078
	APPROACH %	18%	44%	39%	25%	51%	25%	10%	55%	35%	29%	37%	33%	
	APP/DEPART	351	/	323	151	/	251	98	/	227	478	/	277	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	42	93	78	22	47	15	6	29	18	88	102	80	620
	APPROACH %	20%	44%	37%	26%	56%	18%	11%	55%	34%	33%	38%	30%	
	PEAK HR FACTOR		0.845			0.875			0.946			0.844		0.886
	APP/DEPART	213	/	179	84	/	153	53	/	129	270	/	159	0
PM	4:30 PM	11	20	49	31	15	7	1	35	8	14	33	21	245
	4:45 PM	15	37	45	21	20	8	1	36	6	19	44	18	270
	5:00 PM	17	41	63	32	22	8	6	37	11	27	38	16	318
	5:15 PM	23	34	43	25	27	6	3	39	17	37	36	20	310
	5:30 PM	14	23	40	28	29	7	4	37	9	21	46	19	277
	5:45 PM	16	26	35	23	25	5	6	34	10	21	34	12	247
	6:00 PM	10	20	21	28	19	3	4	29	11	19	44	10	218
	6:15 PM	6	16	25	22	26	8	2	39	9	25	48	17	243
	VOLUMES	112	217	321	210	183	52	27	286	81	183	323	133	2,128
	APPROACH %	17%	33%	49%	47%	41%	12%	7%	73%	21%	29%	51%	21%	
	APP/DEPART	650	/	377	445	/	447	394	/	817	639	/	487	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	69	135	191	106	98	29	14	149	43	104	164	73	1,175
	APPROACH %	17%	34%	48%	45%	42%	12%	7%	72%	21%	30%	48%	21%	
	PEAK HR FACTOR		0.816			0.910			0.873			0.917		0.924
	APP/DEPART	395	/	222	233	/	245	206	/	446	341	/	262	0

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SUPERIOR AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0902157
Site Code : 00000000
Start Date : 2/12/2009
Page No : 1

Groups Printed- VEHICLES

	SUPERIOR AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			SUPERIOR AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	48	31	37	18	158	11	18	49	27	38	409	119	963
07:15 AM	56	36	31	27	163	18	23	57	29	51	447	168	1106
07:30 AM	43	29	38	29	156	20	21	67	38	41	469	150	1101
07:45 AM	59	37	42	31	166	22	24	61	37	50	462	171	1162
Total	206	133	148	105	643	71	86	234	131	180	1787	608	4332
08:00 AM	61	44	43	39	197	24	29	64	42	57	506	187	1293
08:15 AM	68	37	45	47	207	27	30	72	48	53	497	181	1312
08:30 AM	59	47	40	38	198	22	31	69	41	51	449	170	1215
08:45 AM	47	41	36	29	191	26	30	64	39	49	421	159	1132
Total	235	169	164	153	793	99	120	269	170	210	1873	697	4952
*** BREAK ***													
04:30 PM	166	42	47	33	437	41	16	37	53	44	210	56	1182
04:45 PM	147	57	53	38	456	47	19	40	59	49	222	59	1246
Total	313	99	100	71	893	88	35	77	112	93	432	115	2428
05:00 PM	144	46	51	35	470	52	14	52	51	53	230	62	1260
05:15 PM	176	57	59	38	448	58	19	53	62	59	240	63	1332
05:30 PM	189	66	51	42	467	61	21	46	62	66	257	67	1395
05:45 PM	174	61	62	40	458	56	18	53	69	61	251	64	1367
Total	683	230	223	155	1843	227	72	204	244	239	978	256	5354
06:00 PM	171	59	56	42	481	51	20	56	61	57	238	64	1356
06:15 PM	157	51	54	37	464	52	33	64	59	59	233	57	1320
Grand Total	1765	741	745	563	5117	588	366	904	777	838	5541	1797	19742
Apprch %	54.3	22.8	22.9	9	81.6	9.4	17.9	44.2	38	10.2	67.8	22	
Total %	8.9	3.8	3.8	2.9	25.9	3	1.9	4.6	3.9	4.2	28.1	9.1	

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902157
Site Code : 00000000
Start Date : 2/12/2009
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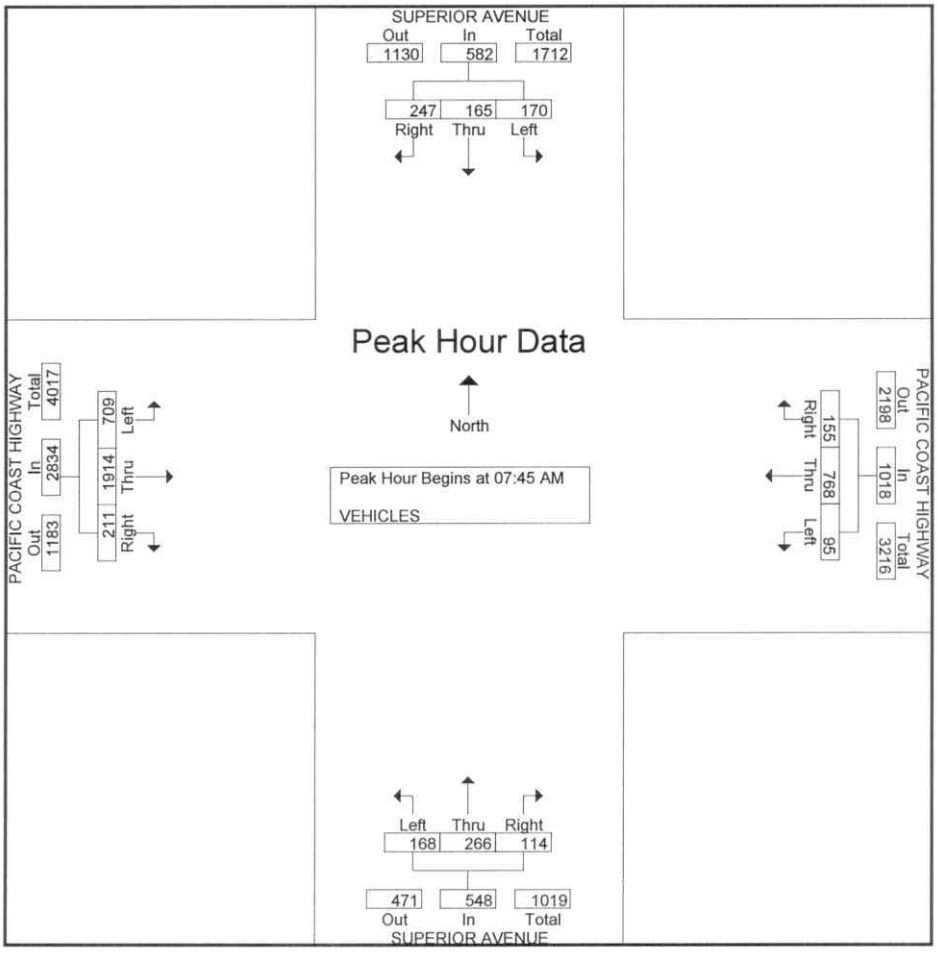
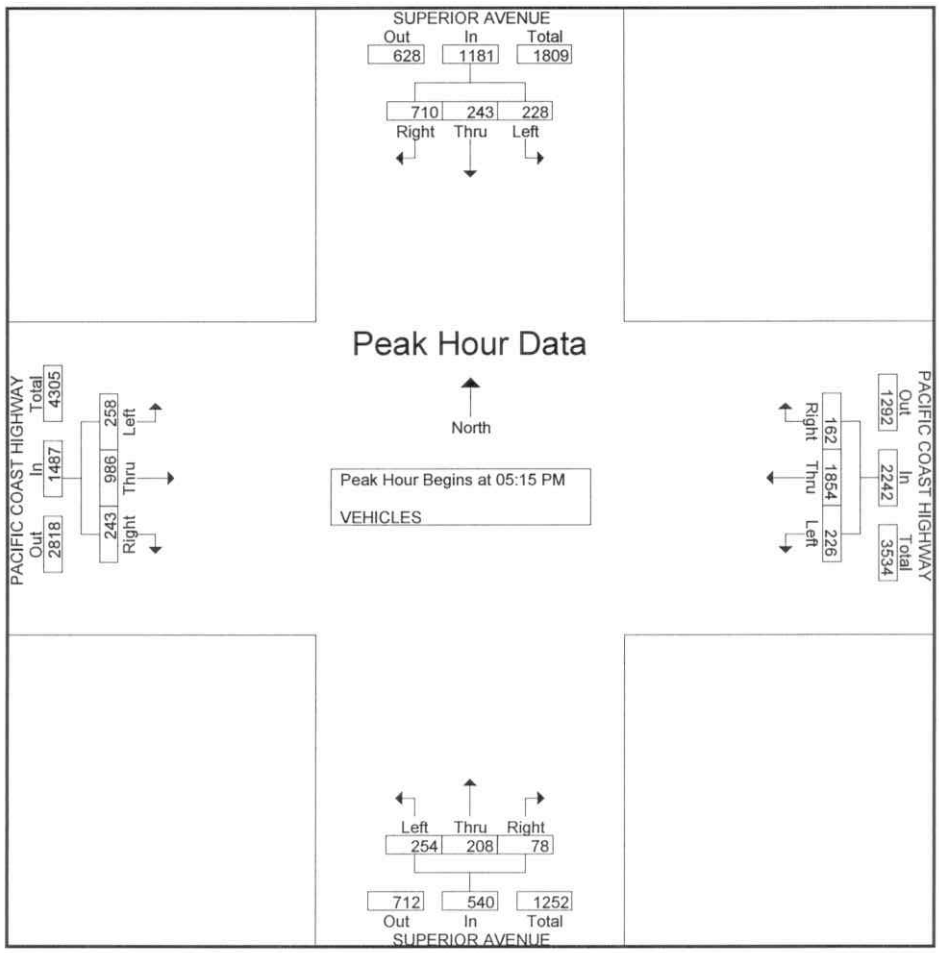
	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				SUPERIOR AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	59	37	42	138	31	166	22	219	24	61	37	122	50	462	171	683	1162
08:00 AM	61	44	43	148	39	197	24	260	29	64	42	135	**57**	**506**	**187**	**750**	1293
08:15 AM	**68**	37	**45**	**150**	**47**	**207**	**27**	**281**	30	**72**	**48**	**150**	53	497	181	731	**1312**
08:30 AM	59	**47**	40	146	38	198	22	258	**31**	69	41	141	51	449	170	670	1215
Total Volume	247	165	170	582	155	768	95	1018	114	266	168	548	211	1914	709	2834	4982
% App. Total	42.4	28.4	29.2		15.2	75.4	9.3		20.8	48.5	30.7		7.4	67.5	25		
PHF	.908	.878	.944	.970	.824	.928	.880	.906	.919	.924	.875	.913	.925	.946	.948	.945	.949



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902157
Site Code : 00000000
Start Date : 2/12/2009
Page No : 3

	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				SUPERIOR AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	176	57	59	292	38	448	58	544	19	53	62	134	59	240	63	362	1332
05:30 PM	**189**	**66**	51	**306**	**42**	467	**61**	570	**21**	46	62	129	**66**	**257**	**67**	**390**	**1395**
05:45 PM	174	61	**62**	297	40	458	56	554	18	53	**69**	**140**	61	251	64	376	1367
06:00 PM	171	59	56	286	42	**481**	51	**574**	20	**56**	61	137	57	238	64	359	1356
Total Volume	710	243	228	1181	162	1854	226	2242	78	208	254	540	243	986	258	1487	5450
% App. Total	60.1	20.6	19.3		7.2	82.7	10.1		14.4	38.5	47		16.3	66.3	17.4		
PHF	.939	.920	.919	.965	.964	.964	.926	.976	.929	.929	.920	.964	.920	.959	.963	.953	.977



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: TUSTIN AVENUE
E-W Direction: COAST HIGHWAY

File Name : H0903066
Site Code : 00000000
Start Date : 3/19/2009
Page No : 1

Groups Printed- VEHICLES

	TUSTIN AVENUE Southbound			COAST HIGHWAY Westbound			DRIVEWAY Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	2	1	130	0	0	0	0	0	217	2	352
07:15 AM	2	1	5	2	209	0	0	0	0	0	346	3	568
07:30 AM	1	0	5	4	205	0	0	0	0	0	450	11	676
07:45 AM	3	1	5	17	281	1	0	0	0	0	520	15	843
Total	6	2	17	24	825	1	0	0	0	0	1533	31	2439
08:00 AM	4	0	8	8	305	0	0	0	0	0	520	12	857
08:15 AM	3	0	12	3	317	0	0	0	0	1	472	11	819
08:30 AM	4	0	8	7	317	0	0	0	0	0	480	4	820
08:45 AM	0	0	10	17	312	0	0	0	0	1	487	9	836
Total	11	0	38	35	1251	0	0	0	0	2	1959	36	3332
*** BREAK ***													
04:30 PM	1	0	11	10	426	0	0	0	0	2	297	30	777
04:45 PM	19	0	12	14	505	0	0	0	0	1	321	39	911
Total	20	0	23	24	931	0	0	0	0	3	618	69	1688
05:00 PM	12	0	12	13	521	0	0	0	0	0	337	50	945
05:15 PM	4	0	19	14	574	0	0	0	0	6	362	12	991
05:30 PM	7	0	12	12	548	0	0	1	0	8	332	10	930
05:45 PM	4	0	12	13	587	0	2	0	0	6	345	22	991
Total	27	0	55	52	2230	0	2	1	0	20	1376	94	3857
06:00 PM	5	0	15	11	508	0	0	0	0	3	326	18	886
06:15 PM	2	0	15	12	471	0	1	0	0	5	274	22	802
Grand Total	71	2	163	158	6216	1	3	1	0	33	6086	270	13004
Apprch %	30.1	0.8	69.1	2.5	97.5	0.0	75.0	25.0	0.0	0.5	95.3	4.2	
Total %	0.5	0.0	1.3	1.2	47.8	0.0	0.0	0.0	0.0	0.3	46.8	2.1	

Transportation Studies, Inc.
2680 Walnut Avenue
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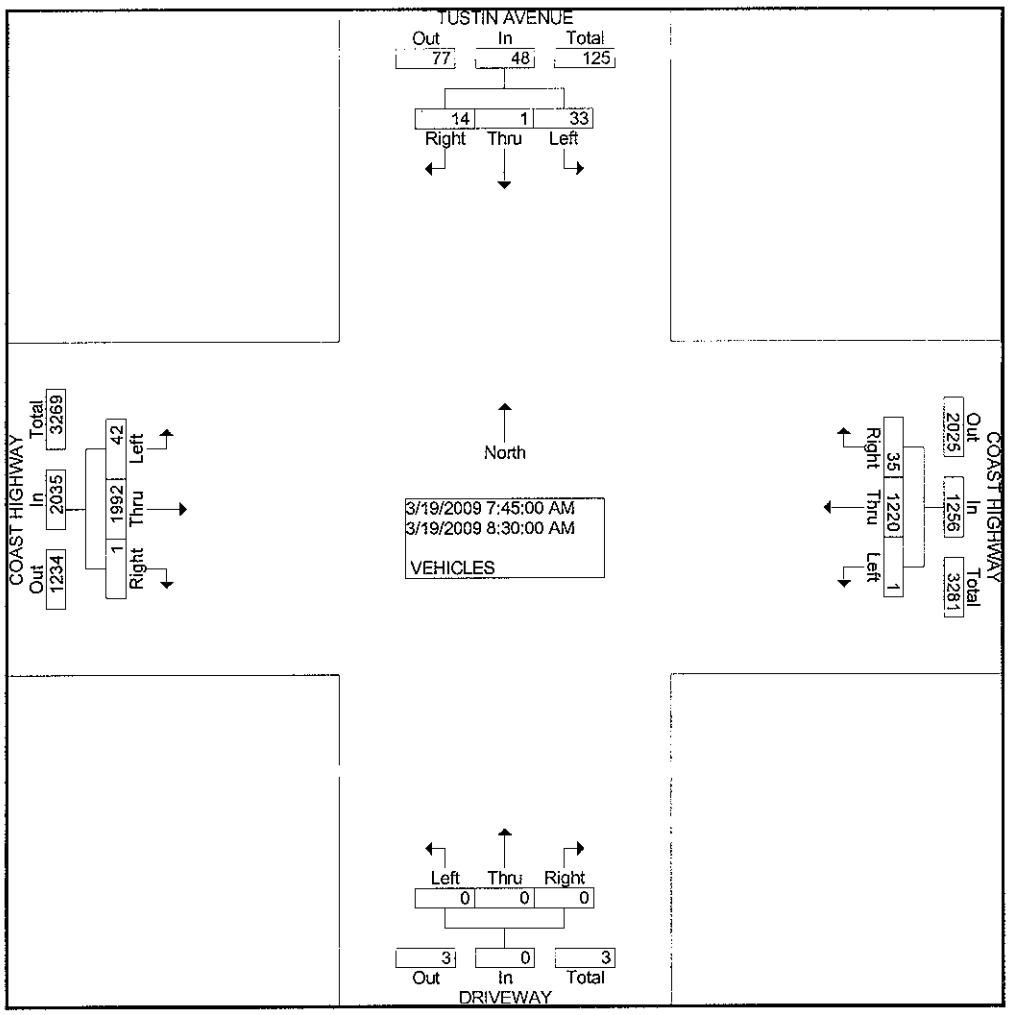
Tustin, CA. 92780

File Name : H0903066
Site Code : 00000000
Start Date : 3/19/2009

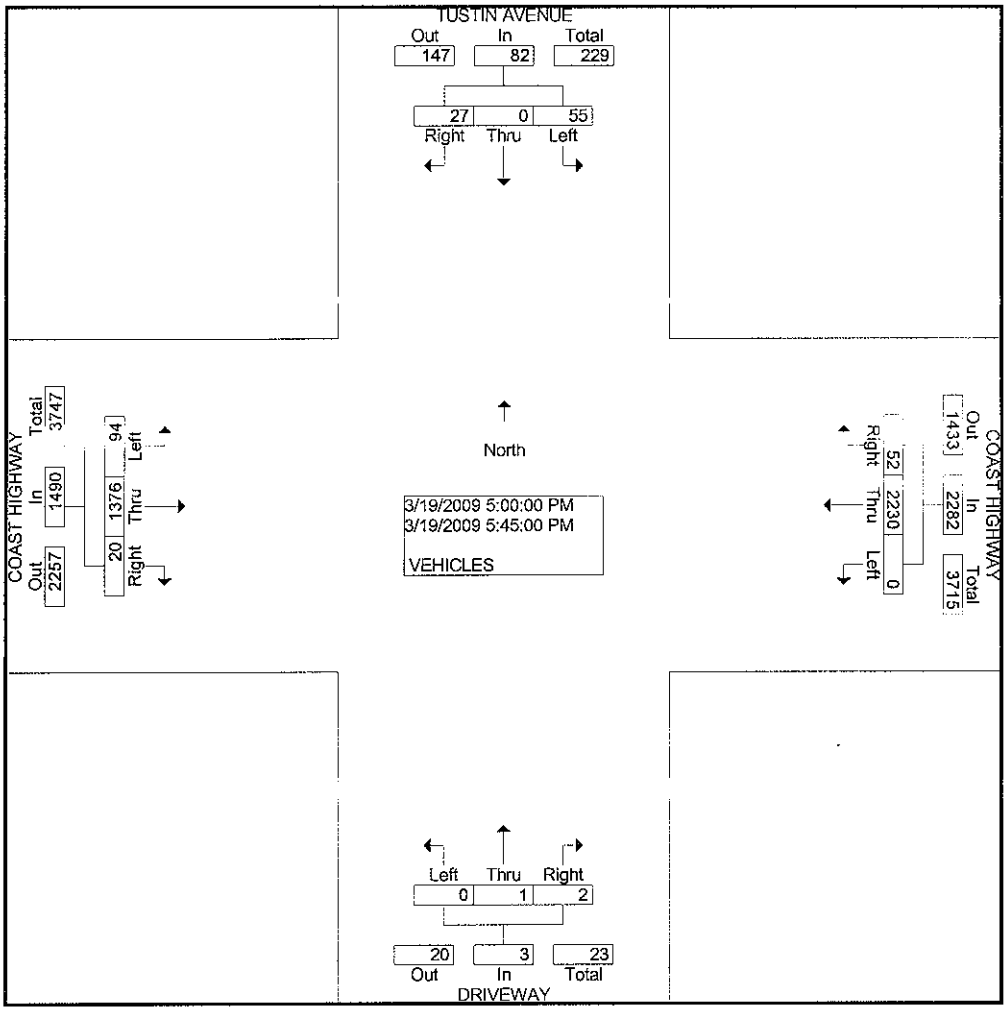
	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	14	1	33	48	35	1220	1	1256	0	0	0	0	1	1992	42	2035	3339
Percent	29.2	2.1	68.8		2.8	97.1	0.1		0.0	0.0	0.0		0.0	97.9	2.1		
08:00 Volume	4	0	8	12	8	305	0	313	0	0	0	0	0	520	12	532	857
Peak Factor																	0.974
High Int.	08:15 AM				08:30 AM				6:45:00 AM				07:45 AM				
Volume	3	0	12	15	7	317	0	324	0	0	0	0	0	520	15	535	
Peak Factor				0.800				0.969								0.951	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903066
Site Code : 00000000
Start Date : 3/19/2009
Page No : 3

	TUSTIN AVENUE Southbound				COAST HIGHWAY Westbound				DRIVEWAY Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	27	0	55	82	52	2230	0	2282	2	1	0	3	20	1376	94	1490	3857
Percent	32.9	0.0	67.1		2.3	97.7	0.0		66.7	33.3	0.0		1.3	92.3	6.3		
05:45 Volume	4	0	12	16	13	587	0	600	2	0	0	2	6	345	22	373	991
Peak Factor																	0.973
High Int.	05:00 PM				05:45 PM				05:45 PM				05:00 PM				
Volume	12	0	12	24	13	587	0	600	2	0	0	2	0	337	50	387	
Peak Factor				0.854				0.951				0.375				0.963	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: RIVERSIDE AVENUE
E-W Direction: COAST HIGHWAY

File Name : H0903065
Site Code : 00000000
Start Date : 3/18/2009
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Groups Printed- VEHICLES

	RIVERSIDE AVENUE Southbound			COAST HIGHWAY Westbound			RIVERSIDE AVENUE Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	24	1	5	6	181	2	0	0	0	0	255	27	501
07:15 AM	42	0	15	14	201	0	0	0	0	1	375	58	706
07:30 AM	74	0	16	17	201	0	0	0	0	0	422	88	818
07:45 AM	103	0	18	15	257	4	0	0	0	1	472	81	951
Total	243	1	54	52	840	6	0	0	0	2	1524	254	2976
08:00 AM	77	0	14	18	270	4	0	0	0	1	479	71	934
08:15 AM	49	3	23	16	297	5	0	0	0	1	470	74	938
08:30 AM	75	1	22	18	300	4	1	0	0	1	472	86	980
08:45 AM	67	2	16	11	288	5	0	2	0	4	445	78	918
Total	268	6	75	63	1155	18	1	2	0	7	1866	309	3770
*** BREAK ***													
04:30 PM	95	1	19	19	447	2	0	2	3	5	394	68	1055
04:45 PM	82	0	22	22	470	3	3	0	2	3	319	61	987
Total	177	1	41	41	917	5	3	2	5	8	713	129	2042
05:00 PM	95	0	24	24	506	2	0	0	0	1	332	64	1048
05:15 PM	106	0	27	18	565	4	0	2	4	1	351	67	1145
05:30 PM	100	0	27	11	530	2	0	4	4	3	354	61	1096
05:45 PM	103	2	20	17	554	3	2	5	2	0	336	52	1096
Total	404	2	98	70	2155	11	2	11	10	5	1373	244	4385
06:00 PM	77	0	16	5	534	2	1	2	3	6	316	46	1008
06:15 PM	75	0	19	4	432	4	1	2	3	5	320	52	917
Grand Total	1244	10	303	235	6033	46	8	19	21	33	6112	1034	15098
Apprch %	79.9	0.6	19.5	3.7	95.5	0.7	16.7	39.6	43.8	0.5	85.1	14.4	
Total %	8.2	0.1	2.0	1.6	40.0	0.3	0.1	0.1	0.1	0.2	40.5	6.8	

Transportation Studies, Inc.
2680 Walnut Avenue
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File Name : H0903065
Site Code : 00000000
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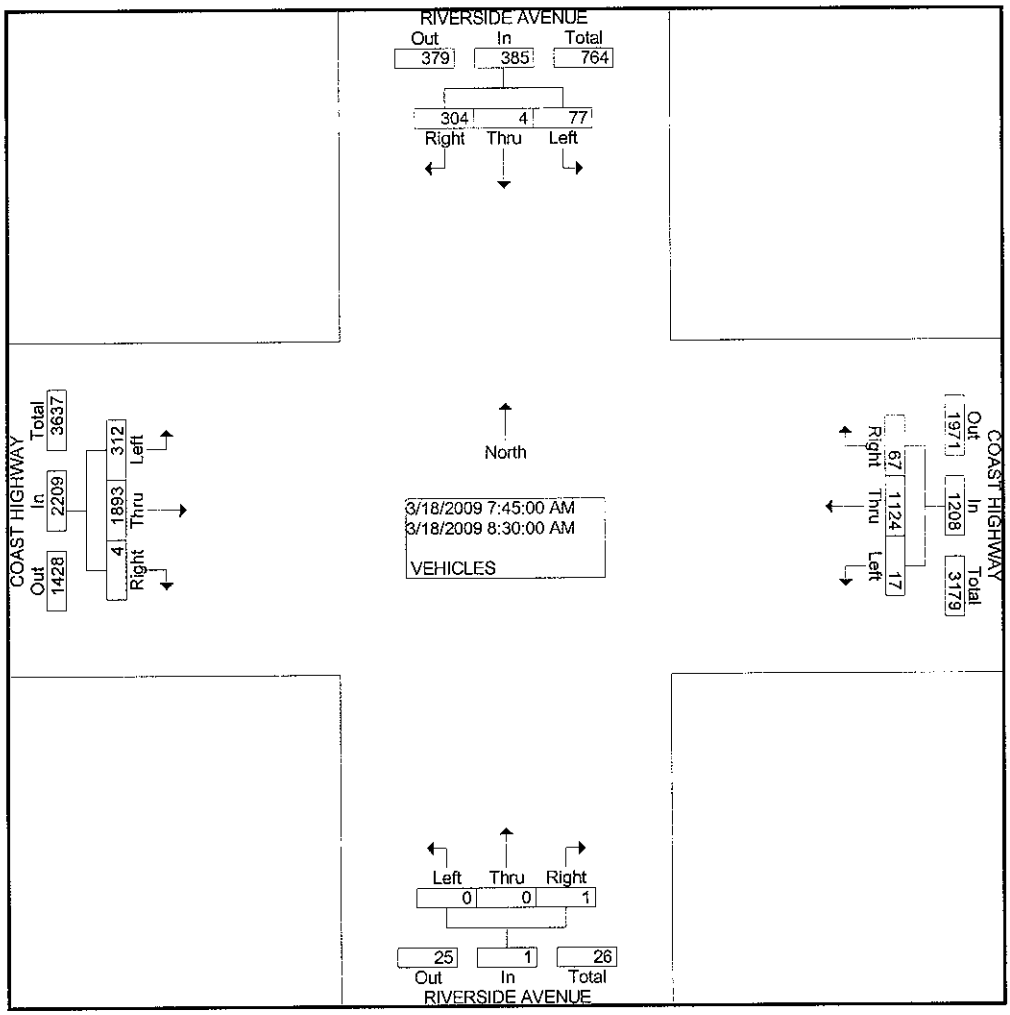
	RIVERSIDE AVENUE Southbound				COAST HIGHWAY Westbound				RIVERSIDE AVENUE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	304	4	77	385	67	1124	17	1208	1	0	0	1	4	1893	312	2209	3803
Percent	79.0	1.0	20.0		5.5	93.0	1.4		100.0	0.0	0.0		0.2	85.7	14.1		
08:30 Volume	75	1	22	98	18	300	4	322	1	0	0	1	1	472	86	559	980
Peak Factor																	0.970
High Int.	07:45 AM				08:30 AM				08:30 AM				08:30 AM				
Volume	103	0	18	121	18	300	4	322	1	0	0	1	1	472	86	559	
Peak Factor				0.795				0.938				0.250				0.988	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
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File Name : H0903065
Site Code : 00000000
Start Date : 3/18/2009
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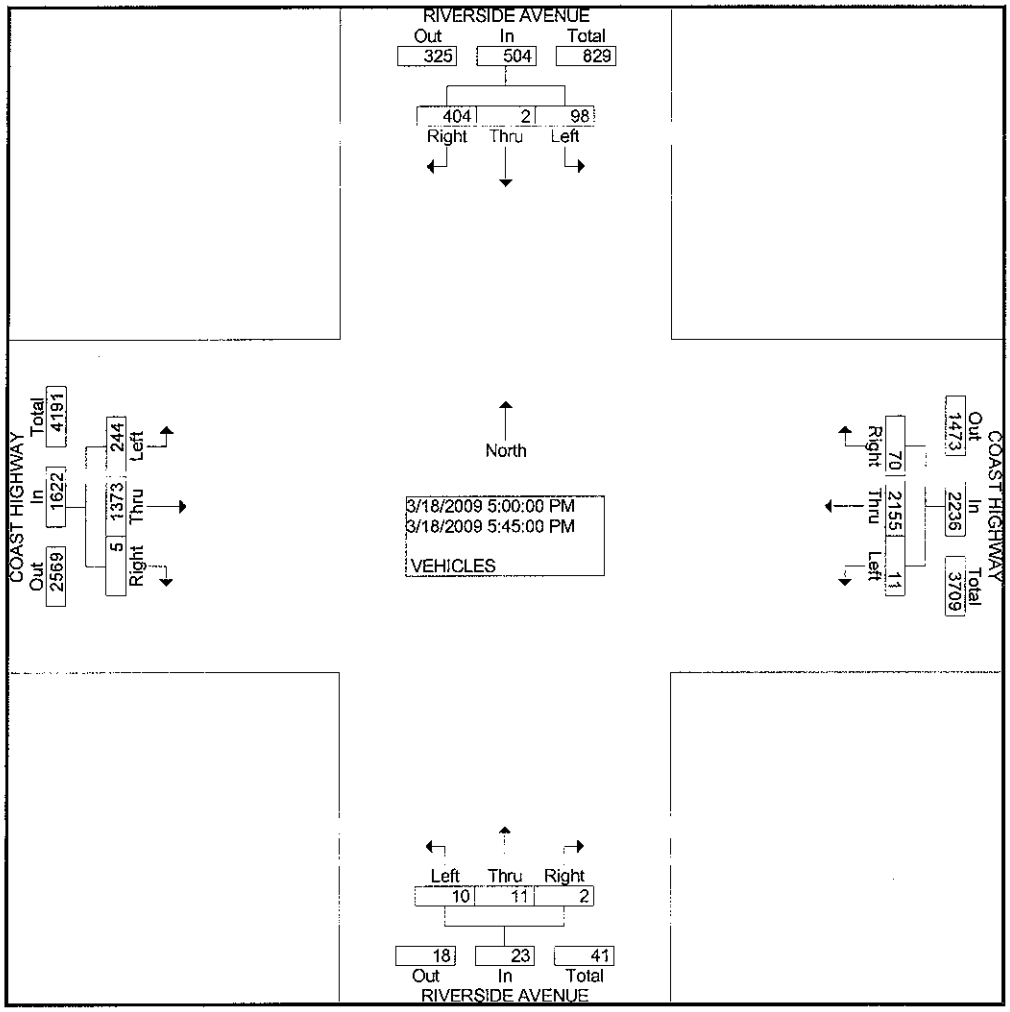
	RIVERSIDE AVENUE Southbound				COAST HIGHWAY Westbound				RIVERSIDE AVENUE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	404	2	98	504	70	2155	11	2236	2	11	10	23	5	1373	244	1622	4385
Percent	80.2	0.4	19.4		3.1	96.4	0.5		8.7	47.8	43.5		0.3	84.6	15.0		
05:15 Volume	106	0	27	133	18	565	4	587	0	2	4	6	1	351	67	419	1145
Peak Factor																	0.957
High Int.	05:15 PM				05:15 PM				05:45 PM				05:15 PM				
Volume	106	0	27	133	18	565	4	587	2	5	2	9	1	351	67	419	
Peak Factor				0.947				0.952				0.639				0.968	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: DOVER DR/BAY SHORE DR
E-W Direction: COAST HIGHWAY

File Name : H0903062
Site Code : 00000000
Start Date : 3/19/2009
Page No : 1

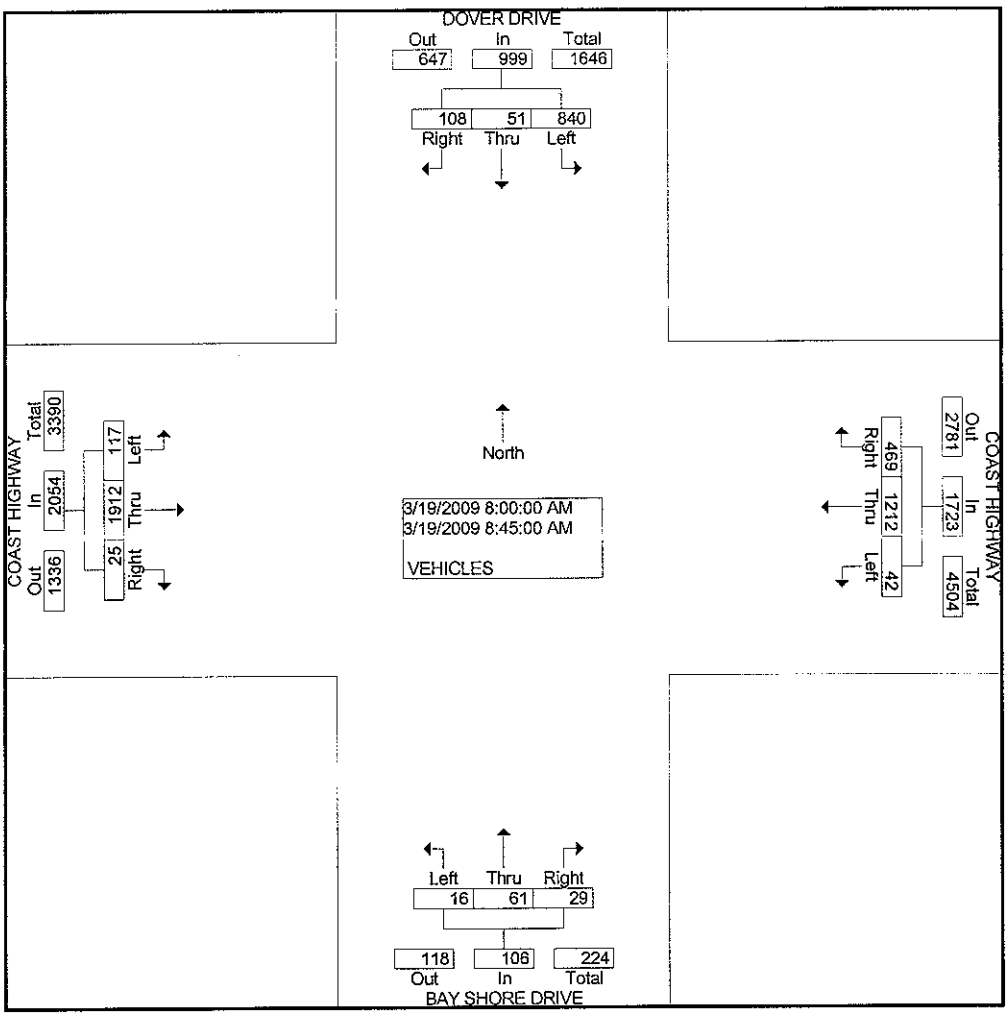
Groups Printed- VEHICLES

	DOVER DRIVE Southbound			COAST HIGHWAY Westbound			BAY SHORE DRIVE Northbound			COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	20	16	99	71	121	4	5	2	5	2	258	14	617
07:15 AM	27	7	147	97	200	3	8	11	3	1	361	15	880
07:30 AM	29	7	190	136	205	8	13	16	6	2	382	31	1025
07:45 AM	36	7	223	134	221	5	12	21	7	4	403	36	1109
Total	112	37	659	438	747	20	38	50	21	9	1404	96	3631
08:00 AM	28	13	196	125	305	19	11	15	2	5	477	28	1224
08:15 AM	27	14	214	114	310	8	8	17	4	4	475	26	1221
08:30 AM	32	13	234	122	283	10	6	10	1	8	499	30	1248
08:45 AM	21	11	196	108	314	5	4	19	9	8	461	33	1189
Total	108	51	840	469	1212	42	29	61	16	25	1912	117	4882
*** BREAK ***													
04:30 PM	34	11	226	230	457	17	2	9	10	5	320	31	1352
04:45 PM	23	17	219	286	430	13	12	12	5	3	289	36	1345
Total	57	28	445	516	887	30	14	21	15	8	609	67	2697
05:00 PM	36	16	215	263	543	8	7	13	11	3	344	34	1493
05:15 PM	25	21	193	271	528	16	14	7	6	8	282	38	1409
05:30 PM	30	12	267	217	546	12	6	10	7	6	333	36	1482
05:45 PM	28	12	243	270	536	14	14	12	11	8	311	37	1496
Total	119	61	918	1021	2153	50	41	42	35	25	1270	145	5880
06:00 PM	26	13	211	282	486	11	6	12	8	4	298	28	1385
06:15 PM	30	17	197	227	436	14	8	16	2	4	298	28	1277
Grand Total	452	207	3270	2953	5921	167	136	202	97	75	5791	481	19752
Apprch %	11.5	5.3	83.2	32.7	65.5	1.8	31.3	46.4	22.3	1.2	91.2	7.6	
Total %	2.3	1.0	16.6	15.0	30.0	0.8	0.7	1.0	0.5	0.4	29.3	2.4	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903062
Site Code : 00000000
Start Date : 3/19/2009

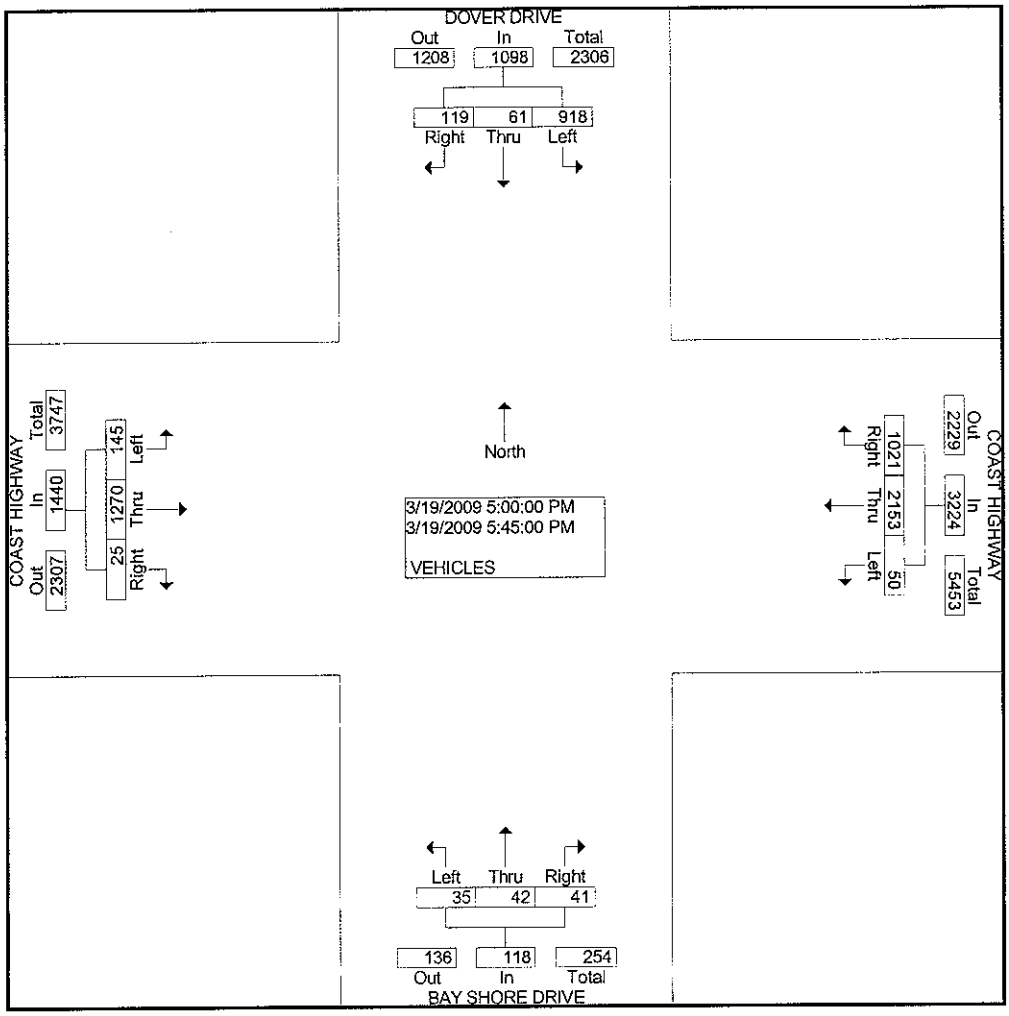
	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAY SHORE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	108	51	840	999	469	1212	42	1723	29	61	16	106	25	1912	117	2054	4882
Percent	10.8	5.1	84.1		27.2	70.3	2.4		27.4	57.5	15.1		1.2	93.1	5.7		
08:30 Volume	32	13	234	279	122	283	10	415	6	10	1	17	8	499	30	537	1248
Peak Factor																	0.978
High Int.	08:30 AM				08:00 AM				08:45 AM				08:30 AM				
Volume	32	13	234	279	125	305	19	449	4	19	9	32	8	499	30	537	
Peak Factor				0.895				0.959				0.828				0.956	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903062
Site Code : 00000000
Start Date : 3/19/2009

	DOVER DRIVE Southbound				COAST HIGHWAY Westbound				BAY SHORE DRIVE Northbound				COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	119	61	918	1098	1021	2153	50	3224	41	42	35	118	25	1270	145	1440	5880
Percent	10.8	5.6	83.6		31.7	66.8	1.6		34.7	35.6	29.7		1.7	88.2	10.1		
05:45 Volume	28	12	243	283	270	536	14	820	14	12	11	37	8	311	37	356	1496
Peak Factor																	0.983
High Int.	05:30 PM				05:45 PM				05:45 PM				05:00 PM				
Volume	30	12	267	309	270	536	14	820	14	12	11	37	3	344	34	381	
Peak Factor				0.888				0.983				0.797				0.945	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SANTA ROSA DRIVE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0903086
Site Code : 00000000
Start Date : 4/2/2009
Page No : 1

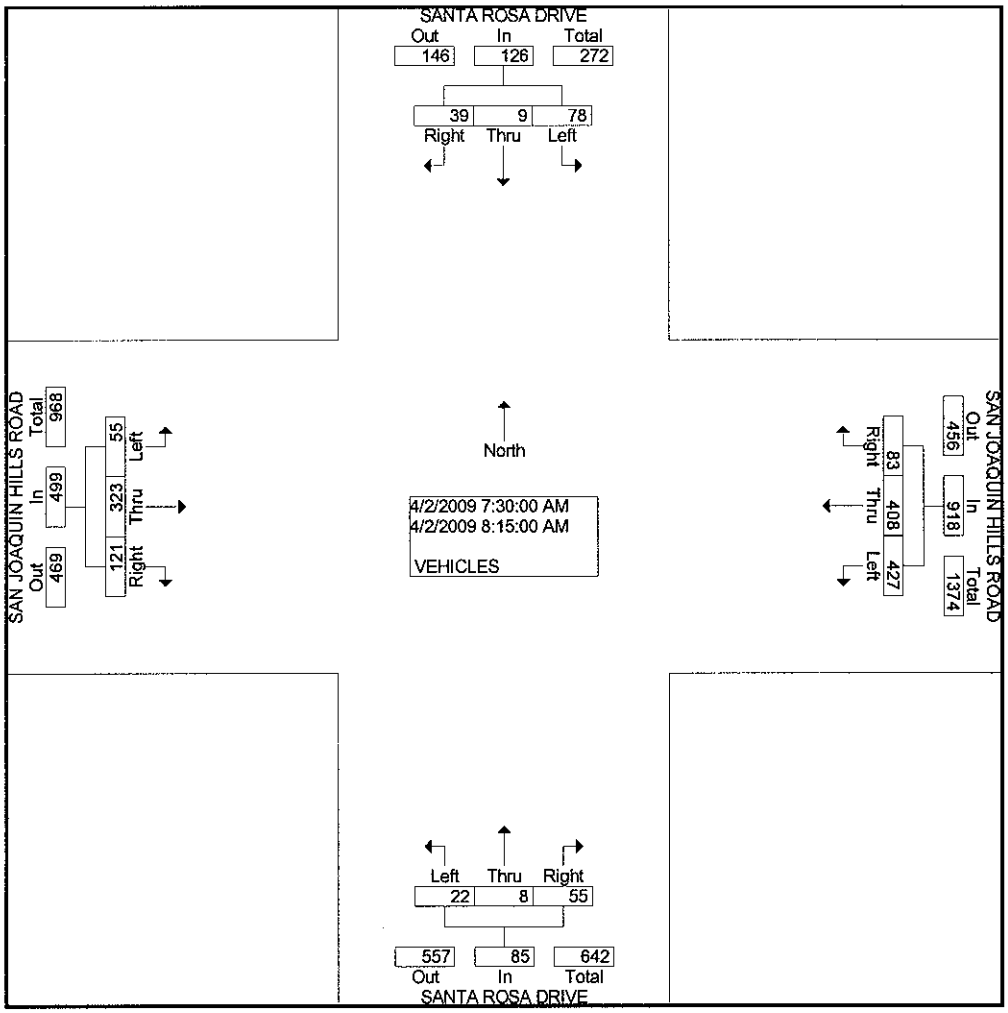
Groups Printed- VEHICLES

	SANTA ROSA DRIVE Southbound			SAN JOAQUIN HILLS ROAD Westbound			SANTA ROSA DRIVE Northbound			SAN JOAQUIN HILLS ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	0	15	24	36	70	6	10	5	27	35	14	244
07:15 AM	10	5	10	21	84	43	9	5	5	22	45	9	268
07:30 AM	9	2	18	24	119	102	13	4	6	21	75	22	415
07:45 AM	8	1	23	16	104	119	12	3	5	35	87	11	424
Total	29	8	66	85	343	334	40	22	21	105	242	56	1351
08:00 AM	10	2	14	23	97	94	14	1	4	37	89	13	398
08:15 AM	12	4	23	20	88	112	16	0	7	28	72	9	391
08:30 AM	7	3	12	30	76	121	13	2	9	29	48	13	363
08:45 AM	10	2	19	28	74	125	24	0	13	37	60	10	402
Total	39	11	68	101	335	452	67	3	33	131	269	45	1554
*** BREAK ***													
04:30 PM	10	3	26	17	48	59	107	10	36	9	101	3	429
04:45 PM	7	4	19	7	54	75	91	5	32	4	144	8	450
Total	17	7	45	24	102	134	198	15	68	13	245	11	879
05:00 PM	8	7	20	9	45	67	121	9	58	2	168	16	530
05:15 PM	10	3	21	17	69	69	102	9	40	0	130	15	485
05:30 PM	9	3	23	10	73	77	86	7	42	0	169	12	511
05:45 PM	8	3	20	17	45	77	64	6	20	14	128	4	406
Total	35	16	84	53	232	290	373	31	160	16	595	47	1932
06:00 PM	4	1	7	6	33	35	54	2	15	7	61	3	228
06:15 PM	9	0	11	11	52	53	57	6	14	10	98	11	332
Grand Total	133	43	281	280	1097	1298	789	79	311	282	1510	173	6276
Apprch %	29.1	9.4	61.5	10.5	41.0	48.5	66.9	6.7	26.4	14.4	76.8	8.8	
Total %	2.1	0.7	4.5	4.5	17.5	20.7	12.6	1.3	5.0	4.5	24.1	2.8	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903086
Site Code : 00000000
Start Date : 4/2/2009

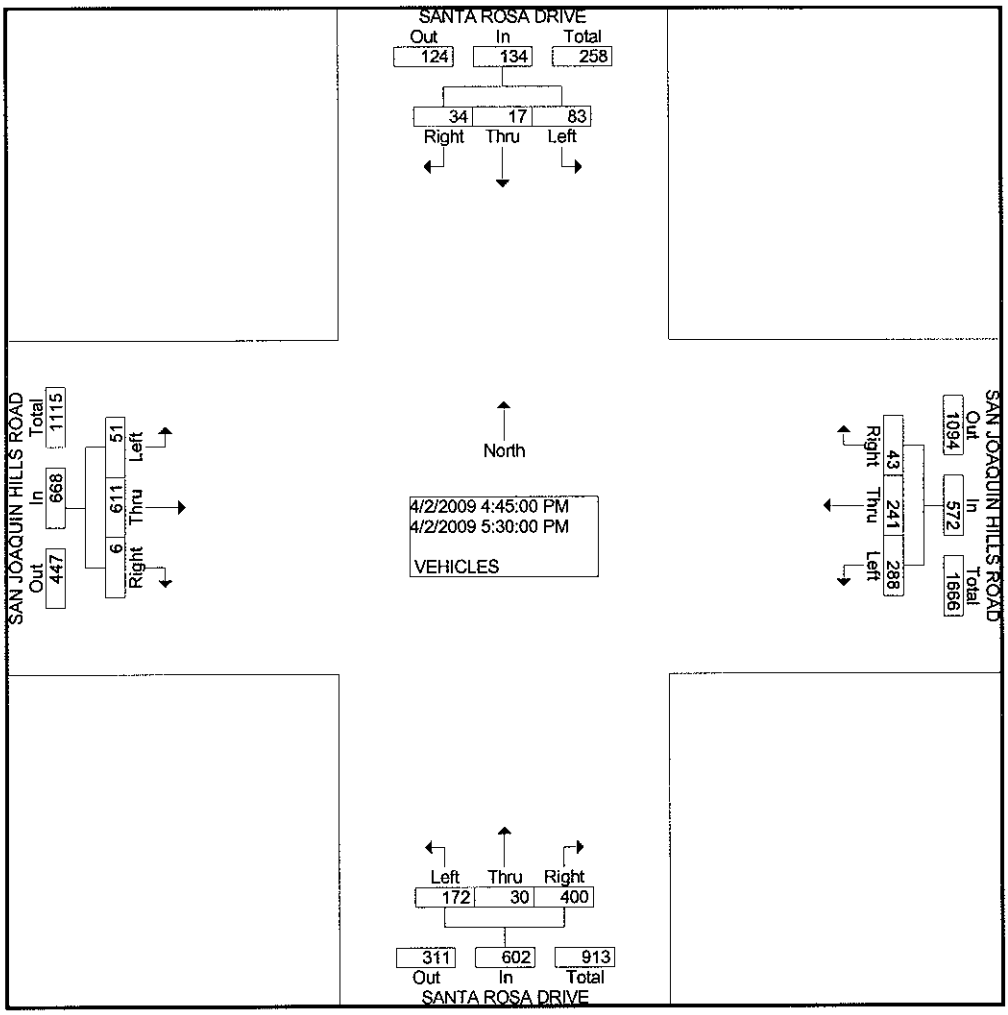
	SANTA ROSA DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA ROSA DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	39	9	78	126	83	408	427	918	55	8	22	85	121	323	55	499	1628
Percent	31.0	7.1	61.9		9.0	44.4	46.5		64.7	9.4	25.9		24.2	64.7	11.0		
07:45 Volume	8	1	23	32	16	104	119	239	12	3	5	20	35	87	11	133	424
Peak Factor																	0.960
High Int.	08:15 AM				07:30 AM				07:30 AM				08:00 AM				
Volume	12	4	23	39	24	119	102	245	13	4	6	23	37	89	13	139	
Peak Factor				0.808				0.937				0.924				0.897	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903086
Site Code : 00000000
Start Date : 4/2/2009

	SANTA ROSA DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA ROSA DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	34	17	83	134	43	241	288	572	400	30	172	602	6	611	51	668	1976
Percent	25.4	12.7	61.9		7.5	42.1	50.3		66.4	5.0	28.6		0.9	91.5	7.6		
05:00 Volume	8	7	20	35	9	45	67	121	121	9	58	188	2	168	16	186	530
Peak Factor																	0.932
High Int.	05:00 PM				05:30 PM				05:00 PM				05:00 PM				
Volume	8	7	20	35	10	73	77	160	121	9	58	188	2	168	16	186	
Peak Factor				0.957				0.894				0.801				0.898	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SANTA CRUZ DRIVE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0903085
Site Code : 00000000
Start Date : 4/1/2009

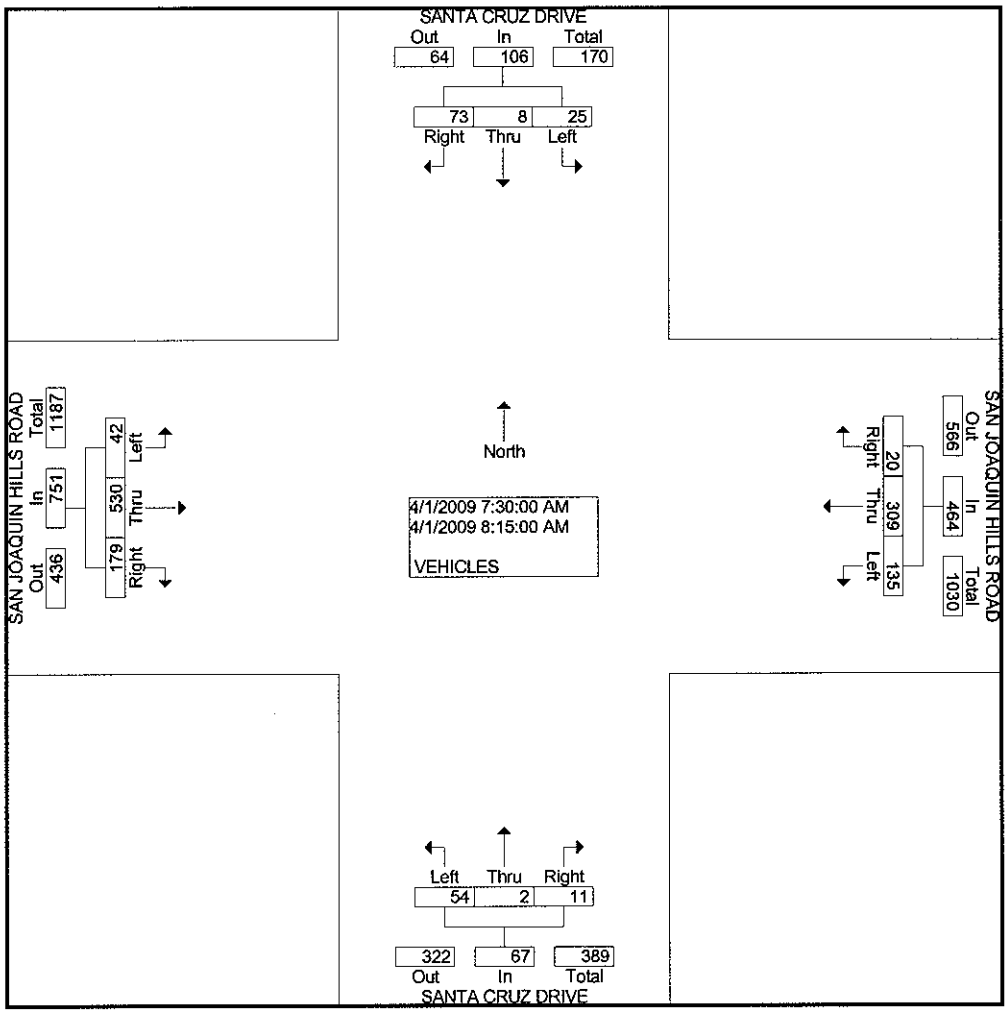
Groups Printed- VEHICLES

	SANTA CRUZ DRIVE Southbound			SAN JOAQUIN HILLS ROAD Westbound			SANTA CRUZ DRIVE Northbound			SAN JOAQUIN HILLS ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	10	1	2	2	30	9	5	2	12	25	74	4	176
07:15 AM	9	0	1	0	57	25	1	1	6	30	84	9	223
07:30 AM	23	3	6	3	122	29	0	0	8	42	115	10	361
07:45 AM	21	0	4	3	75	35	2	0	10	41	151	8	350
Total	63	4	13	8	284	98	8	3	36	138	424	31	1110
08:00 AM	14	4	6	6	54	43	5	1	14	56	164	14	381
08:15 AM	15	1	9	8	58	28	4	1	22	40	100	10	296
08:30 AM	14	0	1	3	57	29	0	0	11	40	97	11	263
08:45 AM	29	1	5	4	53	25	4	1	22	39	114	17	314
Total	72	6	21	21	222	125	13	3	69	175	475	52	1254
*** BREAK ***													
04:30 PM	16	0	4	5	77	9	26	1	62	13	86	19	318
04:45 PM	12	2	5	7	66	10	16	3	84	36	83	20	344
Total	28	2	9	12	143	19	42	4	146	49	169	39	662
05:00 PM	10	0	3	3	94	8	39	5	101	28	95	20	406
05:15 PM	13	2	4	2	97	10	32	2	118	27	99	28	434
05:30 PM	4	1	2	6	99	9	23	3	119	33	89	20	408
05:45 PM	10	1	5	8	109	15	19	0	72	54	89	31	413
Total	37	4	14	19	399	42	113	10	410	142	372	99	1661
06:00 PM	16	3	8	23	64	8	21	2	80	40	62	26	353
06:15 PM	16	1	4	5	56	9	29	4	75	25	79	19	322
Grand Total	232	20	69	88	1168	301	226	26	816	569	1581	266	5362
Apprch %	72.3	6.2	21.5	5.7	75.0	19.3	21.2	2.4	76.4	23.6	65.4	11.0	
Total %	4.3	0.4	1.3	1.6	21.8	5.6	4.2	0.5	15.2	10.6	29.5	5.0	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903085
Site Code : 00000000
Start Date : 4/1/2009

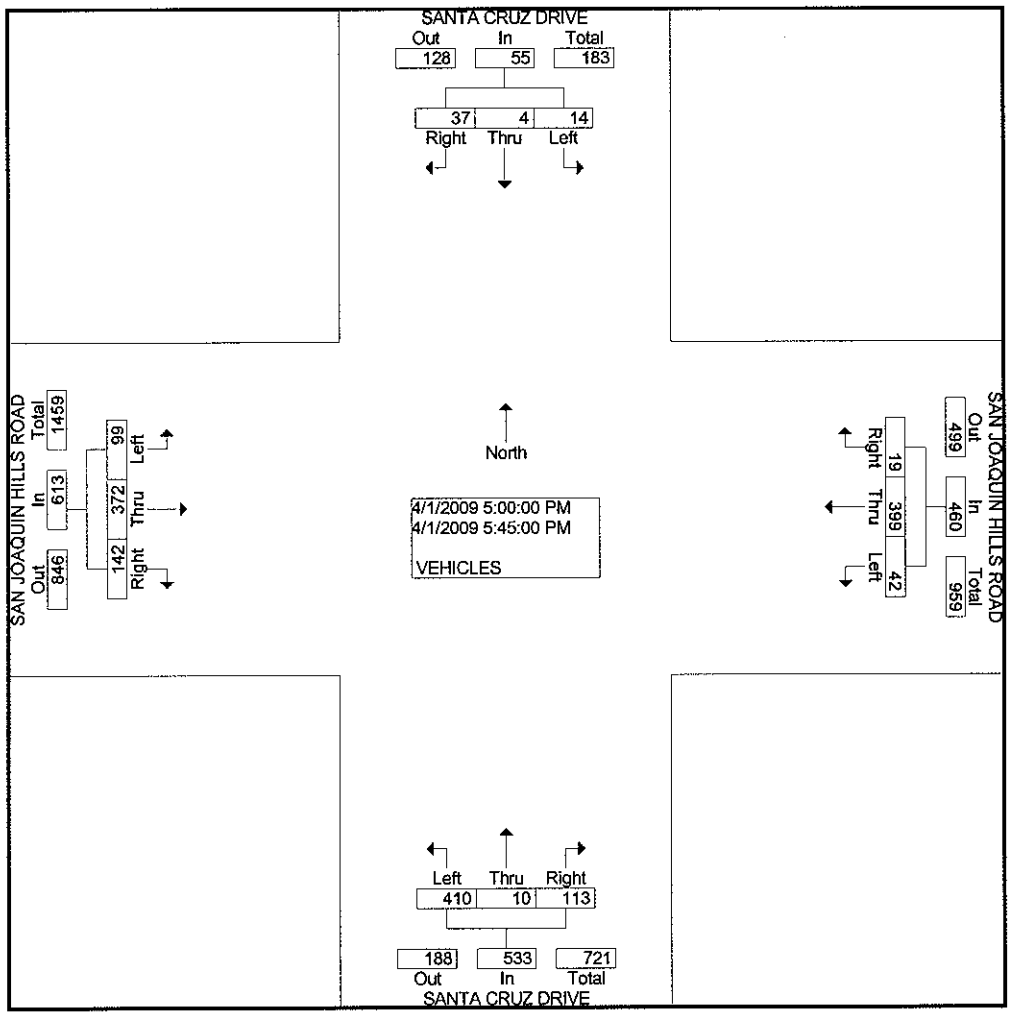
	SANTA CRUZ DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA CRUZ DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	73	8	25	106	20	309	135	464	11	2	54	67	179	530	42	751	1388
Percent	68.9	7.5	23.6		4.3	66.6	29.1		16.4	3.0	80.6		23.8	70.6	5.6		
08:00 Volume	14	4	6	24	6	54	43	103	5	1	14	20	56	164	14	234	381
Peak Factor																	0.911
High Int.	07:30 AM				07:30 AM				08:15 AM				08:00 AM				
Volume	23	3	6	32	3	122	29	154	4	1	22	27	56	164	14	234	
Peak Factor				0.828				0.753				0.620				0.802	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903085
Site Code : 00000000
Start Date : 4/1/2009
Page No : 3

	SANTA CRUZ DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SANTA CRUZ DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	37	4	14	55	19	399	42	460	113	10	410	533	142	372	99	613	1661
Percent	67.3	7.3	25.5		4.1	86.7	9.1		21.2	1.9	76.9		23.2	60.7	16.2		
05:15 Volume	13	2	4	19	2	97	10	109	32	2	118	152	27	99	28	154	434
Peak Factor																	0.957
High Int.	05:15 PM				05:45 PM				05:15 PM				05:45 PM				
Volume	13	2	4	19	8	109	15	132	32	2	118	152	54	89	31	174	
Peak Factor				0.724				0.871				0.877				0.881	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SAN MIGUEL DRIVE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0903084
Site Code : 00000000
Start Date : 3/31/2009
Page No : 1

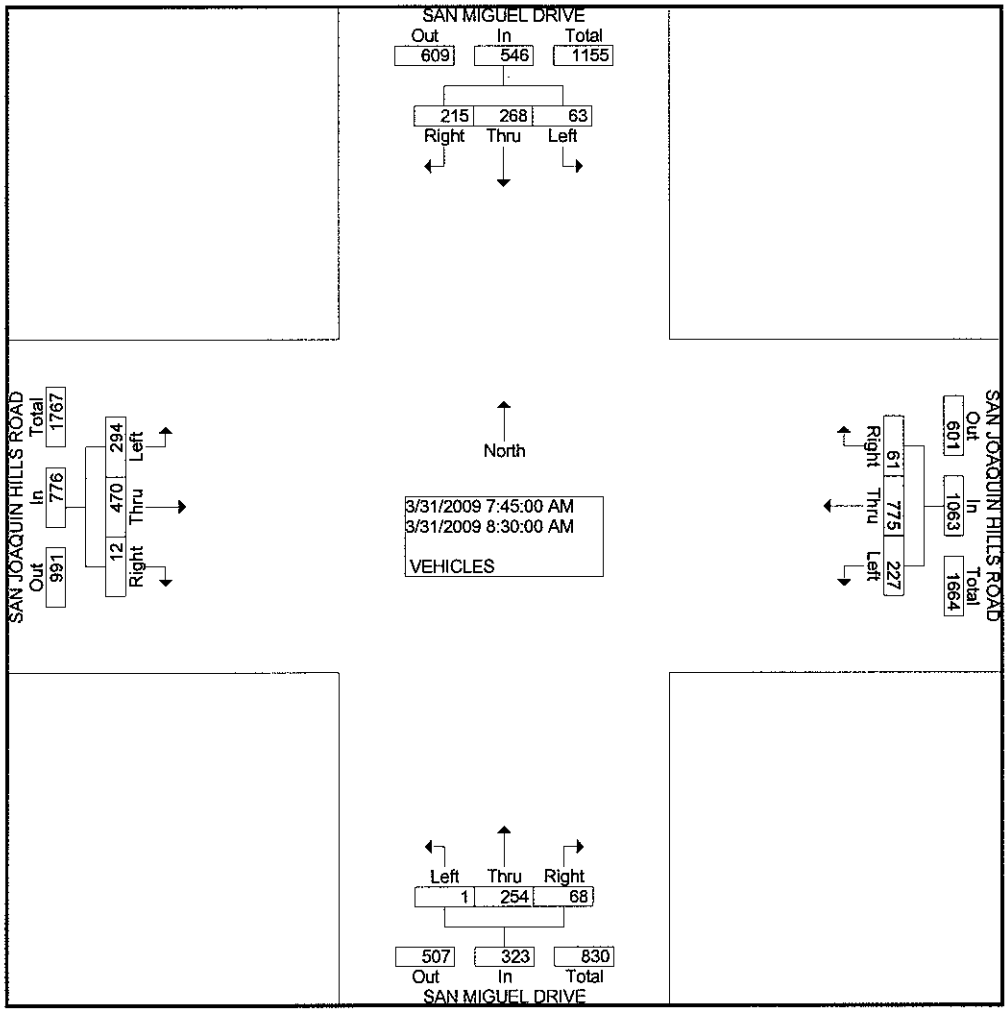
Groups Printed- VEHICLES

	SAN MIGUEL DRIVE Southbound			SAN JOAQUIN HILLS ROAD Westbound			SAN MIGUEL DRIVE Northbound			SAN JOAQUIN HILLS ROAD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	18	23	4	11	111	23	13	25	1	6	107	26	368
07:15 AM	37	26	8	10	184	21	12	24	0	0	104	31	457
07:30 AM	39	38	5	10	207	32	24	34	0	4	83	54	530
07:45 AM	48	67	15	7	206	44	12	75	1	0	132	64	671
Total	142	154	32	38	708	120	61	158	2	10	426	175	2026
08:00 AM	47	76	16	27	182	59	22	84	0	2	139	125	779
08:15 AM	76	75	15	11	191	64	14	51	0	4	101	49	651
08:30 AM	44	50	17	16	196	60	20	44	0	6	98	56	607
08:45 AM	37	72	21	15	196	83	15	48	0	6	99	46	638
Total	204	273	69	69	765	266	71	227	0	18	437	276	2675
*** BREAK ***													
04:30 PM	31	55	24	12	122	72	51	116	2	4	150	69	708
04:45 PM	23	50	28	4	108	56	72	120	0	4	163	86	714
Total	54	105	52	16	230	128	123	236	2	8	313	155	1422
05:00 PM	31	68	20	14	159	58	80	105	0	4	192	97	828
05:15 PM	22	47	22	10	119	43	47	112	1	3	184	99	709
05:30 PM	19	61	29	8	112	77	78	136	3	0	184	99	806
05:45 PM	16	51	20	15	130	61	74	95	5	0	205	89	761
Total	88	227	91	47	520	239	279	448	9	7	765	384	3104
06:00 PM	27	58	33	10	115	44	50	115	2	1	202	102	759
06:15 PM	27	42	22	6	135	56	46	88	0	4	205	91	722
Grand Total	542	859	299	186	2473	853	630	1272	15	48	2348	1183	10708
Apprch %	31.9	50.5	17.6	5.3	70.4	24.3	32.9	66.4	0.8	1.3	65.6	33.1	
Total %	5.1	8.0	2.8	1.7	23.1	8.0	5.9	11.9	0.1	0.4	21.9	11.0	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903084
Site Code : 00000000
Start Date : 3/31/2009

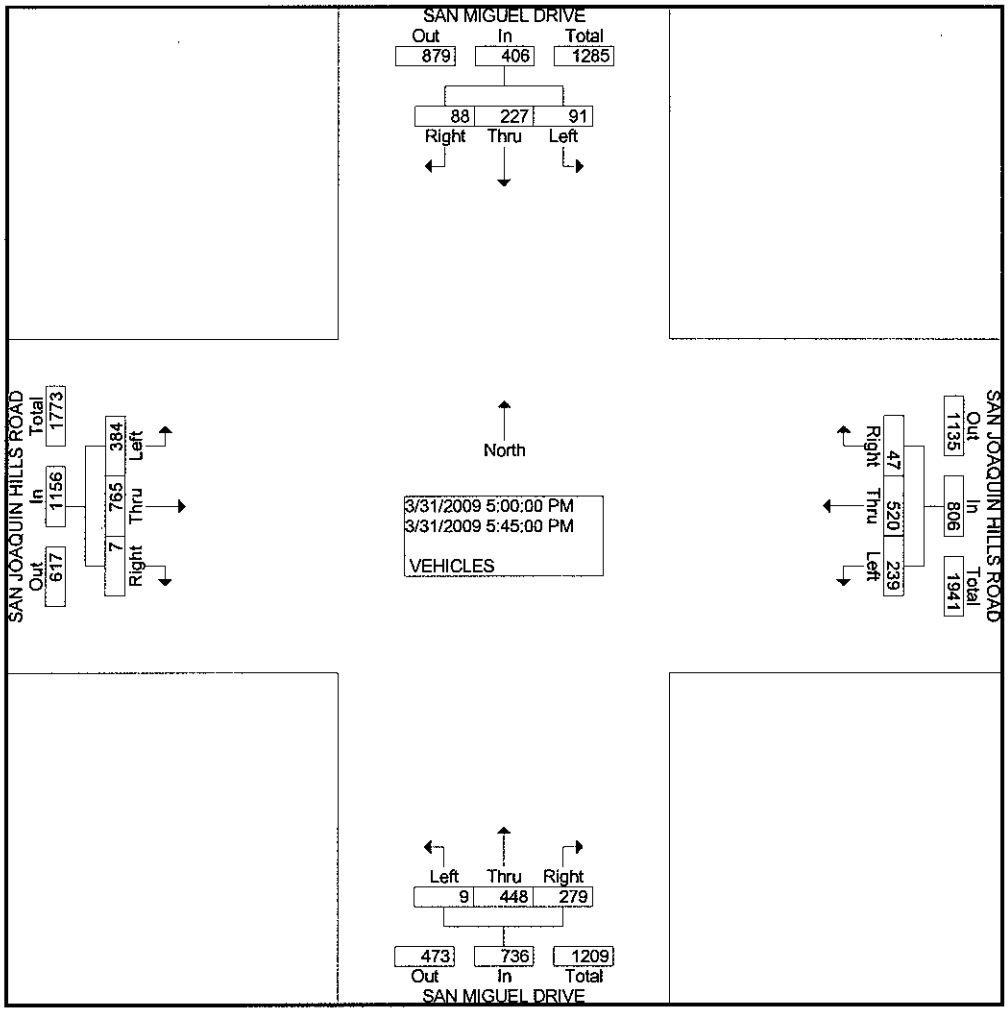
	SAN MIGUEL DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SAN MIGUEL DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	215	268	63	546	61	775	227	1063	68	254	1	323	12	470	294	776	2708
Percent	39.4	49.1	11.5		5.7	72.9	21.4		21.1	78.6	0.3		1.5	60.6	37.9		
08:00 Volume	47	76	16	139	27	182	59	268	22	84	0	106	2	139	125	266	779
Peak Factor																	0.869
High Int.	08:15 AM				08:30 AM				08:00 AM				08:00 AM				
Volume	76	75	15	166	16	196	60	272	22	84	0	106	2	139	125	266	
Peak Factor				0.822				0.977				0.762				0.729	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903084
Site Code : 00000000
Start Date : 3/31/2009

	SAN MIGUEL DRIVE Southbound				SAN JOAQUIN HILLS ROAD Westbound				SAN MIGUEL DRIVE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	88	227	91	406	47	520	239	806	279	448	9	736	7	765	384	1156	3104
Percent	21.7	55.9	22.4		5.8	64.5	29.7		37.9	60.9	1.2		0.6	66.2	33.2		
05:00 Volume	31	68	20	119	14	159	58	231	80	105	0	185	4	192	97	293	828
Peak Factor																	0.937
High Int.	05:00 PM				05:00 PM				05:30 PM				05:45 PM				
Volume	31	68	20	119	14	159	58	231	78	136	3	217	0	205	89	294	
Peak Factor				0.853				0.872				0.848				0.983	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction:UNIVERSITY DR/EASTBLUFF DR

File Name : H0903080
Site Code : 00000000
Start Date : 3/31/2009
Page No : 1

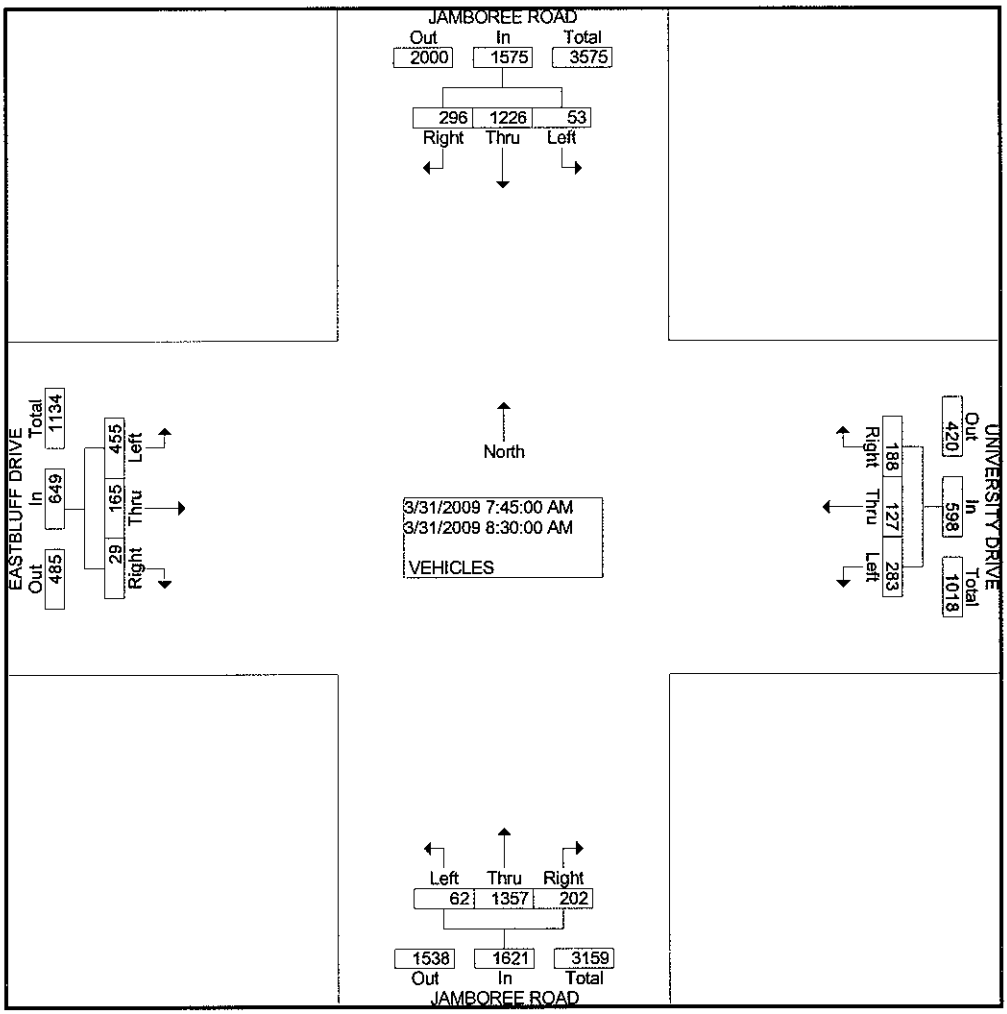
Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			UNIVERSITY DRIVE Westbound			JAMBOREE ROAD Northbound			EASTBLUFF DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	33	227	3	20	6	40	18	190	4	1	10	43	595
07:15 AM	72	229	3	23	22	46	28	212	4	0	14	55	708
07:30 AM	127	246	9	39	65	52	34	248	31	9	21	86	967
07:45 AM	109	325	14	35	71	74	65	353	42	24	59	157	1328
Total	341	1027	29	117	164	212	145	1003	81	34	104	341	3598
08:00 AM	50	319	11	46	15	70	38	329	7	2	36	108	1031
08:15 AM	59	296	14	62	19	81	59	342	10	1	27	82	1052
08:30 AM	78	286	14	45	22	58	40	333	3	2	43	108	1032
08:45 AM	47	295	14	40	18	65	60	308	3	3	24	94	971
Total	234	1196	53	193	74	274	197	1312	23	8	130	392	4086
*** BREAK ***													
04:30 PM	104	304	33	18	32	37	47	340	12	4	27	57	1015
04:45 PM	116	312	28	14	29	27	68	373	11	5	31	52	1066
Total	220	616	61	32	61	64	115	713	23	9	58	109	2081
05:00 PM	155	335	37	29	20	34	89	340	12	4	22	67	1144
05:15 PM	137	401	51	32	38	48	110	475	15	2	31	73	1413
05:30 PM	124	340	51	27	45	73	71	346	19	4	15	58	1173
05:45 PM	142	394	56	32	59	68	75	307	8	4	38	59	1242
Total	558	1470	195	120	162	223	345	1468	54	14	106	257	4972
06:00 PM	103	315	46	25	37	38	67	306	8	0	31	62	1038
06:15 PM	98	324	29	19	27	66	67	298	6	5	19	44	1002
Grand Total	1554	4948	413	506	525	877	936	5100	195	70	448	1205	16777
Apprch %	22.5	71.6	6.0	26.5	27.5	46.0	15.0	81.8	3.1	4.1	26.0	69.9	
Total %	9.3	29.5	2.5	3.0	3.1	5.2	5.6	30.4	1.2	0.4	2.7	7.2	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903080
Site Code : 00000000
Start Date : 3/31/2009

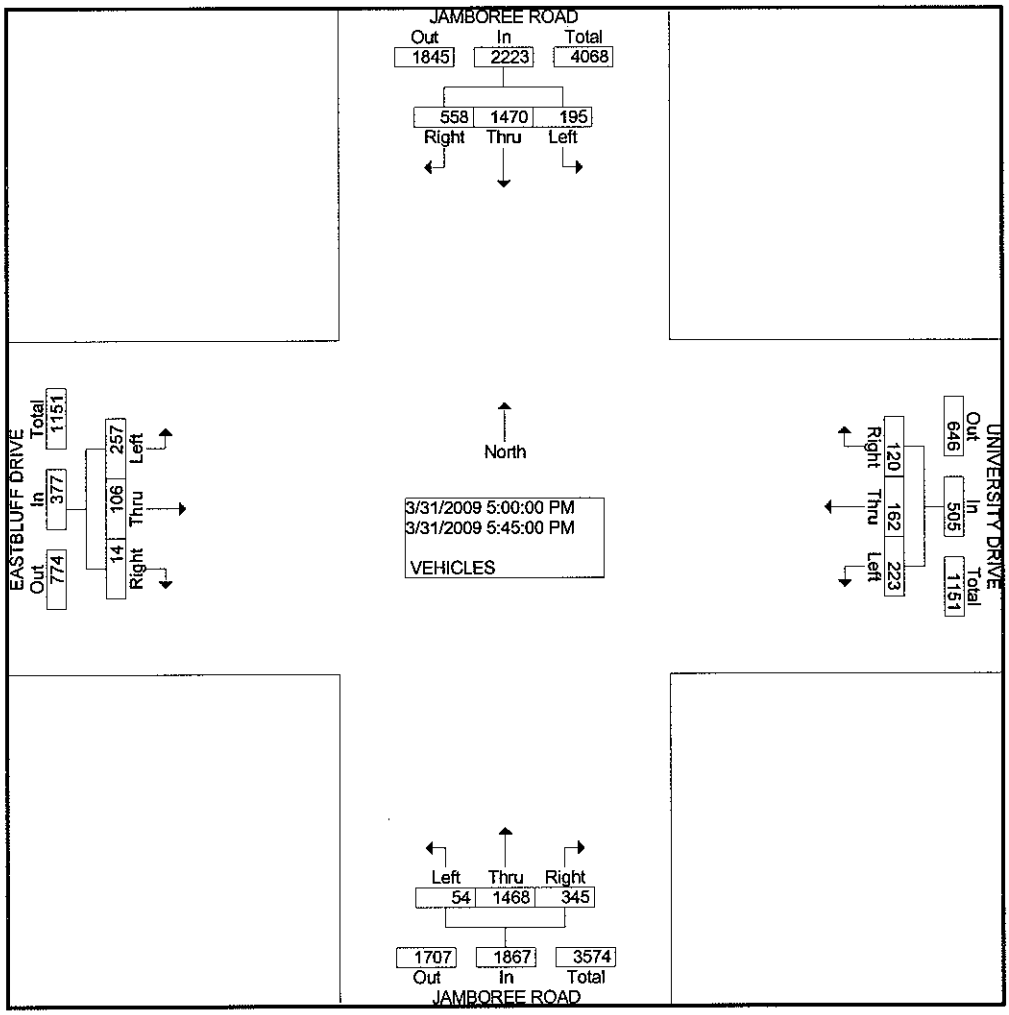
	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	296	1226	53	1575	188	127	283	598	202	1357	62	1621	29	165	455	649	4443
Percent	18.8	77.8	3.4		31.4	21.2	47.3		12.5	83.7	3.8		4.5	25.4	70.1		
07:45 Volume	109	325	14	448	35	71	74	180	65	353	42	460	24	59	157	240	1328
Peak Factor																	0.836
High Int.	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	109	325	14	448	35	71	74	180	65	353	42	460	24	59	157	240	
Peak Factor				0.879				0.831				0.881				0.676	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903080
Site Code : 00000000
Start Date : 3/31/2009

	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	558	1470	195	2223	120	162	223	505	345	1468	54	1867	14	106	257	377	4972
Percent	25.1	66.1	8.8		23.8	32.1	44.2		18.5	78.6	2.9		3.7	28.1	68.2		
05:15 Volume	137	401	51	589	32	38	48	118	110	475	15	600	2	31	73	106	1413
Peak Factor																	0.880
High Int.	05:45 PM				05:45 PM				05:15 PM				05:15 PM				
Volume	142	394	56	592	32	59	68	159	110	475	15	600	2	31	73	106	
Peak Factor				0.939				0.794				0.778				0.889	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: SANTA BARBARA DRIVE

File Name : H0903079
Site Code : 00000000
Start Date : 3/31/2009

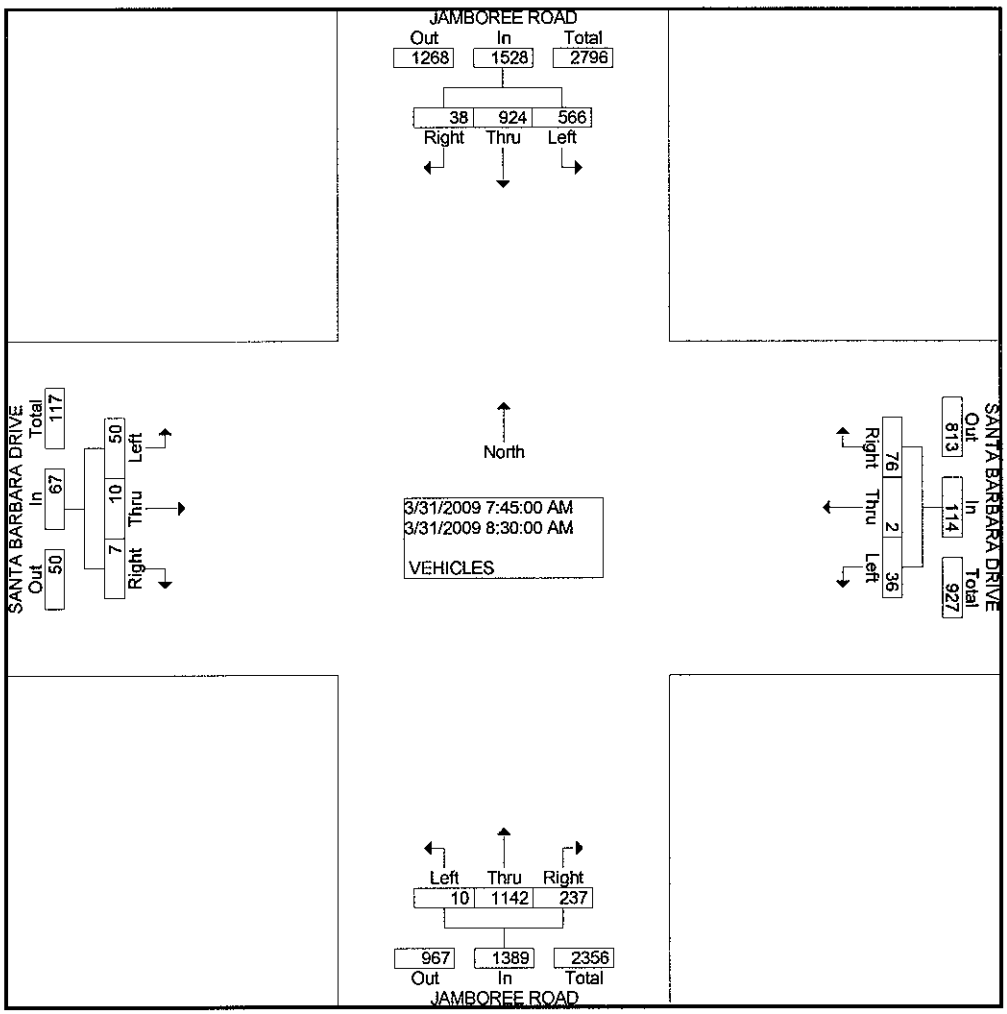
Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			SANTA BARBARA DRIVE Westbound			JAMBOREE ROAD Northbound			SANTA BARBARA DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	7	144	113	18	1	9	34	127	1	1	1	10	466
07:15 AM	3	130	109	22	1	13	41	224	1	2	2	11	559
07:30 AM	4	191	105	27	0	9	59	282	0	5	0	17	699
07:45 AM	6	271	136	10	0	8	68	293	2	5	1	14	814
Total	20	736	463	77	2	39	202	926	4	13	4	52	2538
08:00 AM	13	216	199	25	0	11	56	267	2	2	4	17	812
08:15 AM	7	230	102	17	1	8	68	296	6	0	3	11	749
08:30 AM	12	207	129	24	1	9	45	286	0	0	2	8	723
08:45 AM	6	217	103	30	1	16	51	296	3	2	6	11	742
Total	38	870	533	96	3	44	220	1145	11	4	15	47	3026
*** BREAK ***													
04:30 PM	13	282	43	83	3	72	27	251	5	1	2	9	791
04:45 PM	11	305	43	94	7	62	34	313	9	3	1	10	892
Total	24	587	86	177	10	134	61	564	14	4	3	19	1683
05:00 PM	6	322	43	132	2	53	25	311	7	5	0	11	917
05:15 PM	10	387	51	147	1	90	17	307	3	3	3	8	1027
05:30 PM	13	311	68	126	1	61	25	345	2	2	5	7	966
05:45 PM	12	406	57	108	2	80	32	291	8	5	2	10	1013
Total	41	1426	219	513	6	284	99	1254	20	15	10	36	3923
06:00 PM	13	373	56	118	1	52	31	273	5	3	0	8	933
06:15 PM	8	386	46	104	1	54	21	244	6	3	0	3	876
Grand Total	144	4378	1403	1085	23	607	634	4406	60	42	32	165	12979
Apprch %	2.4	73.9	23.7	63.3	1.3	35.4	12.4	86.4	1.2	17.6	13.4	69.0	
Total %	1.1	33.7	10.8	8.4	0.2	4.7	4.9	33.9	0.5	0.3	0.2	1.3	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903079
Site Code : 00000000
Start Date : 3/31/2009

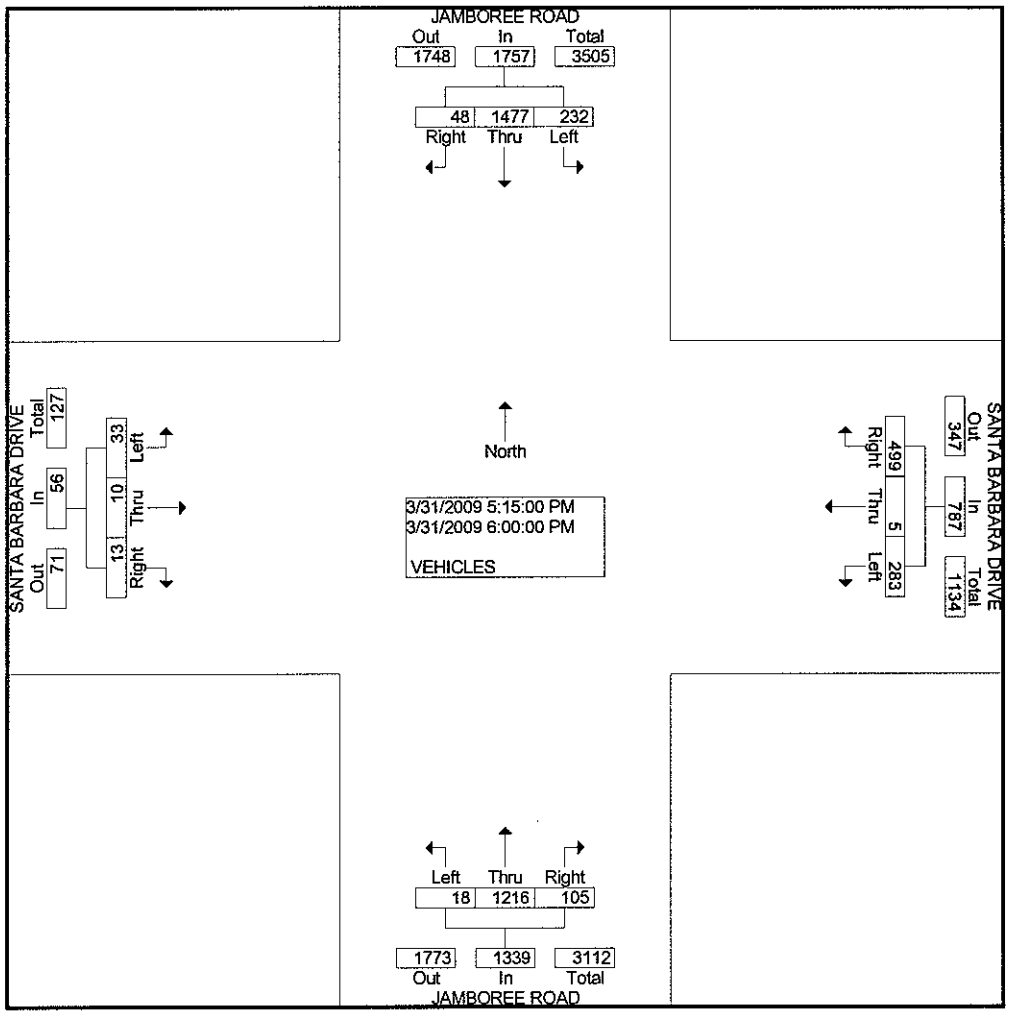
	JAMBOREE ROAD Southbound				SANTA BARBARA DRIVE Westbound				JAMBOREE ROAD Northbound				SANTA BARBARA DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	38	924	566	1528	76	2	36	114	237	1142	10	1389	7	10	50	67	3098
Percent	2.5	60.5	37.0		66.7	1.8	31.6		17.1	82.2	0.7		10.4	14.9	74.6		
07:45 Volume	6	271	136	413	10	0	8	18	68	293	2	363	5	1	14	20	814
Peak Factor																	0.951
High Int.	08:00 AM				08:00 AM				08:15 AM				08:00 AM				
Volume	13	216	199	428	25	0	11	36	68	296	6	370	2	4	17	23	
Peak Factor				0.893				0.792				0.939				0.728	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903079
Site Code : 00000000
Start Date : 3/31/2009

	JAMBOREE ROAD Southbound				SANTA BARBARA DRIVE Westbound				JAMBOREE ROAD Northbound				SANTA BARBARA DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:15 PM																	
Volume	48	1477	232	1757	499	5	283	787	105	1216	18	1339	13	10	33	56	3939
Percent	2.7	84.1	13.2		63.4	0.6	36.0		7.8	90.8	1.3		23.2	17.9	58.9		
05:15 Volume	10	387	51	448	147	1	90	238	17	307	3	327	3	3	8	14	1027
Peak Factor																	0.959
High Int.	05:45 PM				05:15 PM				05:30 PM				05:45 PM				
Volume	12	406	57	475	147	1	90	238	25	345	2	372	5	2	10	17	
Peak Factor				0.925				0.827				0.900				0.824	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : H0903078
Site Code : 00000000
Start Date : 4/2/2009
Page No : 1

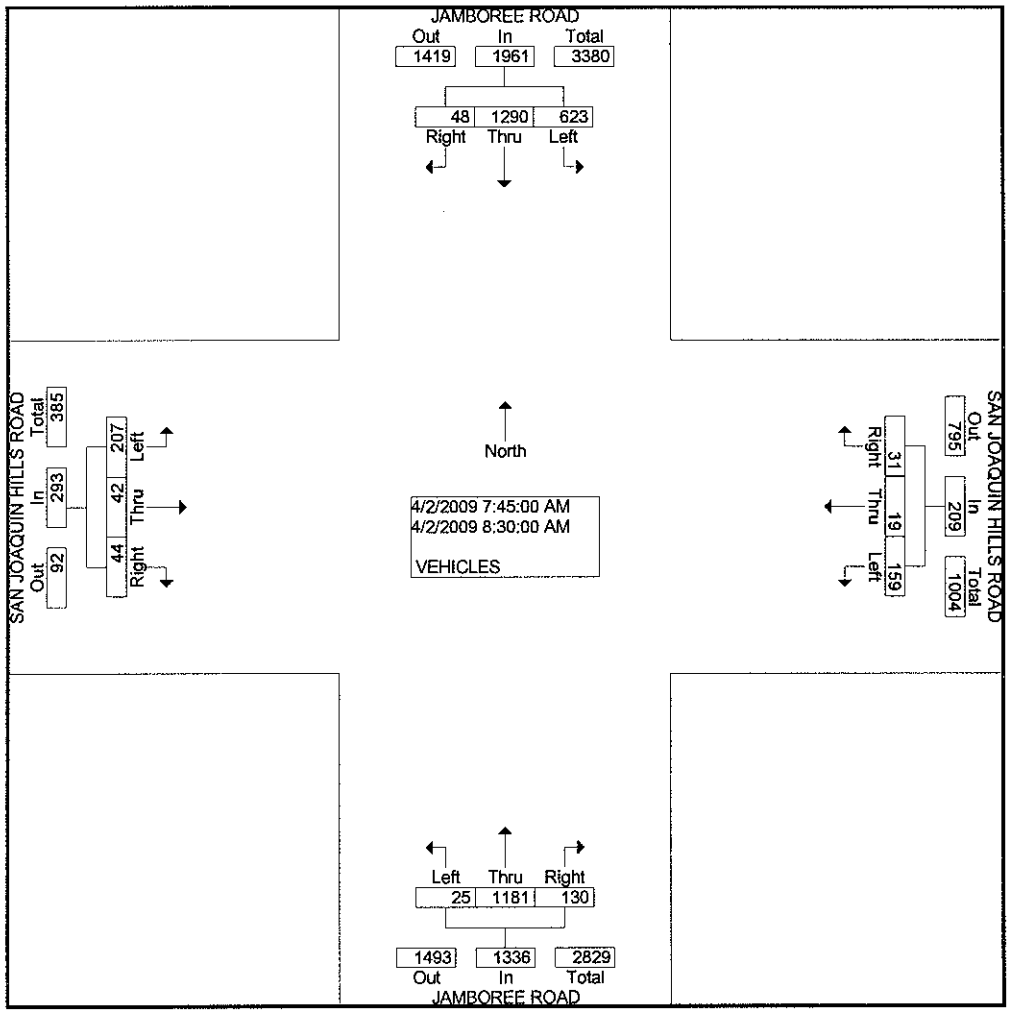
Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			SAN JOAQUIN HILLS ROAD Westbound				JAMBOREE ROAD Northbound			SAN JOAQUIN HILLS ROAD Eastbound					
Start Time	Right	Thru	Left	Right	Thru	Left	FREE RIGHT	Right	Thru	Left	Right	Thru	Left	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	4	227	94	5	0	10	36	18	160	1	4	4	64	36	591	627
07:15 AM	6	237	121	2	2	27	69	16	206	3	9	6	57	69	692	761
07:30 AM	9	301	144	8	4	36	79	21	268	4	7	8	52	79	862	941
07:45 AM	12	341	168	8	3	31	78	29	277	7	10	11	48	78	945	1023
Total	31	1106	527	23	9	104	262	84	911	15	30	29	221	262	3090	3352
08:00 AM	13	337	174	8	5	41	62	37	310	6	13	11	57	62	1012	1074
08:15 AM	10	318	148	7	6	54	67	33	307	4	12	12	53	67	964	1031
08:30 AM	13	294	133	8	5	33	48	31	287	8	9	8	49	48	878	926
08:45 AM	9	284	136	5	4	26	51	29	274	9	7	7	46	51	836	887
Total	45	1233	591	28	20	154	228	130	1178	27	41	38	205	228	3690	3918
*** BREAK ***																
04:30 PM	21	317	94	10	4	37	102	21	329	10	4	5	37	102	889	991
04:45 PM	27	324	101	9	6	31	97	27	381	12	6	8	31	97	963	1060
Total	48	641	195	19	10	68	199	48	710	22	10	13	68	199	1852	2051
05:00 PM	24	327	94	11	7	30	166	30	377	10	7	9	42	166	968	1134
05:15 PM	30	352	104	10	6	38	154	32	408	11	8	10	40	154	1049	1203
05:30 PM	31	381	112	11	7	48	170	33	447	12	9	8	39	170	1138	1308
05:45 PM	37	370	102	10	12	40	157	31	437	14	10	10	42	157	1115	1272
Total	122	1430	412	42	32	156	647	126	1669	47	34	37	163	647	4270	4917
06:00 PM	29	387	114	9	11	38	94	33	329	15	12	13	40	94	1030	1124
06:15 PM	28	367	102	10	14	37	84	31	324	18	16	13	38	84	998	1082
Grand Total	303	5164	1941	131	96	557	1514	452	5121	144	143	143	735	1514	14930	16444
Apprch %	4.1	69.7	26.2	16.7	12.2	71.0		7.9	89.6	2.5	14.0	14.0	72.0			
Total %	2.0	34.6	13.0	0.9	0.6	3.7		3.0	34.3	1.0	1.0	1.0	4.9	9.2	90.8	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903078
Site Code : 00000000
Start Date : 4/2/2009
Page No : 2

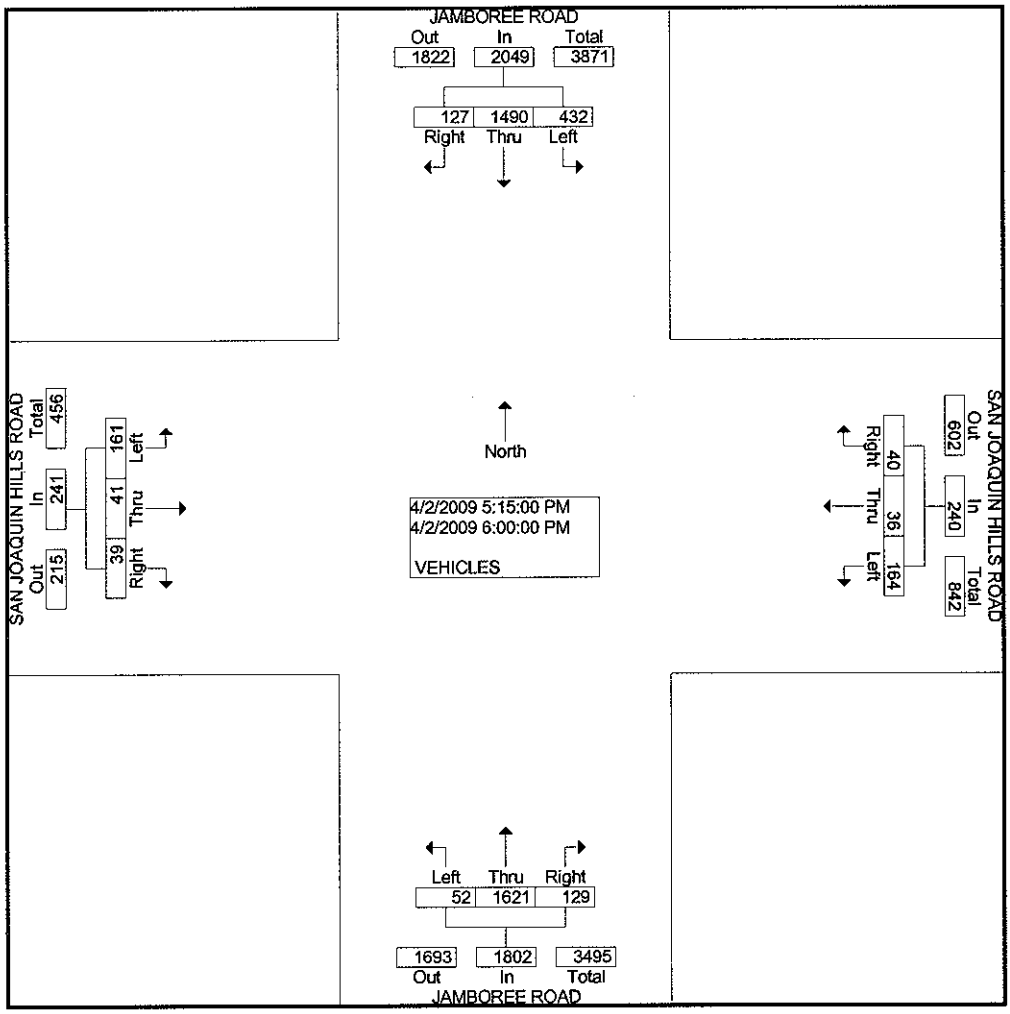
	JAMBOREE ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound				JAMBOREE ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	48	1290	623	1961	31	19	159	209	130	1181	25	1336	44	42	207	293	3799
Percent	2.4	65.8	31.8		14.8	9.1	76.1		9.7	88.4	1.9		15.0	14.3	70.6		
08:00 Volume	13	337	174	524	8	5	41	54	37	310	6	353	13	11	57	81	1012
Peak Factor																	0.938
High Int.	08:00 AM				08:15 AM				08:00 AM				08:00 AM				
Volume	13	337	174	524	7	6	54	67	37	310	6	353	13	11	57	81	
Peak Factor				0.936				0.780				0.946				0.904	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903078
Site Code : 00000000
Start Date : 4/2/2009
Page No : 3

	JAMBOREE ROAD Southbound				SAN JOAQUIN HILLS ROAD Westbound				JAMBOREE ROAD Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	127	1490	432	2049	40	36	164	240	129	1621	52	1802	39	41	161	241	4332
Percent	6.2	72.7	21.1		16.7	15.0	68.3		7.2	90.0	2.9		16.2	17.0	66.8		
05:30 Volume	31	381	112	524	11	7	48	66	33	447	12	492	9	8	39	56	1138
Peak Factor																	0.952
High Int.	06:00 PM				05:30 PM				05:30 PM				06:00 PM				
Volume	29	387	114	530	11	7	48	66	33	447	12	492	12	13	40	65	
Peak Factor				0.967				0.909				0.916				0.927	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: MACARTHUR BOULEVARD

File Name : H0903077
Site Code : 00000000
Start Date : 3/26/2009
Page No : 1

Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			MACARTHUR BOULEVARD Westbound			JAMBOREE ROAD Northbound			MACARTHUR BOULEVARD Eastbound					
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	25	132	57	50	166	14	17	128	63	22	44	5	44	679	723
07:15 AM	23	155	82	70	196	20	23	148	72	29	56	14	56	832	888
07:30 AM	37	157	79	105	281	42	44	208	67	28	59	18	59	1066	1125
07:45 AM	45	167	84	99	280	39	54	211	115	35	59	17	59	1146	1205
Total	130	611	302	324	923	115	138	695	317	114	218	54	218	3723	3941
08:00 AM	60	146	75	117	387	48	38	217	90	32	79	12	79	1222	1301
08:15 AM	42	157	91	125	385	50	51	199	98	24	76	22	76	1244	1320
08:30 AM	34	204	114	115	280	40	33	224	107	30	79	15	79	1196	1275
08:45 AM	45	148	102	117	306	48	44	149	104	40	94	22	94	1125	1219
Total	181	655	382	474	1358	186	166	789	399	126	328	71	328	4787	5115
*** BREAK ***															
04:30 PM	29	182	109	104	120	45	7	191	51	66	185	35	185	939	1124
04:45 PM	33	236	125	70	115	30	8	225	37	80	241	23	241	982	1223
Total	62	418	234	174	235	75	15	416	88	146	426	58	426	1921	2347
05:00 PM	23	218	140	87	131	55	6	219	52	63	212	46	212	1040	1252
05:15 PM	34	239	151	98	143	58	9	232	49	71	234	37	234	1121	1355
05:30 PM	42	227	147	107	149	55	8	239	56	83	249	41	249	1154	1403
05:45 PM	37	234	163	92	140	61	9	252	51	78	237	42	237	1159	1396
Total	136	918	601	384	563	229	32	942	208	295	932	166	932	4474	5406
06:00 PM	42	221	150	100	146	53	11	244	58	80	245	37	245	1142	1387
06:15 PM	36	232	139	89	138	47	8	239	42	75	237	34	237	1079	1316
Grand Total	587	3055	1808	1545	3363	705	370	3325	1112	836	2386	420	2386	17126	19512
Apprch %	10.8	56.1	33.2	27.5	59.9	12.6	7.7	69.2	23.1	66.6		33.4			
Total %	3.4	17.8	10.6	9.0	19.6	4.1	2.2	19.4	6.5	4.9		2.5	12.2	87.8	

Transportation Studies, Inc.
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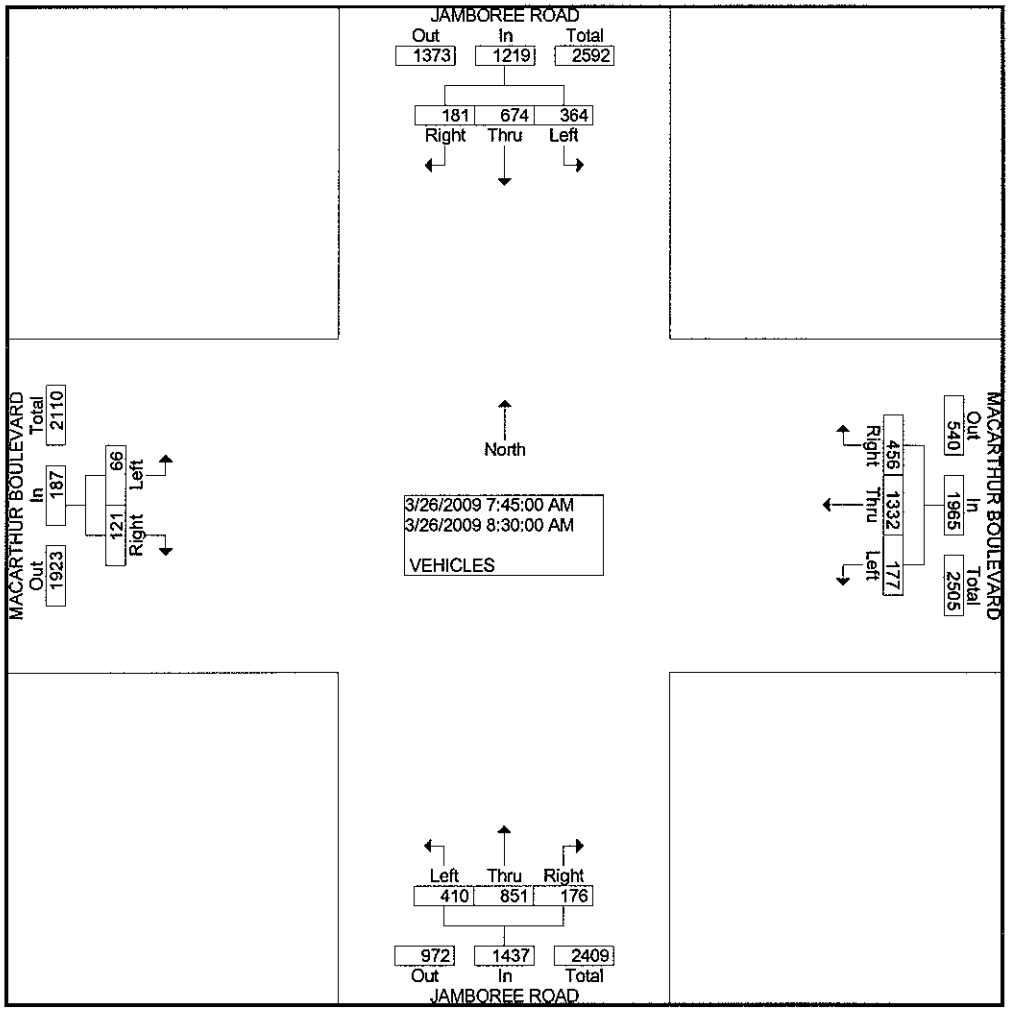
Tustin, CA. 92780

File Name : H0903077
Site Code : 00000000
Start Date : 3/26/2009

	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound				JAMBOREE ROAD Northbound				MACARTHUR BOULEVARD Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	07:45 AM															
Volume	181	674	364	1219	456	1332	177	1965	176	851	410	1437	121	66	187	4808
Percent	14.8	55.3	29.9		23.2	67.8	9.0		12.2	59.2	28.5		64.7	35.3		
08:15 Volume	42	157	91	290	125	385	50	560	51	199	98	348	24	22	46	1244
Peak Factor																0.966
High Int.	08:30 AM				08:15 AM				07:45 AM				07:45 AM			
Volume	34	204	114	352	125	385	50	560	54	211	115	380	35	17	52	
Peak Factor				0.866				0.877				0.945			0.899	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903077
Site Code : 00000000
Start Date : 3/26/2009
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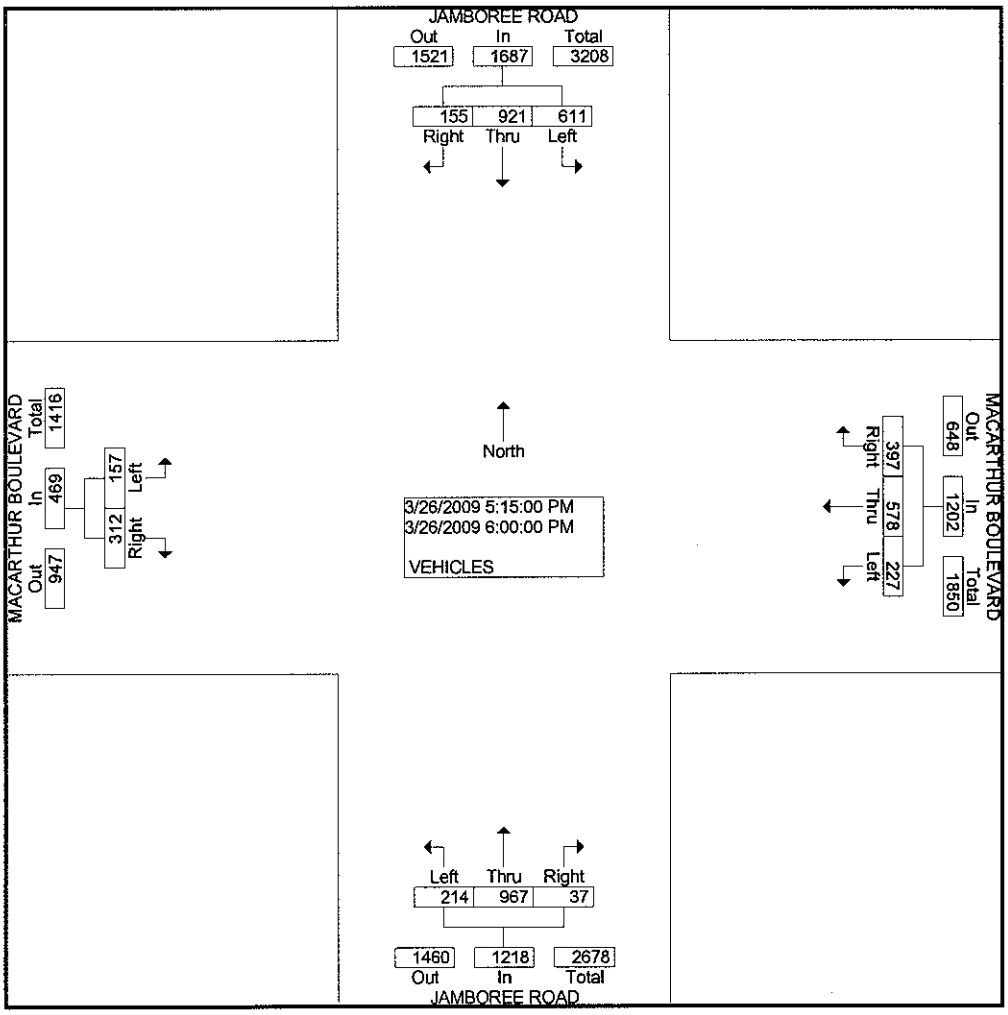
	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound				JAMBOREE ROAD Northbound				MACARTHUR BOULEVARD Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																
Intersection 05:15 PM																
Volume	155	921	611	1687	397	578	227	1202	37	967	214	1218	312	157	469	4576
Percent	9.2	54.6	36.2		33.0	48.1	18.9		3.0	79.4	17.6		66.5	33.5		
05:45 Volume	37	234	163	434	92	140	61	293	9	252	51	312	78	42	120	1159
Peak Factor																0.987
High Int.	05:45 PM				05:30 PM				06:00 PM				05:30 PM			
Volume	37	234	163	434	107	149	55	311	11	244	58	313	83	41	124	
Peak Factor				0.972				0.966				0.973			0.946	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: FORD RD/EASTBLUFF DR

File Name : H0903076
Site Code : 00000000
Start Date : 3/31/2009
Page No : 1

Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			FORD ROAD Westbound			JAMBOREE ROAD Northbound			EASTBLUFF DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	15	260	6	4	20	22	5	159	51	38	16	22	618
07:15 AM	24	261	12	2	79	16	12	226	106	59	20	21	838
07:30 AM	65	281	5	5	217	18	21	312	132	120	73	50	1299
07:45 AM	53	419	18	6	104	22	15	313	100	158	106	60	1374
Total	157	1221	41	17	420	78	53	1010	389	375	215	153	4129
08:00 AM	5	373	10	7	29	29	18	374	45	74	31	28	1023
08:15 AM	9	349	7	5	25	34	31	347	54	42	15	15	933
08:30 AM	8	345	9	3	34	36	27	353	54	48	16	14	947
08:45 AM	9	369	16	13	20	42	23	356	53	54	25	14	994
Total	31	1436	42	28	108	141	99	1430	206	218	87	71	3897
*** BREAK ***													
04:30 PM	20	289	16	2	63	35	38	379	97	73	71	28	1111
04:45 PM	21	349	14	7	54	31	41	384	82	71	53	13	1120
Total	41	638	30	9	117	66	79	763	179	144	124	41	2231
05:00 PM	24	258	9	5	55	31	37	422	119	79	62	13	1114
05:15 PM	47	414	11	12	45	44	71	514	103	98	56	20	1435
05:30 PM	23	427	13	7	31	31	60	434	81	82	52	12	1253
05:45 PM	25	451	12	7	57	31	36	393	95	66	38	5	1216
Total	119	1550	45	31	188	137	204	1763	398	325	208	50	5018
06:00 PM	15	397	11	5	49	42	47	299	95	117	70	24	1171
06:15 PM	29	353	9	4	30	42	38	368	68	94	49	19	1103
Grand Total	392	5595	178	94	912	506	520	5633	1335	1273	753	358	17549
Apprch %	6.4	90.8	2.9	6.2	60.3	33.5	6.9	75.2	17.8	53.4	31.6	15.0	
Total %	2.2	31.9	1.0	0.5	5.2	2.9	3.0	32.1	7.6	7.3	4.3	2.0	

Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
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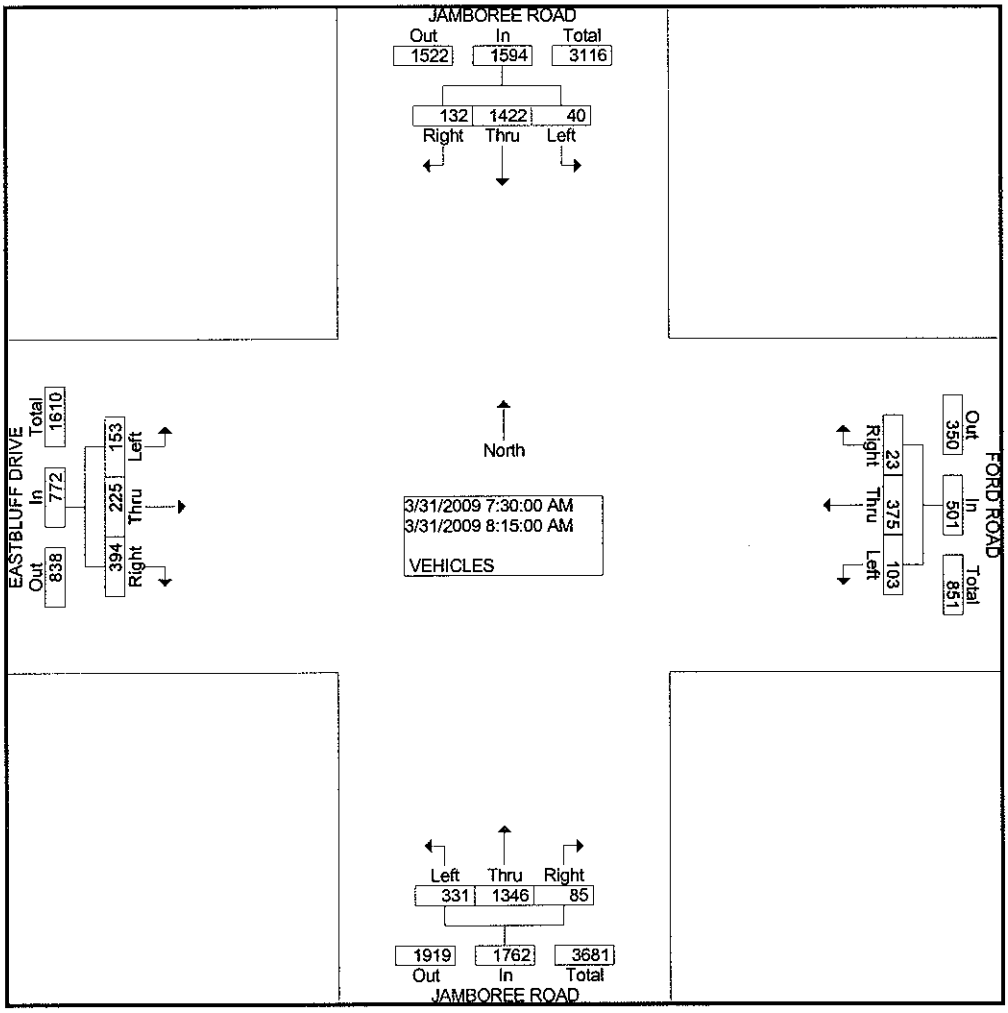
File Name : H0903076
Site Code : 00000000
Start Date : 3/31/2009

	JAMBOREE ROAD Southbound				FORD ROAD Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	132	1422	40	1594	23	375	103	501	85	1346	331	1762	394	225	153	772	4629
Percent	8.3	89.2	2.5		4.6	74.9	20.6		4.8	76.4	18.8		51.0	29.1	19.8		
07:45 Volume	53	419	18	490	6	104	22	132	15	313	100	428	158	106	60	324	1374
Peak Factor																	0.842
High Int.	07:45 AM				07:30 AM				07:30 AM				07:45 AM				
Volume	53	419	18	490	5	217	18	240	21	312	132	465	158	106	60	324	
Peak Factor				0.813				0.522				0.947				0.596	



Transportation Studies, Inc.
2680 Walnut Avenue
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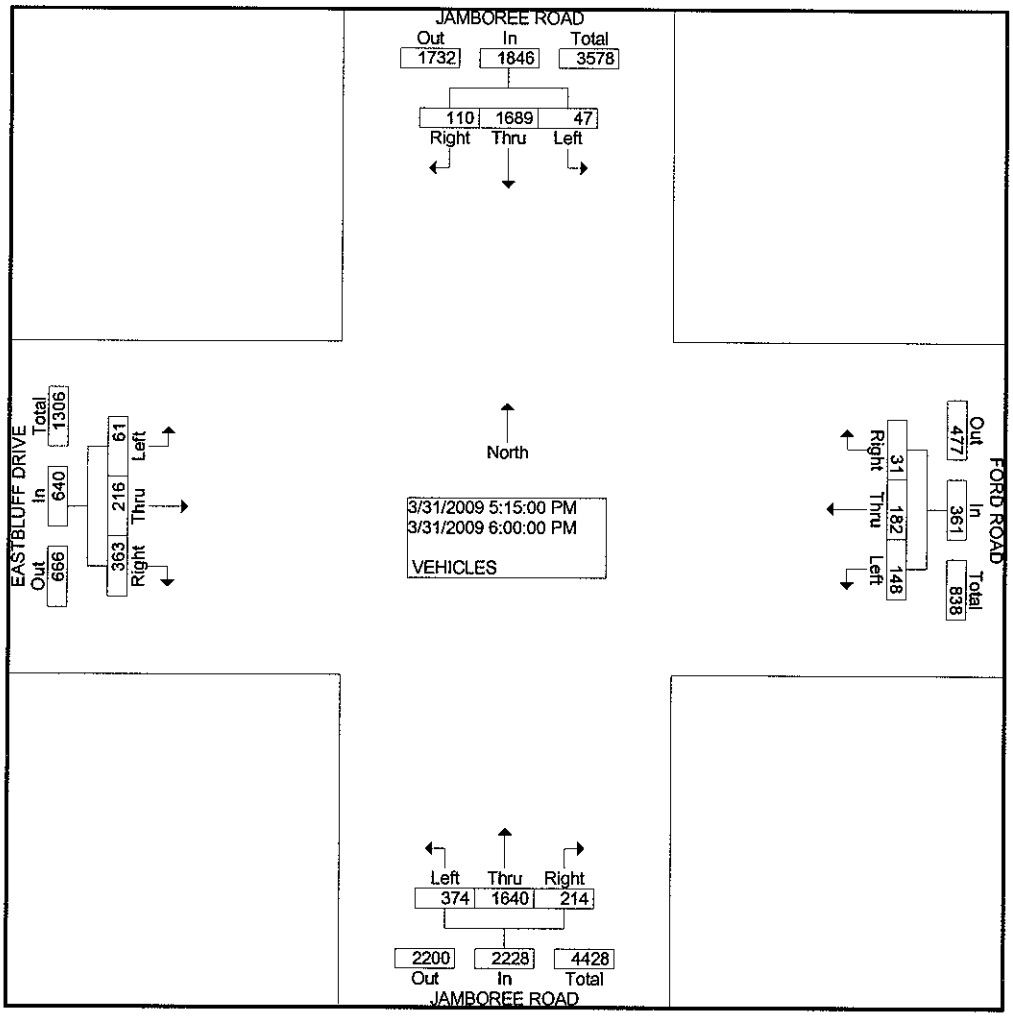
File Name : H0903076
Site Code : 00000000
Start Date : 3/31/2009

	JAMBOREE ROAD Southbound				FORD ROAD Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	110	1689	47	1846	31	182	148	361	214	1640	374	2228	363	216	61	640	5075
Percent	6.0	91.5	2.5		8.6	50.4	41.0		9.6	73.6	16.8		56.7	33.8	9.5		
05:15 Volume	47	414	11	472	12	45	44	101	71	514	103	688	98	56	20	174	1435
Peak Factor																	0.884
High Int.	05:45 PM				05:15 PM				05:15 PM				06:00 PM				
Volume	25	451	12	488	12	45	44	101	71	514	103	688	117	70	24	211	
Peak Factor				0.946				0.894				0.810				0.758	



Transportation Studies, Inc.
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City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BISON AVENUE

File Name : H0903075
Site Code : 00000000
Start Date : 4/1/2009
Page No : 1

Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			BISON AVENUE Westbound			JAMBOREE ROAD Northbound			BISON AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	10	222	9	15	0	15	15	191	0	3	0	13	493
07:15 AM	7	283	17	12	0	20	25	197	0	5	0	10	576
07:30 AM	7	344	12	40	0	96	28	310	0	21	0	10	868
07:45 AM	9	360	25	24	0	57	51	311	0	43	0	24	904
Total	33	1209	63	91	0	188	119	1009	0	72	0	57	2841
08:00 AM	12	376	23	30	1	29	47	344	0	13	0	26	901
08:15 AM	10	314	18	36	0	18	42	346	0	6	0	25	815
08:30 AM	8	349	19	27	0	34	43	327	1	6	0	10	824
08:45 AM	10	341	29	26	0	31	49	313	0	5	0	9	813
Total	40	1380	89	119	1	112	181	1330	1	30	0	70	3353
*** BREAK ***													
04:30 PM	16	300	22	34	1	57	43	378	0	4	0	26	881
04:45 PM	17	317	26	36	0	43	40	360	0	5	0	8	852
Total	33	617	48	70	1	100	83	738	0	9	0	34	1733
05:00 PM	16	298	13	32	0	49	49	440	0	3	0	13	913
05:15 PM	17	398	32	34	1	58	42	413	0	7	0	9	1011
05:30 PM	15	435	26	38	0	39	35	391	0	3	0	10	992
05:45 PM	19	434	27	35	0	53	47	390	0	7	0	8	1020
Total	67	1565	98	139	1	199	173	1634	0	20	0	40	3936
06:00 PM	15	320	15	29	0	54	25	310	0	8	0	8	784
06:15 PM	18	368	18	31	0	45	41	349	0	6	0	7	883
Grand Total	206	5459	331	479	3	698	622	5370	1	145	0	216	13530
Apprch %	3.4	91.0	5.5	40.6	0.3	59.2	10.4	89.6	0.0	40.2	0.0	59.8	
Total %	1.5	40.3	2.4	3.5	0.0	5.2	4.6	39.7	0.0	1.1	0.0	1.6	

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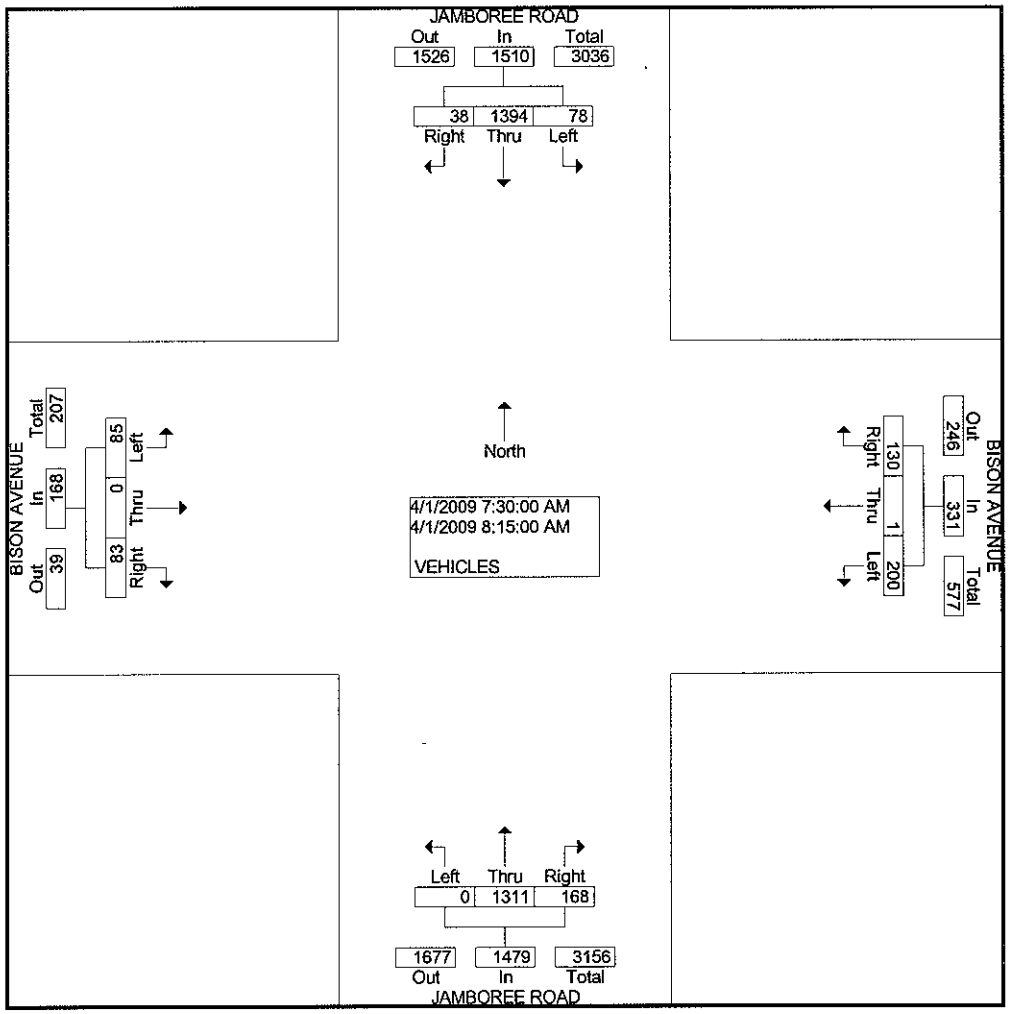
File Name : H0903075
Site Code : 00000000
Start Date : 4/1/2009

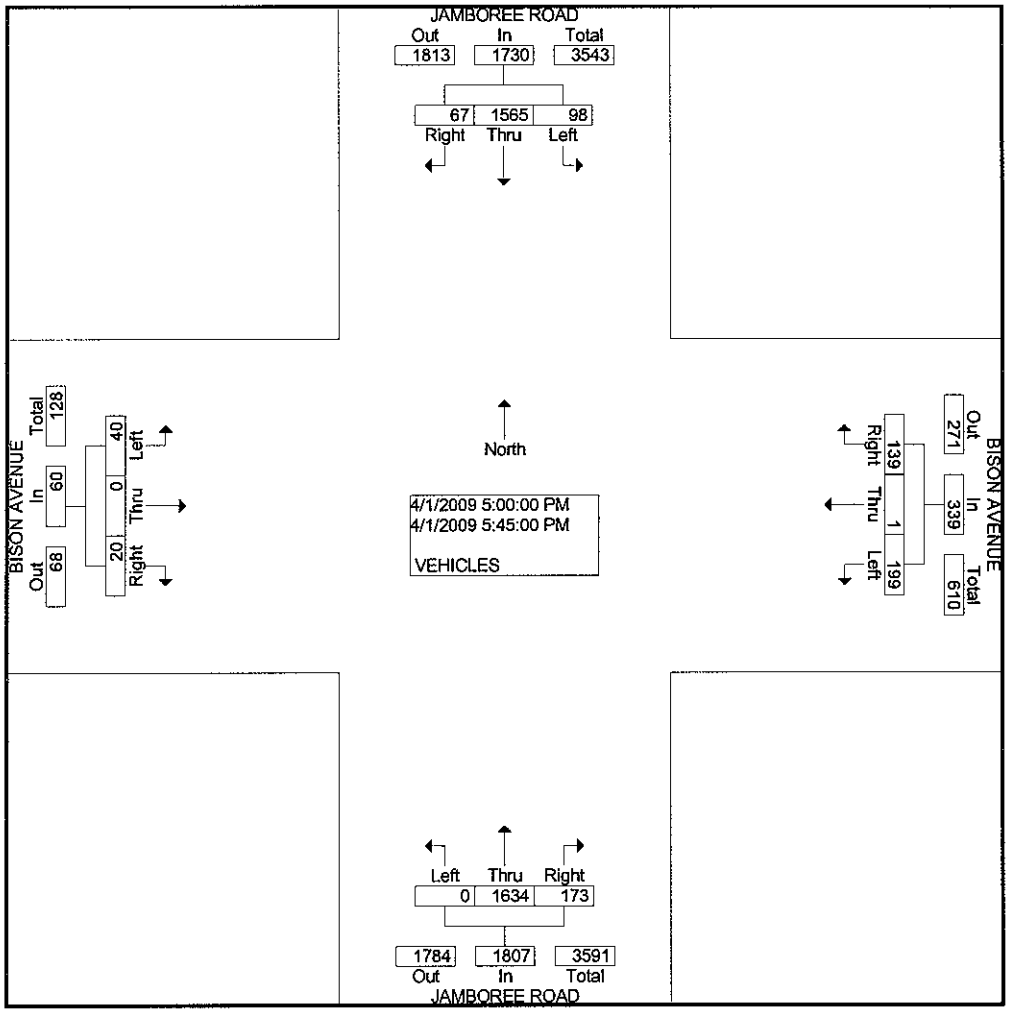
	JAMBOREE ROAD Southbound				BISON AVENUE Westbound				JAMBOREE ROAD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	38	1394	78	1510	130	1	200	331	168	1311	0	1479	83	0	85	168	3488
Percent	2.5	92.3	5.2		39.3	0.3	60.4		11.4	88.6	0.0		49.4	0.0	50.6		
07:45 Volume	9	360	25	394	24	0	57	81	51	311	0	362	43	0	24	67	904
Peak Factor																	0.965
High Int.	08:00 AM				07:30 AM				08:00 AM				07:45 AM				
Volume	12	376	23	411	40	0	96	136	47	344	0	391	43	0	24	67	
Peak Factor				0.918				0.608				0.946				0.627	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903075
Site Code : 00000000
Start Date : 4/1/2009

	JAMBOREE ROAD Southbound				BISON AVENUE Westbound				JAMBOREE ROAD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	67	1565	98	1730	139	1	199	339	173	1634	0	1807	20	0	40	60	3936
Percent	3.9	90.5	5.7		41.0	0.3	58.7		9.6	90.4	0.0		33.3	0.0	66.7		
05:45 Volume	19	434	27	480	35	0	53	88	47	390	0	437	7	0	8	15	1020
Peak Factor																	0.965
High Int.	05:45 PM				05:15 PM				05:00 PM				05:00 PM				
Volume	19	434	27	480	34	1	58	93	49	440	0	489	3	0	13	16	
Peak Factor				0.901				0.911				0.924				0.938	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BAYVIEW WAY

File Name : H0903074
Site Code : 00000000
Start Date : 4/2/2009
Page No : 1

Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			BAYVIEW WAY Westbound			JAMBOREE ROAD Northbound			BAYVIEW WAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	17	285	12	3	0	2	6	283	7	1	1	4	621
07:15 AM	24	324	9	7	0	2	5	272	14	1	1	8	667
07:30 AM	26	391	10	14	2	0	9	311	12	5	0	8	788
07:45 AM	51	405	15	11	2	4	25	485	27	8	0	5	1038
Total	118	1405	46	35	4	8	45	1351	60	15	2	25	3114
08:00 AM	36	350	19	25	0	3	18	420	21	12	3	15	922
08:15 AM	42	332	16	26	1	5	17	439	22	6	0	9	915
08:30 AM	41	401	18	35	2	2	29	379	34	17	0	9	967
08:45 AM	42	379	22	32	0	3	20	418	28	18	5	8	975
Total	161	1462	75	118	3	13	84	1656	105	53	8	41	3779
*** BREAK ***													
04:30 PM	10	358	23	31	2	6	14	446	10	31	1	20	952
04:45 PM	14	457	27	27	1	6	17	427	12	26	2	21	1037
Total	24	815	50	58	3	12	31	873	22	57	3	41	1989
05:00 PM	17	437	26	26	0	6	17	422	14	29	1	52	1047
05:15 PM	18	543	36	28	1	13	11	511	12	50	1	24	1248
05:30 PM	14	525	31	21	2	6	13	350	11	31	0	21	1025
05:45 PM	13	545	35	27	0	1	11	460	13	24	0	13	1142
Total	62	2050	128	102	3	26	52	1743	50	134	2	110	4462
06:00 PM	14	463	24	26	0	9	11	318	16	25	1	13	920
06:15 PM	11	468	23	24	0	3	11	408	15	25	0	10	998
Grand Total	390	6663	346	363	13	71	234	6349	268	309	16	240	15262
Apprch %	5.3	90.1	4.7	81.2	2.9	15.9	3.4	92.7	3.9	54.7	2.8	42.5	
Total %	2.6	43.7	2.3	2.4	0.1	0.5	1.5	41.6	1.8	2.0	0.1	1.6	

Transportation Studies, Inc.
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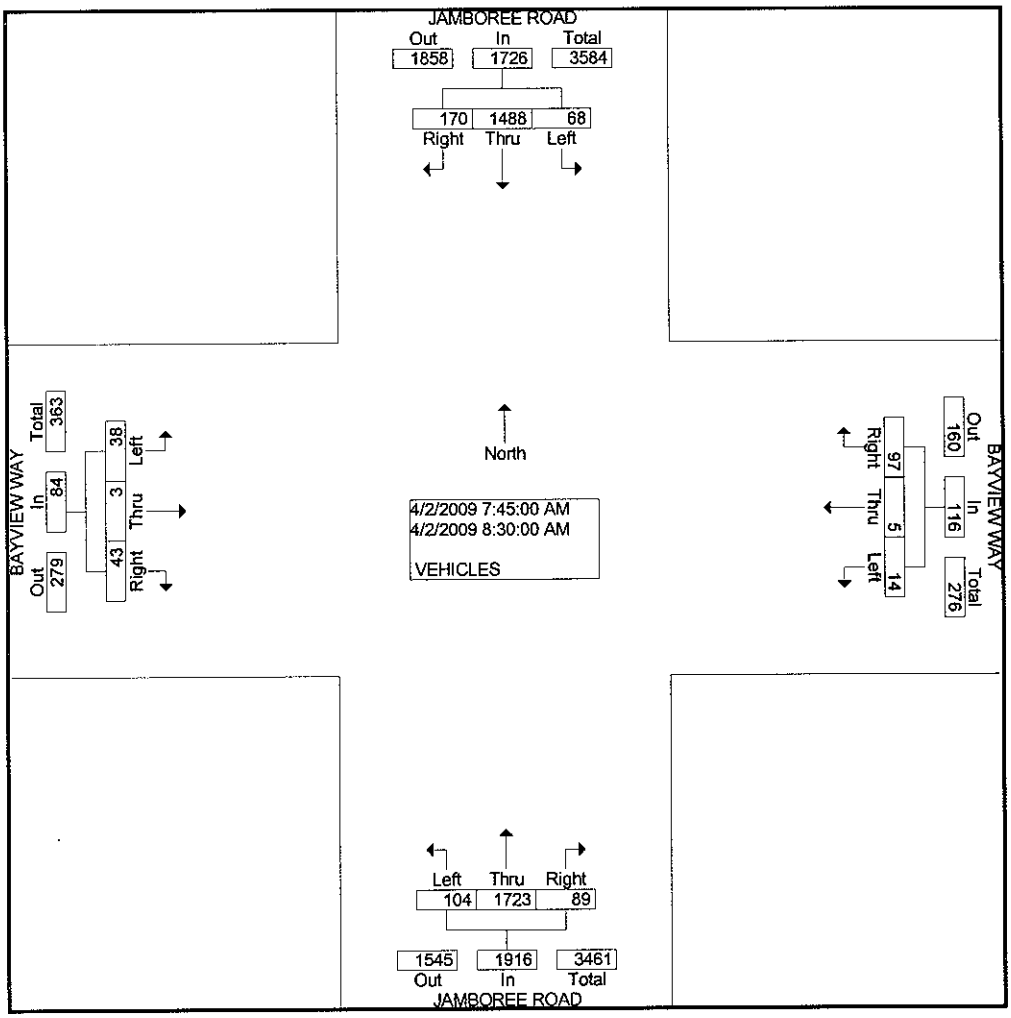
File Name : H0903074
Site Code : 00000000
Start Date : 4/2/2009

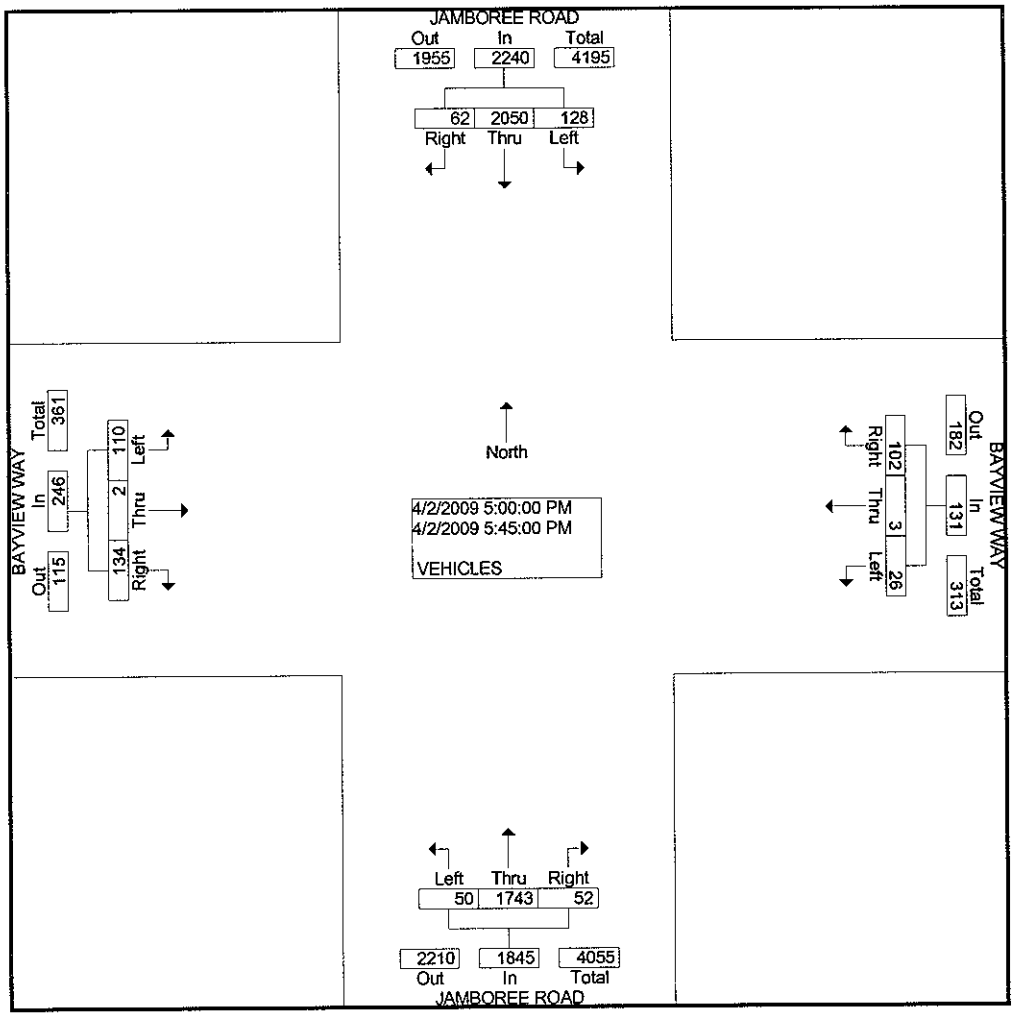
	JAMBOREE ROAD Southbound				BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound				BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	170	1488	68	1726	97	5	14	116	89	1723	104	1916	43	3	38	84	3842
Percent	9.8	86.2	3.9		83.6	4.3	12.1		4.6	89.9	5.4		51.2	3.6	45.2		
07:45 Volume	51	405	15	471	11	2	4	17	25	485	27	537	8	0	5	13	1038
Peak Factor																	0.925
High Int.	07:45 AM				08:30 AM				07:45 AM				08:00 AM				
Volume	51	405	15	471	35	2	2	39	25	485	27	537	12	3	15	30	
Peak Factor				0.916				0.744				0.892				0.700	



Transportation Studies, Inc.
2680 Walnut Avenue
Suite C
Tustin, CA. 92780

File Name : H0903074
Site Code : 00000000
Start Date : 4/2/2009

	JAMBOREE ROAD Southbound				BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound				BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	62	2050	128	2240	102	3	26	131	52	1743	50	1845	134	2	110	246	4462
Percent	2.8	91.5	5.7		77.9	2.3	19.8		2.8	94.5	2.7		54.5	0.8	44.7		
05:15 Volume	18	543	36	597	28	1	13	42	11	511	12	534	50	1	24	75	1248
Peak Factor																	0.894
High Int.	05:15 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	18	543	36	597	28	1	13	42	11	511	12	534	29	1	52	82	
Peak Factor				0.938				0.780				0.864				0.750	



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0902158
Site Code : 00000000
Start Date : 2/12/2009
Page No : 1

Groups Printed- VEHICLES

	NEWPORT BOULEVARD ON/OFF RAMPS Southbound			PACIFIC COAST HIGHWAY Westbound			NEWPORT BOULEVARD ON RAMP Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	44	0	73	55	123	0	0	0	0	12	320	0	627
07:15 AM	41	0	77	55	144	0	0	0	0	24	373	0	714
07:30 AM	53	0	86	49	168	0	0	0	0	40	468	0	864
07:45 AM	64	0	99	75	210	0	0	0	0	46	547	0	1041
Total	202	0	335	234	645	0	0	0	0	122	1708	0	3246
08:00 AM	73	0	106	87	197	0	0	0	0	53	524	0	1040
08:15 AM	80	0	92	97	214	0	0	0	0	40	504	0	1027
08:30 AM	71	0	86	90	191	0	0	0	0	49	507	0	994
08:45 AM	63	0	87	79	199	0	0	0	0	46	487	0	961
Total	287	0	371	353	801	0	0	0	0	188	2022	0	4022
*** BREAK ***													
04:30 PM	87	0	140	122	413	0	0	0	0	33	287	0	1082
04:45 PM	104	0	138	113	444	0	0	0	0	37	328	0	1164
Total	191	0	278	235	857	0	0	0	0	70	615	0	2246
05:00 PM	122	0	153	127	456	0	0	0	0	31	322	0	1211
05:15 PM	110	0	139	108	472	0	0	0	0	44	310	0	1183
05:30 PM	57	0	156	139	451	0	0	0	0	47	301	0	1151
05:45 PM	119	0	140	120	428	0	0	0	0	44	307	0	1158
Total	408	0	588	494	1807	0	0	0	0	166	1240	0	4703
06:00 PM	104	0	137	119	437	0	0	0	0	37	310	0	1144
06:15 PM	93	0	127	101	420	0	0	0	0	39	314	0	1094
Grand Total	1285	0	1836	1536	4967	0	0	0	0	622	6209	0	16455
Apprch %	41.2	0	58.8	23.6	76.4	0	0	0	0	9.1	90.9	0	
Total %	7.8	0	11.2	9.3	30.2	0	0	0	0	3.8	37.7	0	

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2860 Walnut Avenue, Suite C
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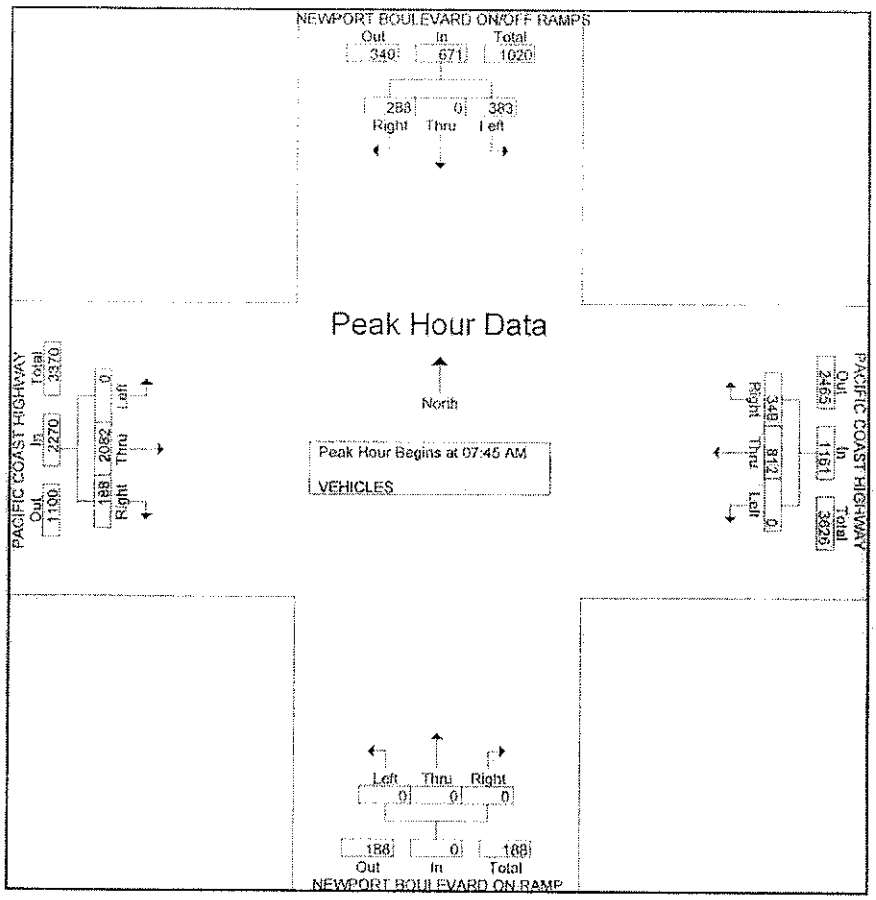
File Name : H0902158
Site Code : 00000000
Start Date : 2/12/2009
Page No : 2

	NEWPORT BOULEVARD ON/OFF RAMPS Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT BOULEVARD ON RAMP Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	64	0	99	163	75	210	0	285	0	0	0	0	46	547	0	593	1041
08:00 AM	73	0	106	179	87	197	0	284	0	0	0	0	53	524	0	577	1040
08:15 AM	80	0	92	172	97	214	0	311	0	0	0	0	40	504	0	544	1027
08:30 AM	71	0	86	157	90	191	0	281	0	0	0	0	49	507	0	556	994
Total Volume	288	0	383	671	349	812	0	1161	0	0	0	0	188	2082	0	2270	4102
% App. Total	42.9	0	57.1		30.1	69.9	0		0	0	0		8.3	91.7	0		
PHF	.900	.000	.903	.937	.899	.949	.000	.933	.000	.000	.000	.000	.887	.952	.000	.957	.985



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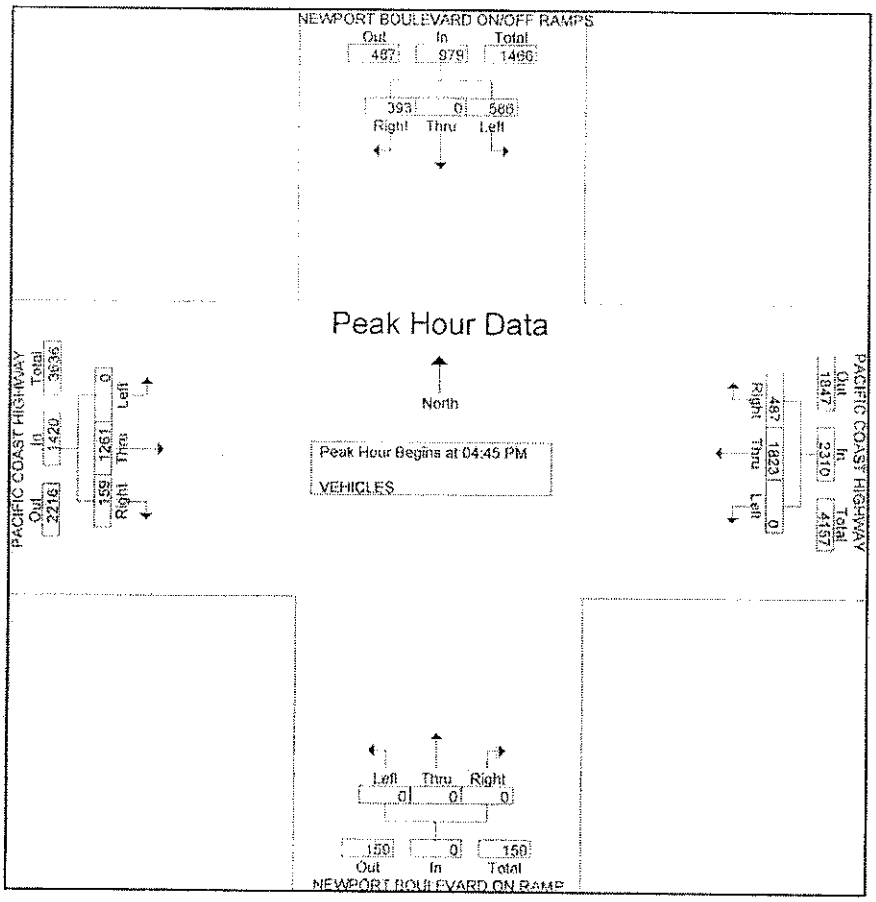
File Name : H0902158
Site Code : 00000000
Start Date : 2/12/2009
Page No : 3

	NEWPORT BOULEVARD ON/OFF RAMPS Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT BOULEVARD ON RAMP Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	104	0	138	242	113	444	0	557	0	0	0	0	37	328	0	365	1164
05:00 PM	122	0	153	275	127	456	0	583	0	0	0	0	31	322	0	353	1211
05:15 PM	110	0	139	249	108	472	0	580	0	0	0	0	44	310	0	354	1183
05:30 PM	57	0	156	213	139	451	0	590	0	0	0	0	47	301	0	348	1151
Total Volume	393	0	586	979	487	1823	0	2310	0	0	0	0	159	1261	0	1420	4709
% App. Total	40.1	0	59.9		21.1	78.9	0		0	0	0		11.2	88.8	0		
PHF	.805	.000	.939	.890	.876	.966	.000	.979	.000	.000	.000	.000	.846	.961	.000	.973	.972



Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : JAMBOREE ROAD
Segment : N/O EASTBLUFF DR/UNIVERISTY DR
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	30	101	342	1,487	46	101	322	1,523	76	202	664	3,010
12:15	19		377		16		392		35		769	
12:30	36		376		22		364		58		740	
12:45	16		392		17		445		33		837	
01:00	15	51	394	1,520	24	57	322	1,433	39	108	716	2,953
01:15	14		352		12		376		26		728	
01:30	12		372		13		362		25		734	
01:45	10		402		8		373		18		775	
02:00	14	64	404	1,658	9	45	322	1,420	23	109	726	3,078
02:15	14		414		11		342		25		756	
02:30	21		426		18		382		39		808	
02:45	15		414		7		374		22		788	
03:00	4	46	454	1,848	8	44	393	1,557	12	90	847	3,405
03:15	7		490		10		375		17		865	
03:30	18		440		12		415		30		855	
03:45	17		464		14		374		31		838	
04:00	13	74	398	1,705	19	130	384	1,697	32	204	782	3,402
04:15	14		490		19		408		33		898	
04:30	13		383		46		454		59		837	
04:45	34		434		46		451		80		885	
05:00	44	249	388	1,628	62	427	447	2,030	106	676	835	3,658
05:15	62		480		76		540		138		1,020	
05:30	71		374		113		523		184		897	
05:45	72		386		176		520		248		906	
06:00	89	597	345	1,274	168	1,010	491	1,664	257	1,607	836	2,938
06:15	117		367		212		438		329		805	
06:30	153		258		272		385		425		643	
06:45	238		304		358		350		596		654	
07:00	283	1,532	263	901	286	1,433	301	1,026	569	2,965	564	1,927
07:15	322		254		362		265		684		519	
07:30	372		190		375		246		747		436	
07:45	555		194		410		214		965		408	
08:00	448	1,769	217	773	336	1,507	232	828	784	3,276	449	1,601
08:15	480		198		388		197		868		395	
08:30	432		198		387		221		819		419	
08:45	409		160		396		178		805		338	
09:00	357	1,394	239	777	328	1,248	140	570	685	2,642	379	1,347
09:15	411		196		302		146		713		342	
09:30	318		194		280		137		598		331	
09:45	308		148		338		147		646		295	
10:00	290	1,307	148	532	288	1,238	114	376	578	2,545	262	908
10:15	344		146		323		114		667		260	
10:30	350		120		289		68		639		188	
10:45	323		118		338		80		661		198	
11:00	350	1,428	89	273	316	1,343	76	226	666	2,771	165	499
11:15	338		76		325		50		663		126	
11:30	372		54		332		56		704		110	
11:45	368		54		370		44		738		98	
Totals	8,612		14,376		8,583		14,350		17,195		28,726	
Split%	50.1		50.0		49.9		50.0					
Day Totals		22,988				22,933				45,921		
Day Splits		50.1				49.9						
Peak Hour	07:45		03:00		07:45		05:15		07:45		05:15	
Volume	1,915		1,848		1,521		2,074		3,436		3,659	
Factor	0.86		0.94		0.93		0.96		0.89		0.90	

Data File : D0804471

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C

Tustin, CA. 92780

Location : JAMBOREE ROAD | Site: NEWPORT

Segment : S/O EASTBLUFF DR/FORD RD | Date: 05/07/08

Client : CITY OF NEWPORT | Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	31	114	337	1,361	38	89	338	1,519	69	203	675	2,880
12:15	27		340		20		416		47		756	
12:30	34		336		16		370		50		706	
12:45	22		348		15		395		37		743	
01:00	16	52	354	1,461	20	50	352	1,446	36	102	706	2,907
01:15	15		347		14		338		29		685	
01:30	12		388		8		358		20		746	
01:45	9		372		8		398		17		770	
02:00	16	64	402	1,721	9	39	410	1,506	25	103	812	3,227
02:15	16		407		9		332		25		739	
02:30	18		461		17		392		35		853	
02:45	14		451		4		372		18		823	
03:00	5	47	496	1,830	8	41	462	1,764	13	88	958	3,594
03:15	7		464		10		438		17		902	
03:30	17		446		11		434		28		880	
03:45	18		424		12		430		30		854	
04:00	11	61	522	1,922	17	139	363	1,633	28	200	885	3,555
04:15	12		458		22		378		34		836	
04:30	10		454		44		424		54		878	
04:45	28		488		56		468		84		956	
05:00	34	192	545	1,962	58	435	408	1,862	92	627	953	3,824
05:15	47		500		76		507		123		1,007	
05:30	61		502		120		451		181		953	
05:45	50		415		181		496		231		911	
06:00	77	694	450	1,472	157	1,012	502	1,657	234	1,706	952	3,129
06:15	106		377		209		460		315		837	
06:30	209		333		240		348		449		681	
06:45	302		312		406		347		708		659	
07:00	264	1,498	300	1,006	320	1,627	340	1,096	584	3,125	640	2,102
07:15	372		243		340		298		712		541	
07:30	462		251		446		244		908		495	
07:45	400		212		521		214		921		426	
08:00	359	1,494	247	920	444	1,761	198	776	803	3,255	445	1,696
08:15	395		233		438		196		833		429	
08:30	388		202		426		190		814		392	
08:45	352		238		453		192		805		430	
09:00	320	1,228	260	821	368	1,442	167	585	688	2,670	427	1,406
09:15	320		190		340		150		660		340	
09:30	262		211		366		130		628		341	
09:45	326		160		368		138		694		298	
10:00	261	1,138	168	548	354	1,390	125	382	615	2,528	293	930
10:15	314		150		368		97		682		247	
10:30	272		126		322		78		594		204	
10:45	291		104		346		82		637		186	
11:00	295	1,313	74	249	342	1,424	72	217	637	2,737	146	466
11:15	338		79		368		48		706		127	
11:30	352		52		344		55		696		107	
11:45	328		44		370		42		698		86	
Totals	7,895		15,273		9,449		14,443		17,344		29,716	
Split%	45.5		51.4		54.5		48.6					
Day Totals		23,168				23,892				47,060		
Day Splits		49.2				50.8						
Peak Hour	07:30		04:45		07:30		05:15		07:30		04:45	
Volume	1,616		2,035		1,849		1,956		3,465		3,869	
Factor	0.87		0.93		0.89		0.96		0.94		0.96	

Data File : D0804470

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : JAMBOREE ROAD
Segment : S/O SANTA BARBARA DR
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08

Interval	NB				SB				Combined				Day: Wednesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	11	52	207	870	26	67	220	984	37	119	427	1,854	
12:15	17		197		14		266		31		463		
12:30	13		228		15		250		28		478		
12:45	11		238		12		248		23		486		
01:00	6	22	208	877	12	33	228	992	18	55	436	1,869	
01:15	6		213		9		221		15		434		
01:30	6		249		7		273		13		522		
01:45	4		207		5		270		9		477		
02:00	8	19	236	1,007	3	18	266	1,077	11	37	502	2,084	
02:15	0		231		7		262		7		493		
02:30	4		278		7		282		11		560		
02:45	7		262		1		267		8		529		
03:00	6	23	248	996	4	22	286	1,232	10	45	534	2,228	
03:15	2		252		4		292		6		544		
03:30	9		256		5		358		14		614		
03:45	6		240		9		296		15		536		
04:00	6	44	235	940	4	38	342	1,324	10	82	577	2,264	
04:15	5		238		8		286		13		524		
04:30	11		226		10		319		21		545		
04:45	22		241		16		377		38		618		
05:00	30	175	294	977	25	125	376	1,538	55	300	670	2,515	
05:15	42		225		20		412		62		637		
05:30	44		238		31		402		75		640		
05:45	59		220		49		348		108		568		
06:00	66	520	236	861	76	413	448	1,311	142	933	684	2,172	
06:15	108		227		81		353		189		580		
06:30	154		206		96		256		250		462		
06:45	192		192		160		254		352		446		
07:00	214	1,176	174	582	183	837	273	864	397	2,013	447	1,446	
07:15	289		142		166		246		455		388		
07:30	333		140		196		177		529		317		
07:45	340		126		292		168		632		294		
08:00	343	1,332	133	513	229	931	134	591	572	2,263	267	1,104	
08:15	314		136		230		148		544		284		
08:30	347		120		234		173		581		293		
08:45	328		124		238		136		566		260		
09:00	250	906	141	459	236	911	153	473	486	1,817	294	932	
09:15	239		111		201		108		440		219		
09:30	195		98		250		110		445		208		
09:45	222		109		224		102		446		211		
10:00	204	872	92	278	216	929	84	284	420	1,801	176	562	
10:15	228		74		254		74		482		148		
10:30	210		62		238		63		448		125		
10:45	230		50		221		63		451		113		
11:00	200	844	39	129	232	989	51	172	432	1,833	90	301	
11:15	214		37		244		40		458		77		
11:30	198		30		254		51		452		81		
11:45	232		23		259		30		491		53		
Totals	5,985		8,489		5,313		10,842		11,298		19,331		
Split%	53.0		43.9		47.0		56.1						
Day Totals		14,474				16,155				30,629			
Day Splits		47.3				52.7							
Peak Hour	07:45		02:30		11:00		05:15		07:45		04:45		
Volume	1,344		1,040		989		1,610		2,329		2,565		
Factor	0.97		0.94		0.95		0.90		0.92		0.96		

Data File : D0804469

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : COAST HIGHWAY
Segment : W/O ORANGE ST
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08
Day: Wednesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	28	78	210	872	46	129	257	1,020	74	207	467	1,892
12:15	28		214		31		272		59		486	
12:30	10		218		30		264		40		482	
12:45	12		230		22		227		34		457	
01:00	11	44	234	969	22	59	242	1,064	33	103	476	2,033
01:15	12		248		14		276		26		524	
01:30	13		246		16		286		29		532	
01:45	8		241		7		260		15		501	
02:00	10	34	217	917	12	43	340	1,370	22	77	557	2,287
02:15	7		231		16		298		23		529	
02:30	13		239		8		356		21		595	
02:45	4		230		7		376		11		606	
03:00	5	24	236	973	6	26	362	1,672	11	50	598	2,645
03:15	3		246		7		398		10		644	
03:30	7		248		6		437		13		685	
03:45	9		243		7		475		16		718	
04:00	12	76	235	994	10	45	460	2,136	22	121	695	3,130
04:15	13		254		6		524		19		778	
04:30	23		235		13		554		36		789	
04:45	28		270		16		598		44		868	
05:00	34	292	246	1,132	18	126	706	2,538	52	418	952	3,670
05:15	62		302		36		660		98		962	
05:30	74		296		32		620		106		916	
05:45	122		288		40		552		162		840	
06:00	124	1,096	254	982	66	345	476	1,683	190	1,441	730	2,665
06:15	226		268		68		483		294		751	
06:30	324		226		102		374		426		600	
06:45	422		234		109		350		531		584	
07:00	419	2,129	184	654	140	806	304	1,121	559	2,935	488	1,775
07:15	510		182		198		309		708		491	
07:30	578		160		228		276		806		436	
07:45	622		128		240		232		862		360	
08:00	554	2,231	132	473	247	922	208	872	801	3,153	340	1,345
08:15	618		120		223		250		841		370	
08:30	541		111		242		232		783		343	
08:45	518		110		210		182		728		292	
09:00	374	1,289	104	430	204	793	202	698	578	2,082	306	1,128
09:15	330		130		176		164		506		294	
09:30	290		98		210		180		500		278	
09:45	295		98		203		152		498		250	
10:00	245	965	102	327	228	866	114	520	473	1,831	216	847
10:15	241		66		224		155		465		221	
10:30	218		85		203		140		421		225	
10:45	261		74		211		111		472		185	
11:00	238	946	59	196	216	958	88	273	454	1,904	147	469
11:15	236		49		214		67		450		116	
11:30	226		38		278		68		504		106	
11:45	246		50		250		50		496		100	
Totals	9,204		8,919		5,118		14,967		14,322		23,886	
Split%	64.3		37.3		35.7		62.7					
Day Totals		18,123				20,085				38,208		
Day Splits		47.4				52.6						
Peak Hour	07:30		05:15		11:00		04:45		07:30		04:45	
Volume	2,372		1,140		958		2,584		3,310		3,698	
Factor	0.95		0.94		0.86		0.92		0.96		0.96	

Data File : D0804462

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : COAST HIGHWAY
Segment : E/O MACARTHUR BLVD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08

Interval	EB				WB				Combined				Day: Wednesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	27	90	342	1,411	42	115	384	1,556	69	205	726	2,967	
12:15	22		344		34		374		56		718		
12:30	24		380		23		382		47		762		
12:45	17		345		16		416		33		761		
01:00	12	48	351	1,437	17	45	385	1,620	29	93	736	3,057	
01:15	11		376		12		392		23		768		
01:30	13		344		8		428		21		772		
01:45	12		366		8		415		20		781		
02:00	8	32	380	1,512	9	34	436	1,663	17	66	816	3,175	
02:15	10		375		11		384		21		759		
02:30	8		366		12		418		20		784		
02:45	6		391		2		425		8		816		
03:00	5	24	367	1,656	5	22	448	1,829	10	46	815	3,485	
03:15	6		428		3		417		9		845		
03:30	4		453		10		486		14		939		
03:45	9		408		4		478		13		886		
04:00	8	58	459	1,725	12	68	442	1,658	20	126	901	3,383	
04:15	8		394		9		456		17		850		
04:30	13		421		21		422		34		843		
04:45	29		451		26		338		55		789		
05:00	49	299	496	1,974	33	280	440	1,520	82	579	936	3,494	
05:15	67		512		61		368		128		880		
05:30	76		496		82		382		158		878		
05:45	107		470		104		330		211		800		
06:00	112	944	442	1,636	120	764	374	1,231	232	1,708	816	2,867	
06:15	200		444		148		285		348		729		
06:30	264		382		200		312		464		694		
06:45	368		368		296		260		664		628		
07:00	310	1,320	331	1,203	362	1,693	280	992	672	3,013	611	2,195	
07:15	332		334		351		276		683		610		
07:30	361		272		496		244		857		516		
07:45	317		266		484		192		801		458		
08:00	354	1,329	237	911	528	1,923	176	712	882	3,252	413	1,623	
08:15	314		219		505		186		819		405		
08:30	327		233		468		182		795		415		
08:45	334		222		422		168		756		390		
09:00	308	1,295	227	773	468	1,605	177	645	776	2,900	404	1,418	
09:15	322		208		364		170		686		378		
09:30	326		176		375		154		701		330		
09:45	339		162		398		144		737		306		
10:00	328	1,344	126	451	332	1,420	140	539	660	2,764	266	990	
10:15	350		112		366		148		716		260		
10:30	328		119		330		141		658		260		
10:45	338		94		392		110		730		204		
11:00	373	1,439	84	263	380	1,559	94	293	753	2,998	178	556	
11:15	326		72		377		63		703		135		
11:30	374		70		384		80		758		150		
11:45	366		37		418		56		784		93		
Totals	8,222		14,952		9,528		14,258		17,750		29,210		
Split%	46.3		51.2		53.7		48.8						
Day Totals		23,174				23,786				46,960			
Day Splits		49.3				50.7							
Peak Hour	11:00		05:00		07:30		03:30		07:30		03:30		
Volume	1,439		1,974		2,013		1,862		3,359		3,576		
Factor	0.96		0.96		0.95		0.96		0.95		0.95		

* Data File : D0804467

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : COAST HIGHWAY
Segment : E/O NEWPORT COAST DR
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08
Day: Wednesday

Interval	WB				EB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	28	80	288	1,120	23	78	282	1,029	51	158	570	2,149
12:15	20		270		24		248		44		518	
12:30	16		270		21		255		37		525	
12:45	16		292		10		244		26		536	
01:00	13	35	241	1,098	6	30	276	1,097	19	65	517	2,195
01:15	7		258		7		277		14		535	
01:30	7		300		10		276		17		576	
01:45	8		299		7		268		15		567	
02:00	9	22	300	1,160	3	25	257	1,167	12	47	557	2,327
02:15	5		274		8		316		13		590	
02:30	6		260		9		272		15		532	
02:45	2		326		5		322		7		648	
03:00	4	21	312	1,401	3	14	310	1,361	7	35	622	2,762
03:15	2		330		5		298		7		628	
03:30	8		396		3		373		11		769	
03:45	7		363		3		380		10		743	
04:00	5	53	352	1,330	1	28	355	1,539	6	81	707	2,869
04:15	11		394		6		414		17		808	
04:30	14		284		9		384		23		668	
04:45	23		300		12		386		35		686	
05:00	32	246	302	1,166	9	93	397	1,883	41	339	699	3,049
05:15	51		312		14		500		65		812	
05:30	73		264		20		496		93		760	
05:45	90		288		50		490		140		778	
06:00	99	709	280	920	58	572	436	1,578	157	1,281	716	2,498
06:15	134		230		101		446		235		676	
06:30	206		220		176		372		382		592	
06:45	270		190		237		324		507		514	
07:00	336	1,570	199	722	246	1,002	270	962	582	2,572	469	1,684
07:15	312		196		252		252		564		448	
07:30	416		169		264		244		680		413	
07:45	506		158		240		196		746		354	
08:00	469	1,817	128	571	264	967	169	664	733	2,784	297	1,235
08:15	439		160		262		178		701		338	
08:30	442		146		242		156		684		302	
08:45	467		137		199		161		666		298	
09:00	369	1,361	125	506	242	982	164	599	611	2,343	289	1,105
09:15	320		138		218		164		538		302	
09:30	348		125		262		135		610		260	
09:45	324		118		260		136		584		254	
10:00	260	1,086	112	402	241	975	94	346	501	2,061	206	748
10:15	271		116		246		94		517		210	
10:30	270		100		250		90		520		190	
10:45	285		74		238		68		523		142	
11:00	254	1,110	57	220	275	1,007	60	198	529	2,117	117	418
11:15	270		59		240		66		510		125	
11:30	278		50		246		43		524		93	
11:45	308		54		246		29		554		83	
Totals	8,110		10,616		5,773		12,423		13,883		23,039	
Split%	58.4		46.1		41.6		53.9					
Day Totals		18,726				18,196				36,922		
Day Splits		50.7				49.3						
Peak Hour	07:45		03:30		07:30		05:15		07:45		05:15	
Volume	1,856		1,505		1,030		1,922		2,864		3,066	
Factor	0.92		0.95		0.98		0.96		0.96		0.94	

* Data File : D0804468

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : COAST HIGHWAY
Segment : W/O BAYSIDE DR
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08
Day: Wednesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	22	103	451	1,890	44	128	444	1,762	66	231	895	3,652
12:15	34		502		28		430		62		932	
12:30	24		435		34		458		58		893	
12:45	23		502		22		430		45		932	
01:00	14	48	479	1,969	29	65	438	1,709	43	113	917	3,678
01:15	6		490		16		423		22		913	
01:30	14		492		10		420		24		912	
01:45	14		508		10		428		24		936	
02:00	14	45	474	2,035	11	36	444	1,864	25	81	918	3,899
02:15	8		482		8		460		16		942	
02:30	13		500		15		500		28		1,000	
02:45	10		579		2		460		12		1,039	
03:00	3	27	445	2,034	4	24	460	2,013	7	51	905	4,047
03:15	8		542		4		512		12		1,054	
03:30	6		509		7		497		13		1,006	
03:45	10		538		9		544		19		1,082	
04:00	11	74	484	2,057	5	52	500	2,197	16	126	984	4,254
04:15	14		549		14		536		28		1,085	
04:30	18		492		15		561		33		1,053	
04:45	31		532		18		600		49		1,132	
05:00	43	297	550	2,110	19	165	606	2,457	62	462	1,156	4,567
05:15	56		490		34		656		90		1,146	
05:30	70		552		36		613		106		1,165	
05:45	128		518		76		582		204		1,100	
06:00	112	993	519	1,728	80	484	518	1,900	192	1,477	1,037	3,628
06:15	185		460		100		511		285		971	
06:30	266		415		118		402		384		817	
06:45	430		334		186		469		616		803	
07:00	401	2,254	360	1,233	220	1,088	370	1,279	621	3,342	730	2,512
07:15	557		318		254		354		811		672	
07:30	591		292		256		277		847		569	
07:45	705		263		358		278		1,063		541	
08:00	692	2,680	242	960	334	1,440	279	1,035	1,026	4,120	521	1,995
08:15	648		258		352		252		1,000		510	
08:30	642		240		366		238		1,008		478	
08:45	698		220		388		266		1,086		486	
09:00	498	1,901	230	771	364	1,443	203	762	862	3,344	433	1,533
09:15	459		204		372		194		831		398	
09:30	446		171		339		177		785		348	
09:45	498		166		368		188		866		354	
10:00	454	1,826	132	466	345	1,534	186	534	799	3,360	318	1,000
10:15	432		116		372		136		804		252	
10:30	456		118		403		132		859		250	
10:45	484		100		414		80		898		180	
11:00	450	1,814	67	230	410	1,739	78	246	860	3,553	145	476
11:15	410		64		418		59		828		123	
11:30	479		57		423		66		902		123	
11:45	475		42		488		43		963		85	
Totals	12,062		17,483		8,198		17,758		20,260		35,241	
Split%	59.5		49.6		40.5		50.4					
Day Totals		29,545				25,956				55,501		
Day Splits		53.2				46.8						
Peak Hour	07:45		04:45		11:00		04:45		08:00		04:45	
Volume	2,687		2,124		1,739		2,475		4,120		4,599	
Factor	0.95		0.96		0.89		0.94		0.95		0.99	

* Data File : D0804464

Transportation Studies, Inc.
2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : DOVER DRIVE
Segment : S/O CLIFF DR
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	17	55	292	995	8	35	267	1,062	25	90	559	2,057
12:15	14		263		10		272		24		535	
12:30	14		204		9		233		23		437	
12:45	10		236		8		290		18		526	
01:00	14	30	260	1,103	6	16	266	1,134	20	46	526	2,237
01:15	2		256		2		290		4		546	
01:30	7		278		2		274		9		552	
01:45	7		309		6		304		13		613	
02:00	2	10	262	1,082	4	14	286	1,134	6	24	548	2,216
02:15	3		248		4		278		7		526	
02:30	5		302		4		266		9		568	
02:45	0		270		2		304		2		574	
03:00	0	6	304	1,220	2	13	230	1,041	2	19	534	2,261
03:15	1		266		4		301		5		567	
03:30	3		354		6		224		9		578	
03:45	2		296		1		286		3		582	
04:00	2	29	334	1,218	5	35	266	1,006	7	64	600	2,224
04:15	9		320		5		256		14		576	
04:30	6		258		6		226		12		484	
04:45	12		306		19		258		31		564	
05:00	10	87	321	1,266	29	131	261	1,017	39	218	582	2,283
05:15	14		312		22		250		36		562	
05:30	17		330		30		262		47		592	
05:45	46		303		50		244		96		547	
06:00	35	254	310	998	45	374	255	870	80	628	565	1,868
06:15	52		262		67		248		119		510	
06:30	58		226		94		207		152		433	
06:45	109		200		168		160		277		360	
07:00	112	554	188	641	174	963	136	516	286	1,517	324	1,157
07:15	134		169		235		130		369		299	
07:30	130		152		245		134		375		286	
07:45	178		132		309		116		487		248	
08:00	169	839	141	459	258	1,161	102	401	427	2,000	243	860
08:15	220		122		272		118		492		240	
08:30	220		96		285		84		505		180	
08:45	230		100		346		97		576		197	
09:00	220	814	124	431	218	945	98	280	438	1,759	222	711
09:15	202		120		212		84		414		204	
09:30	182		98		219		50		401		148	
09:45	210		89		296		48		506		137	
10:00	216	867	80	265	230	965	45	152	446	1,832	125	417
10:15	190		63		246		43		436		106	
10:30	234		70		223		40		457		110	
10:45	227		52		266		24		493		76	
11:00	270	1,064	44	136	234	1,006	32	95	504	2,070	76	231
11:15	240		34		236		30		476		64	
11:30	254		33		260		18		514		51	
11:45	300		25		276		15		576		40	
Totals	4,609		9,814		5,658		8,708		10,267		18,522	
Split%	44.9		53.0		55.1		47.0					
Day Totals		14,423				14,366				28,789		
Day Splits		50.1				49.9						
Peak Hour	11:00		03:30		08:00		01:15		11:00		03:30	
Volume	1,064		1,304		1,161		1,154		2,070		2,336	
Factor	0.89		0.92		0.84		0.95		0.90		0.97	

* Data File : D0804465

Transportation Studies, Inc.
2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : NEWPORT BOULEVARD
Segment : S/O HOSPITAL RD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	62	210	376	1,438	52	172	388	1,460	114	382	764	2,898
12:15	66		338		54		346		120		684	
12:30	38		340		38		372		76		712	
12:45	44		384		28		354		72		738	
01:00	42	114	394	1,650	34	100	328	1,313	76	214	722	2,963
01:15	28		446		21		324		49		770	
01:30	24		412		21		326		45		738	
01:45	20		398		24		335		44		733	
02:00	26	65	377	1,467	15	54	329	1,346	41	119	706	2,813
02:15	15		338		8		330		23		668	
02:30	10		380		13		342		23		722	
02:45	14		372		18		345		32		717	
03:00	8	47	380	1,466	9	37	382	1,585	17	84	762	3,051
03:15	13		372		5		397		18		769	
03:30	8		354		7		408		15		762	
03:45	18		360		16		398		34		758	
04:00	14	75	370	1,408	21	96	378	1,713	35	171	748	3,121
04:15	17		363		16		404		33		767	
04:30	22		350		25		444		47		794	
04:45	22		325		34		487		56		812	
05:00	40	286	396	1,312	42	266	452	1,763	82	552	848	3,075
05:15	53		315		49		449		102		764	
05:30	92		310		71		438		163		748	
05:45	101		291		104		424		205		715	
06:00	122	743	346	1,231	122	735	450	1,758	244	1,478	796	2,989
06:15	152		284		147		494		299		778	
06:30	202		311		222		402		424		713	
06:45	267		290		244		412		511		702	
07:00	329	1,581	247	958	239	1,160	339	1,273	568	2,741	586	2,231
07:15	380		258		289		327		669		585	
07:30	456		235		312		309		768		544	
07:45	416		218		320		298		736		516	
08:00	424	1,704	274	924	310	1,276	273	985	734	2,980	547	1,909
08:15	434		230		327		290		761		520	
08:30	414		220		289		222		703		442	
08:45	432		200		350		200		782		400	
09:00	344	1,413	260	856	304	1,266	222	823	648	2,679	482	1,679
09:15	379		208		310		214		689		422	
09:30	344		198		310		196		654		394	
09:45	346		190		342		191		688		381	
10:00	374	1,446	172	667	340	1,281	168	583	714	2,727	340	1,250
10:15	366		167		334		154		700		321	
10:30	316		170		298		147		614		317	
10:45	390		158		309		114		699		272	
11:00	361	1,528	125	389	336	1,371	86	315	697	2,899	211	704
11:15	398		94		332		87		730		181	
11:30	370		88		333		76		703		164	
11:45	399		82		370		66		769		148	
Totals	9,212		13,766		7,814		14,917		17,026		28,683	
Split%	54.1		48.0		45.9		52.0					
Day Totals		22,978				22,731				45,709		
Day Splits		50.3				49.7						
Peak Hour	07:30		01:00		11:00		04:30		07:30		04:15	
Volume	1,730		1,650		1,371		1,832		2,999		3,221	
Factor	0.95		0.92		0.93		0.94		0.98		0.95	

Data File : D0804463

Transportation Studies, Inc.
2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : N/O SAN JOAQUIN HILLS RD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08
Day: Wednesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	40	126	454	1,814	38	92	460	2,006	78	218	914	3,820
12:15	32		456		20		490		52		946	
12:30	32		431		17		492		49		923	
12:45	22		473		17		564		39		1,037	
01:00	18	45	474	2,043	13	45	512	2,062	31	90	986	4,105
01:15	13		464		15		539		28		1,003	
01:30	9		604		7		490		16		1,094	
01:45	5		501		10		521		15		1,022	
02:00	7	32	520	2,080	7	27	458	1,925	14	59	978	4,005
02:15	10		478		6		463		16		941	
02:30	8		574		8		496		16		1,070	
02:45	7		508		6		508		13		1,016	
03:00	6	30	573	2,489	8	37	449	2,000	14	67	1,022	4,489
03:15	8		622		5		455		13		1,077	
03:30	11		623		9		474		20		1,097	
03:45	5		671		15		622		20		1,293	
04:00	16	62	632	2,413	14	141	476	2,053	30	203	1,108	4,466
04:15	10		560		23		554		33		1,114	
04:30	18		628		38		482		56		1,110	
04:45	18		593		66		541		84		1,134	
05:00	45	287	654	2,459	73	505	561	2,309	118	792	1,215	4,768
05:15	60		678		102		589		162		1,267	
05:30	91		558		122		560		213		1,118	
05:45	91		569		208		599		299		1,168	
06:00	101	675	522	1,787	212	1,519	634	2,147	313	2,194	1,156	3,934
06:15	131		459		326		571		457		1,030	
06:30	188		438		442		512		630		950	
06:45	255		368		539		430		794		798	
07:00	314	1,728	366	1,232	486	2,236	390	1,328	800	3,964	756	2,560
07:15	404		333		500		366		904		699	
07:30	496		281		582		296		1,078		577	
07:45	514		252		668		276		1,182		528	
08:00	574	2,126	250	1,065	725	2,688	252	876	1,299	4,814	502	1,941
08:15	552		296		665		216		1,217		512	
08:30	532		245		638		190		1,170		435	
08:45	468		274		660		218		1,128		492	
09:00	474	1,683	282	964	576	2,213	182	616	1,050	3,896	464	1,580
09:15	402		236		538		154		940		390	
09:30	372		243		541		148		913		391	
09:45	435		203		558		132		993		335	
10:00	420	1,568	213	681	474	1,921	118	399	894	3,489	331	1,080
10:15	366		162		472		100		838		262	
10:30	396		184		440		98		836		282	
10:45	386		122		535		83		921		205	
11:00	445	1,879	115	328	434	1,932	84	240	879	3,811	199	568
11:15	430		76		497		68		927		144	
11:30	512		91		457		54		969		145	
11:45	492		46		544		34		1,036		80	
Totals	10,241		19,355		13,356		17,961		23,597		37,316	
Split%	43.4		51.9		56.6		48.1					
Day Totals		29,596				31,317				60,913		
Day Splits		48.6				51.4						
Peak Hour	07:45		04:30		07:45		05:15		07:45		05:00	
Volume	2,172		2,553		2,696		2,382		4,868		4,768	
Factor	0.95		0.94		0.93		0.94		0.94		0.94	

* Data File : D0804472

Transportation Studies, Inc.
2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : SAN JOAQUIN HILLS ROAD
Segment : E/O MACARTHUR BLVD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 05/07/08

Interval	EB				WB				Combined				Day: Wednesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	8	19	139	570	7	21	157	643	15	40	296	1,213	
12:15	4		151		4		146		8		297		
12:30	4		149		7		160		11		309		
12:45	3		131		3		180		6		311		
01:00	2	6	158	641	1	8	161	675	3	14	319	1,316	
01:15	2		178		1		169		3		347		
01:30	1		154		4		177		5		331		
01:45	1		151		2		168		3		319		
02:00	4	6	172	636	2	9	193	746	6	15	365	1,382	
02:15	1		135		1		172		2		307		
02:30	0		145		5		186		5		331		
02:45	1		184		1		195		2		379		
03:00	4	10	176	716	3	12	265	849	7	22	441	1,565	
03:15	1		182		2		206		3		388		
03:30	1		172		4		198		5		370		
03:45	4		186		3		180		7		366		
04:00	2	15	167	717	9	19	230	768	11	34	397	1,485	
04:15	3		177		1		178		4		355		
04:30	5		171		3		179		8		350		
04:45	5		202		6		181		11		383		
05:00	12	66	224	878	20	89	180	689	32	155	404	1,567	
05:15	12		250		22		197		34		447		
05:30	16		224		27		154		43		378		
05:45	26		180		20		158		46		338		
06:00	36	280	209	705	41	430	146	555	77	710	355	1,260	
06:15	58		168		87		159		145		327		
06:30	80		180		134		116		214		296		
06:45	106		148		168		134		274		282		
07:00	110	426	137	419	216	955	98	370	326	1,381	235	789	
07:15	85		110		195		106		280		216		
07:30	101		86		263		80		364		166		
07:45	130		86		281		86		411		172		
08:00	106	395	73	300	308	1,092	78	225	414	1,487	151	525	
08:15	91		78		294		46		385		124		
08:30	98		75		236		59		334		134		
08:45	100		74		254		42		354		116		
09:00	100	374	58	190	218	745	62	171	318	1,119	120	361	
09:15	113		53		190		39		303		92		
09:30	89		40		159		26		248		66		
09:45	72		39		178		44		250		83		
10:00	98	406	32	121	160	598	37	128	258	1,004	69	249	
10:15	92		29		150		47		242		76		
10:30	108		28		148		23		256		51		
10:45	108		32		140		21		248		53		
11:00	104	473	26	70	152	611	13	26	256	1,084	39	96	
11:15	120		24		138		7		258		31		
11:30	117		12		142		3		259		15		
11:45	132		8		179		3		311		11		
Totals	2,476		5,963		4,589		5,845		7,065		11,808		
Split%	35.0		50.5		65.0		49.5						
Day Totals		8,439				10,434				18,873			
Day Splits		44.7				55.3							
Peak Hour	11:00		04:45		07:30		02:45		07:30		04:45		
Volume	473		900		1,146		864		1,574		1,612		
Factor	0.90		0.90		0.93		0.82		0.95		0.90		

* Data File : D0804473

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : BONITA CANYON ROAD
Segment : E/O MACARTHUR BOULEVARD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 03/31/09

Interval	EB				WB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	20	46	168	796	15	47	278	1,047	35	93	446	1,843	
12:15	9		224		18		256		27		480		
12:30	10		202		7		249		17		451		
12:45	7		202		7		264		14		466		
01:00	5	12	224	892	3	11	262	1,089	8	23	486	1,981	
01:15	3		250		2		262		5		512		
01:30	3		204		4		233		7		437		
01:45	1		214		2		332		3		546		
02:00	0	9	296	1,046	0	9	320	1,204	0	18	616	2,250	
02:15	3		216		4		276		7		492		
02:30	1		282		4		296		5		578		
02:45	5		252		1		312		6		564		
03:00	6	12	306	1,260	1	15	374	1,490	7	27	680	2,750	
03:15	2		322		1		348		3		670		
03:30	4		302		7		374		11		676		
03:45	0		330		6		394		6		724		
04:00	4	22	304	1,341	4	36	399	1,411	8	58	703	2,752	
04:15	3		320		3		328		6		648		
04:30	7		359		12		362		19		721		
04:45	8		358		17		322		25		680		
05:00	17	117	376	1,549	28	187	322	1,392	45	304	698	2,941	
05:15	26		400		40		406		66		806		
05:30	22		383		57		320		79		703		
05:45	52		390		62		344		114		734		
06:00	42	300	368	1,367	64	556	315	994	106	856	683	2,361	
06:15	56		373		107		263		163		636		
06:30	84		318		161		230		245		548		
06:45	118		308		224		186		342		494		
07:00	152	757	293	922	227	1,409	212	673	379	2,166	505	1,595	
07:15	158		221		368		186		526		407		
07:30	205		242		440		146		645		388		
07:45	242		166		374		129		616		295		
08:00	204	767	166	603	366	1,604	124	492	570	2,371	290	1,095	
08:15	207		176		422		132		629		308		
08:30	162		146		375		122		537		268		
08:45	194		115		441		114		635		229		
09:00	187	679	138	428	366	1,276	77	316	553	1,955	215	744	
09:15	166		114		311		112		477		226		
09:30	168		88		306		60		474		148		
09:45	158		88		293		67		451		155		
10:00	158	600	98	260	289	1,067	65	181	447	1,667	163	441	
10:15	126		62		228		46		354		108		
10:30	160		60		294		40		454		100		
10:45	156		40		256		30		412		70		
11:00	176	709	53	120	238	1,022	37	80	414	1,731	90	200	
11:15	149		27		266		23		415		50		
11:30	196		20		262		12		458		32		
11:45	188		20		256		8		444		28		
Totals	4,030		10,584		7,239		10,369		11,269		20,953		
Split%	35.8		50.5		64.2		49.5						
Day Totals		14,614				17,608				32,222			
Day Splits		45.4				54.6							
Peak Hour	07:30		05:00		08:00		03:15		07:30		05:00		
Volume	858		1,549		1,604		1,515		2,460		2,941		
Factor	0.89		0.97		0.91		0.95		0.95		0.91		

* Data File : D0904026

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : S/O BIRCH ST
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 03/31/09
Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	16	33	194	690	6	20	209	795	22	53	403	1,485
12:15	8		170		3		181		11		351	
12:30	8		158		7		205		15		363	
12:45	1		168		4		200		5		368	
01:00	6	20	184	670	5	17	195	720	11	37	379	1,390
01:15	5		149		6		192		11		341	
01:30	4		173		3		167		7		340	
01:45	5		164		3		166		8		330	
02:00	4	16	188	678	3	14	155	619	7	30	343	1,297
02:15	2		166		4		148		6		314	
02:30	7		176		3		138		10		314	
02:45	3		148		4		178		7		326	
03:00	1	6	168	631	1	9	149	636	2	15	317	1,267
03:15	1		144		1		154		2		298	
03:30	1		169		6		169		7		338	
03:45	3		150		1		164		4		314	
04:00	4	23	174	704	6	34	143	733	10	57	317	1,437
04:15	3		159		6		190		9		349	
04:30	5		198		10		194		15		392	
04:45	11		173		12		206		23		379	
05:00	20	134	205	772	25	150	184	858	45	284	389	1,630
05:15	24		216		29		230		53		446	
05:30	48		179		28		230		76		409	
05:45	42		172		68		214		110		386	
06:00	54	294	165	531	53	269	182	608	107	563	347	1,139
06:15	53		150		58		167		111		317	
06:30	78		112		70		146		148		258	
06:45	109		104		88		113		197		217	
07:00	98	582	94	296	102	526	102	356	200	1,108	196	652
07:15	126		83		94		87		220		170	
07:30	156		70		160		81		316		151	
07:45	202		49		170		86		372		135	
08:00	212	748	64	245	174	704	60	252	386	1,452	124	497
08:15	186		60		185		74		371		134	
08:30	188		68		179		54		367		122	
08:45	162		53		166		64		328		117	
09:00	194	673	48	187	182	659	45	184	376	1,332	93	371
09:15	176		54		151		48		327		102	
09:30	161		40		164		38		325		78	
09:45	142		45		162		53		304		98	
10:00	134	539	26	135	129	572	60	186	263	1,111	86	321
10:15	151		40		134		42		285		82	
10:30	120		43		180		51		300		94	
10:45	134		26		129		33		263		59	
11:00	118	595	22	68	169	677	22	67	287	1,272	44	135
11:15	140		20		154		18		294		38	
11:30	157		13		170		19		327		32	
11:45	180		13		184		8		364		21	
Totals	3,663		5,607		3,651		6,014		7,314		11,621	
Split%	50.1		48.2		49.9		51.8					
Day Totals		9,270				9,665				18,935		
Day Splits		49.0				51.0						
Peak Hour	07:45		04:30		08:15		05:00		07:45		05:00	
Volume	788		792		712		858		1,496		1,630	
Factor	0.93		0.92		0.96		0.93		0.97		0.91	

Data File : D0904019

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : JAMBOREE ROAD
Segment : S/O BISON AVE
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 03/31/09

Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	30	93	312	1,288	26	83	318	1,282	56	176	630	2,570
12:15	30		321		17		320		47		641	
12:30	22		324		22		302		44		626	
12:45	11		331		18		342		29		673	
01:00	10	38	325	1,379	7	29	286	1,290	17	67	611	2,669
01:15	13		340		10		327		23		667	
01:30	11		358		5		331		16		689	
01:45	4		356		7		346		11		702	
02:00	9	46	322	1,448	8	30	323	1,209	17	76	645	2,657
02:15	8		373		5		300		13		673	
02:30	18		421		9		326		27		747	
02:45	11		332		8		260		19		592	
03:00	10	37	381	1,515	4	40	306	1,234	14	77	687	2,749
03:15	5		418		5		294		10		712	
03:30	14		344		8		320		22		664	
03:45	8		372		23		314		31		686	
04:00	16	60	423	1,584	16	102	315	1,332	32	162	738	2,916
04:15	10		380		26		351		36		731	
04:30	15		410		24		316		39		726	
04:45	19		371		36		350		55		721	
05:00	26	167	438	1,641	48	396	323	1,646	74	563	761	3,287
05:15	34		486		68		436		102		922	
05:30	50		395		122		436		172		831	
05:45	57		322		158		451		215		773	
06:00	65	467	384	1,259	136	767	359	1,330	201	1,234	743	2,589
06:15	80		334		157		362		237		696	
06:30	124		277		184		311		308		588	
06:45	198		264		290		298		488		562	
07:00	200	1,188	260	898	250	1,409	306	961	450	2,597	566	1,859
07:15	258		230		292		242		550		472	
07:30	362		218		402		217		764		435	
07:45	368		190		465		196		833		386	
08:00	352	1,377	222	736	358	1,416	148	623	710	2,793	370	1,359
08:15	318		209		364		162		682		371	
08:30	338		159		356		154		694		313	
08:45	369		146		338		159		707		305	
09:00	285	1,118	160	562	292	1,141	130	456	577	2,259	290	1,018
09:15	283		133		272		110		555		243	
09:30	254		144		279		104		533		248	
09:45	296		125		298		112		594		237	
10:00	244	1,008	118	392	258	1,072	124	359	502	2,080	242	751
10:15	218		110		260		89		478		199	
10:30	260		94		286		78		546		172	
10:45	286		70		268		68		554		138	
11:00	260	1,183	70	183	274	1,243	51	162	534	2,426	121	345
11:15	280		42		318		49		598		91	
11:30	328		48		318		34		646		82	
11:45	315		23		333		28		648		51	
Totals	6,782		12,885		7,728		11,884		14,510		24,769	
Split%	46.7		52.0		53.3		48.0					
Day Totals		19,667				19,612				39,279		
Day Splits		50.1				49.9						
Peak Hour	07:30		04:30		07:30		05:15		07:30		05:00	
Volume	1,400		1,705		1,589		1,682		2,989		3,287	
Factor	0.95		0.88		0.85		0.93		0.90		0.89	

Data File : D0904018

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : FORD ROAD
Segment : E/O JAMBOREE RD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 03/31/09

Interval	EB				WB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	3	6	36	253	4	11	63	238	7	17	99	491	
12:15	1		88		3		59		4		147		
12:30	1		68		1		42		2		110		
12:45	1		61		3		74		4		135		
01:00	0	0	80	235	0	3	51	247	0	3	131	482	
01:15	0		50		0		54		0		104		
01:30	0		43		0		60		0		103		
01:45	0		62		3		82		3		144		
02:00	0	2	145	385	0	1	90	354	0	3	235	739	
02:15	0		68		1		86		1		154		
02:30	1		88		0		74		1		162		
02:45	1		84		0		104		1		188		
03:00	0	3	140	430	0	2	126	441	0	5	266	871	
03:15	0		120		0		114		0		234		
03:30	3		86		1		99		4		185		
03:45	0		84		1		102		1		186		
04:00	0	2	88	392	0	12	80	351	0	14	168	743	
04:15	0		88		1		92		1		180		
04:30	1		108		5		106		6		214		
04:45	1		108		6		73		7		181		
05:00	2	21	114	417	4	38	73	380	6	59	187	797	
05:15	2		96		5		85		7		181		
05:30	5		101		16		102		21		203		
05:45	12		106		13		120		25		226		
06:00	6	63	116	416	14	242	114	352	20	305	230	768	
06:15	8		106		31		94		39		200		
06:30	10		89		63		74		73		163		
06:45	39		105		134		70		173		175		
07:00	31	349	102	264	65	532	44	180	96	881	146	444	
07:15	52		54		147		62		199		116		
07:30	110		56		232		42		342		98		
07:45	156		52		88		32		244		84		
08:00	47	218	34	158	60	313	35	145	107	531	69	303	
08:15	55		64		85		38		140		102		
08:30	54		30		84		28		138		58		
08:45	62		30		84		44		146		74		
09:00	40	179	37	120	80	282	12	83	120	461	49	203	
09:15	61		33		71		28		132		61		
09:30	36		26		61		24		97		50		
09:45	42		24		70		19		112		43		
10:00	38	149	13	39	46	193	13	48	84	342	26	87	
10:15	37		11		49		13		86		24		
10:30	36		7		44		12		80		19		
10:45	38		8		54		10		92		18		
11:00	40	188	9	27	52	244	6	12	92	432	15	39	
11:15	54		6		61		1		115		7		
11:30	48		8		73		2		121		10		
11:45	46		4		58		3		104		7		
Totals	1,180		3,136		1,873		2,831		3,053		5,967		
Split%	38.7		52.6		61.3		47.4						
Day Totals		4,316				4,704				9,020			
Day Splits		47.8				52.2							
Peak Hour	07:30		02:30		06:45		02:45		07:15		02:45		
Volume	368		432		578		443		892		873		
Factor	0.59		0.77		0.62		0.88		0.65		0.82		

Data File : D0904025

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C

Tustin, CA. 92780

Location : SAN JOAQUIN HILLS ROAD
Segment : E/O JAMBOREE RD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 03/31/09

Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	4	19	138	642	8	27	168	669	12	46	306	1,311
12:15	8		188		8		177		16		365	
12:30	4		174		6		162		10		336	
12:45	3		142		5		162		8		304	
01:00	4	9	168	611	9	17	188	793	13	26	356	1,404
01:15	2		155		4		191		6		346	
01:30	2		140		4		234		6		374	
01:45	1		148		0		180		1		328	
02:00	1	6	159	642	1	17	231	907	2	23	390	1,549
02:15	2		186		2		227		4		413	
02:30	2		141		14		231		16		372	
02:45	1		156		0		218		1		374	
03:00	0	14	166	631	4	13	252	888	4	27	418	1,519
03:15	4		171		2		238		6		409	
03:30	3		140		3		200		6		340	
03:45	7		154		4		198		11		352	
04:00	7	39	136	543	4	17	252	892	11	56	388	1,435
04:15	12		128		2		218		14		346	
04:30	2		136		3		212		5		348	
04:45	18		143		8		210		26		353	
05:00	12	131	118	522	3	41	286	1,032	15	172	404	1,554
05:15	30		132		6		280		36		412	
05:30	44		112		18		258		62		370	
05:45	45		160		14		208		59		368	
06:00	50	290	130	474	10	176	220	712	60	466	350	1,186
06:15	51		126		29		184		80		310	
06:30	57		115		56		166		113		281	
06:45	132		103		81		142		213		245	
07:00	118	619	104	318	58	407	146	476	176	1,026	250	794
07:15	114		80		106		106		220		186	
07:30	174		66		155		120		329		186	
07:45	213		68		88		104		301		172	
08:00	218	761	48	197	82	370	104	363	300	1,131	152	560
08:15	170		68		90		91		260		159	
08:30	159		38		100		90		259		128	
08:45	214		43		98		78		312		121	
09:00	176	638	38	121	91	453	82	262	267	1,091	120	383
09:15	161		34		118		74		279		108	
09:30	149		24		126		56		275		80	
09:45	152		25		118		50		270		75	
10:00	144	556	36	101	116	490	52	192	260	1,046	88	293
10:15	110		20		112		54		222		74	
10:30	136		27		126		43		262		70	
10:45	166		18		136		43		302		61	
11:00	124	592	17	36	141	577	42	82	265	1,169	59	118
11:15	154		4		120		14		274		18	
11:30	168		8		150		15		318		23	
11:45	146		7		166		11		312		18	
Totals	3,674		4,838		2,605		7,268		6,279		12,106	
Split%	58.5		40.0		41.5		60.0					
Day Totals		8,512				9,873				18,385		
Day Splits		46.3				53.7						
Peak Hour	07:30		12:15		11:00		04:45		07:30		02:15	
Volume	775		672		577		1,034		1,190		1,577	
Factor	0.89		0.89		0.87		0.90		0.90		0.94	

Data File : D0904027

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C

Tustin, CA. 92780

Location : MACARTHUR BOULEVARD — Site: NEWPORT

Segment : S/O BISON AVE — Date: 03/31/09

Client : CITY OF NEWPORT — Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	42	135	588	2,226	39	119	525	2,090	81	254	1,113	4,316
12:15	42		584		31		515		73		1,099	
12:30	27		502		29		500		56		1,002	
12:45	24		552		20		550		44		1,102	
01:00	32	81	546	2,305	13	56	564	2,124	45	137	1,110	4,429
01:15	20		552		16		540		36		1,092	
01:30	11		620		12		498		23		1,118	
01:45	18		587		15		522		33		1,109	
02:00	12	46	604	2,450	9	39	560	2,178	21	85	1,164	4,628
02:15	12		608		10		500		22		1,108	
02:30	13		638		11		532		24		1,170	
02:45	9		600		9		586		18		1,186	
03:00	8	37	680	2,659	9	36	464	2,249	17	73	1,144	4,908
03:15	5		676		6		584		11		1,260	
03:30	15		658		9		567		24		1,225	
03:45	9		645		12		634		21		1,279	
04:00	9	73	653	2,573	15	127	555	2,305	24	200	1,208	4,878
04:15	14		634		15		570		29		1,204	
04:30	15		642		32		588		47		1,230	
04:45	35		644		65		592		100		1,236	
05:00	62	390	634	2,308	60	407	644	2,786	122	797	1,278	5,094
05:15	82		656		88		719		170		1,375	
05:30	104		490		93		662		197		1,152	
05:45	142		528		166		761		308		1,289	
06:00	172	929	549	1,883	170	1,278	680	2,351	342	2,207	1,229	4,234
06:15	192		454		266		598		458		1,052	
06:30	238		418		356		529		594		947	
06:45	327		462		486		544		813		1,006	
07:00	364	2,049	408	1,362	458	2,160	470	1,648	822	4,209	878	3,010
07:15	471		365		496		445		967		810	
07:30	597		317		534		396		1,131		713	
07:45	617		272		672		337		1,289		609	
08:00	683	2,658	298	1,024	600	2,358	301	1,149	1,283	5,016	599	2,173
08:15	684		248		628		308		1,312		556	
08:30	660		248		570		284		1,230		532	
08:45	631		230		560		256		1,191		486	
09:00	600	2,258	282	973	584	2,078	231	821	1,184	4,336	513	1,794
09:15	540		282		496		210		1,036		492	
09:30	558		200		503		190		1,061		390	
09:45	560		209		495		190		1,055		399	
10:00	466	1,924	268	843	462	1,852	188	563	928	3,776	456	1,406
10:15	520		221		462		146		982		367	
10:30	453		202		424		130		877		332	
10:45	485		152		504		99		989		251	
11:00	504	2,028	144	409	476	1,999	91	267	980	4,027	235	676
11:15	488		109		486		70		974		179	
11:30	482		74		505		48		987		122	
11:45	554		82		532		58		1,086		140	
Totals	12,608		21,015		12,509		20,531		25,117		41,546	
Split%	50.2		50.6		49.8		49.4					
Day Totals		33,623				33,040				66,663		
Day Splits		50.4				49.6						
Peak Hour	08:00		03:00		07:45		05:15		07:45		04:30	
Volume	2,658		2,659		2,470		2,822		5,114		5,119	
Factor	0.97		0.98		0.92		0.93		0.97		0.93	

* Data File : D0904020

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C

Tustin, CA. 92780

Location : MACARTHUR BOULEVARD
Segment : S/O SAN MIGUEL DR
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 03/31/09

Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	25	67	234	1,028	26	69	281	1,027	51	136	515	2,055
12:15	12		264		20		254		32		518	
12:30	14		254		12		270		26		524	
12:45	16		276		11		222		27		498	
01:00	8	26	256	1,098	6	27	284	997	14	53	540	2,095
01:15	8		294		9		240		17		534	
01:30	6		284		7		246		13		530	
01:45	4		264		5		227		9		491	
02:00	3	8	271	1,199	4	16	272	1,105	7	24	543	2,304
02:15	2		304		2		268		4		572	
02:30	3		318		6		252		9		570	
02:45	0		306		4		313		4		619	
03:00	5	15	258	1,251	2	17	286	1,130	7	32	544	2,381
03:15	4		317		6		313		10		630	
03:30	3		352		3		230		6		582	
03:45	3		324		6		301		9		625	
04:00	6	52	332	1,218	5	63	282	1,188	11	115	614	2,406
04:15	9		302		5		268		14		570	
04:30	13		310		18		314		31		624	
04:45	24		274		35		324		59		598	
05:00	33	200	317	1,089	24	177	308	1,408	57	377	625	2,497
05:15	40		267		36		334		76		601	
05:30	53		250		51		376		104		626	
05:45	74		255		66		390		140		645	
06:00	74	526	246	923	55	581	364	1,239	129	1,107	610	2,162
06:15	103		240		106		348		209		588	
06:30	157		223		174		278		331		501	
06:45	192		214		246		249		438		463	
07:00	212	1,292	224	766	196	883	259	855	408	2,175	483	1,621
07:15	342		192		224		208		566		400	
07:30	376		181		220		186		596		367	
07:45	362		169		243		202		605		371	
08:00	400	1,488	168	594	292	1,025	164	643	692	2,513	332	1,237
08:15	384		136		230		165		614		301	
08:30	358		160		235		152		593		312	
08:45	346		130		268		162		614		292	
09:00	288	1,049	126	436	293	1,023	128	434	581	2,072	254	870
09:15	276		124		234		136		510		260	
09:30	243		104		240		89		483		193	
09:45	242		82		256		81		498		163	
10:00	243	1,008	82	342	242	953	98	280	485	1,961	180	622
10:15	249		124		244		82		493		206	
10:30	256		75		231		57		487		132	
10:45	260		61		236		43		496		104	
11:00	210	919	54	173	236	1,008	27	112	446	1,927	81	285
11:15	228		57		232		31		460		88	
11:30	248		32		272		26		520		58	
11:45	233		30		268		28		501		58	
Totals	6,650		10,117		5,842		10,418		12,492		20,535	
Split%	53.2		49.3		46.8		50.7					
Day Totals		16,767				16,260				33,027		
Day Splits		50.8				49.2						
Peak Hour	07:30		03:15		08:45		05:30		08:00		05:00	
Volume	1,522		1,325		1,035		1,478		2,513		2,497	
Factor	0.95		0.94		0.88		0.95		0.91		0.97	

* Data File : D0904021

Transportation Studies, Inc.
2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : NEWPORT BOULEVARD
Segment : S/O W COAST HWY
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 04/02/09

Interval	NB				SB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	60	173	364	1,527	48	173	400	1,653	108	346	764	3,180	
12:15	41		374		54		399		95		773		
12:30	40		393		39		458		79		851		
12:45	32		396		32		396		64		792		
01:00	45	133	359	1,561	26	81	385	1,520	71	214	744	3,081	
01:15	33		393		20		351		53		744		
01:30	36		420		24		376		60		796		
01:45	19		389		11		408		30		797		
02:00	15	45	410	1,645	16	56	400	1,644	31	101	810	3,289	
02:15	8		394		10		430		18		824		
02:30	16		376		15		412		31		788		
02:45	6		465		15		402		21		867		
03:00	9	40	404	1,548	11	34	394	1,561	20	74	798	3,109	
03:15	14		356		8		406		22		762		
03:30	9		406		3		377		12		783		
03:45	8		382		12		384		20		766		
04:00	12	66	346	1,389	8	52	412	1,789	20	118	758	3,178	
04:15	9		363		11		418		20		781		
04:30	21		354		11		457		32		811		
04:45	24		326		22		502		46		828		
05:00	38	219	394	1,499	26	159	489	2,037	64	378	883	3,536	
05:15	46		346		23		502		69		848		
05:30	70		378		44		504		114		882		
05:45	65		381		66		542		131		923		
06:00	90	588	348	1,248	84	514	496	1,923	174	1,102	844	3,171	
06:15	139		296		118		500		257		796		
06:30	162		318		110		453		272		771		
06:45	197		286		202		474		399		760		
07:00	234	1,292	260	1,063	198	1,048	416	1,439	432	2,340	676	2,502	
07:15	300		263		246		385		546		648		
07:30	404		280		258		332		662		612		
07:45	354		260		346		306		700		566		
08:00	395	1,524	266	993	290	1,263	262	1,052	685	2,787	528	2,045	
08:15	351		241		294		276		645		517		
08:30	360		210		321		250		681		460		
08:45	418		276		358		264		776		540		
09:00	350	1,344	336	1,075	296	1,359	205	806	646	2,703	541	1,881	
09:15	328		274		327		228		655		502		
09:30	346		197		332		190		678		387		
09:45	320		268		404		183		724		451		
10:00	303	1,315	254	712	334	1,383	166	610	637	2,698	420	1,322	
10:15	324		168		345		176		669		344		
10:30	347		148		347		144		694		292		
10:45	341		142		357		124		698		266		
11:00	338	1,473	118	392	370	1,572	110	345	708	3,045	228	737	
11:15	350		96		389		84		739		180		
11:30	411		96		411		80		822		176		
11:45	374		82		402		71		776		153		
Totals	8,212		14,652		7,694		16,379		15,906		31,031		
Split%	51.6		47.2		48.4		52.8						
Day Totals		22,864				24,073				46,937			
Day Splits		48.7				51.3							
Peak Hour	08:00		02:00		11:00		05:15		11:00		05:00		
Volume	1,524		1,645		1,572		2,044		3,045		3,536		
Factor	0.91		0.88		0.96		0.94		0.93		0.96		

* Data File : D0904010

Transportation Studies, Inc.
2680 Walnut Avenue, Suite C
Tustin, CA. 92780

Location : SAN JOAQUIN HILLS ROAD
Segment : E/O SPYGLASS HILLS RD
Client : CITY OF NEWPORT

Site: NEWPORT
Date: 04/02/09
Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	9	26	114	466	4	19	98	409	13	45	212	875
12:15	8		120		7		98		15		218	
12:30	7		120		2		93		9		213	
12:45	2		112		6		120		8		232	
01:00	3	8	140	532	2	8	108	507	5	16	248	1,039
01:15	2		136		2		124		4		260	
01:30	2		134		3		116		5		250	
01:45	1		122		1		159		2		281	
02:00	1	3	144	581	1	2	126	588	2	5	270	1,169
02:15	1		135		1		135		2		270	
02:30	0		152		0		145		0		297	
02:45	1		150		0		182		1		332	
03:00	1	5	164	665	0	8	162	617	1	13	326	1,282
03:15	0		182		4		160		4		342	
03:30	2		127		1		163		3		290	
03:45	2		192		3		132		5		324	
04:00	1	13	168	673	3	14	138	547	4	27	306	1,220
04:15	1		177		1		136		2		313	
04:30	5		178		4		141		9		319	
04:45	6		150		6		132		12		282	
05:00	6	37	234	755	8	74	126	565	14	111	360	1,320
05:15	8		166		10		152		18		318	
05:30	6		187		24		137		30		324	
05:45	17		168		32		150		49		318	
06:00	17	177	173	648	30	190	120	478	47	367	293	1,126
06:15	24		191		33		126		57		317	
06:30	49		152		63		117		112		269	
06:45	87		132		64		115		151		247	
07:00	78	472	148	516	70	534	72	266	148	1,006	220	782
07:15	112		138		136		82		248		220	
07:30	122		142		124		54		246		196	
07:45	160		88		204		58		364		146	
08:00	146	450	124	386	152	678	44	176	298	1,128	168	562
08:15	128		96		154		55		282		151	
08:30	94		92		178		43		272		135	
08:45	82		74		194		34		276		108	
09:00	130	415	66	230	152	542	50	122	282	957	116	352
09:15	94		70		126		31		220		101	
09:30	94		50		138		18		232		68	
09:45	97		44		126		23		223		67	
10:00	79	351	51	151	96	472	23	81	175	823	74	232
10:15	89		36		132		34		221		70	
10:30	86		38		140		8		226		46	
10:45	97		26		104		16		201		42	
11:00	112	414	14	61	114	462	5	32	226	876	19	93
11:15	80		19		118		11		198		30	
11:30	122		11		109		8		231		19	
11:45	100		17		121		8		221		25	
Totals	2,371		5,664		3,003		4,388		5,374		10,052	
Split%	44.1		56.3		55.9		43.7					
Day Totals		8,035				7,391				15,426		
Day Splits		52.1				47.9						
Peak Hour	07:30		05:00		07:45		02:45		07:45		05:00	
Volume	556		755		688		667		1,216		1,320	
Factor	0.87		0.81		0.84		0.92		0.84		0.92	

Data File : D0904028

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C

Tustin, CA. 92780

Location : E COAST HIGHWAY — Site: NEWPORT

Segment : B/T JAMBOREE & NEWPORT COAST — Date: 04/02/09

Client : CITY OF NEWPORT — Day: Thursday

Interval	WB				EB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	29	78	290	1,154	24	90	286	1,097	53	168	576	2,251
12:15	18		262		24		238		42		500	
12:30	17		310		31		315		48		625	
12:45	14		292		11		258		25		550	
01:00	16	43	266	1,182	8	42	274	1,096	24	85	540	2,278
01:15	7		284		9		242		16		526	
01:30	10		322		13		295		23		617	
01:45	10		310		12		285		22		595	
02:00	7	20	324	1,327	8	26	280	1,174	15	46	604	2,501
02:15	4		326		6		294		10		620	
02:30	3		341		5		298		8		639	
02:45	6		336		7		302		13		638	
03:00	1	19	354	1,339	3	23	316	1,259	4	42	670	2,598
03:15	5		330		2		309		7		639	
03:30	9		321		8		320		17		641	
03:45	4		334		10		314		14		648	
04:00	6	57	388	1,426	7	69	316	1,313	13	126	704	2,739
04:15	8		356		7		302		15		658	
04:30	10		328		21		332		31		660	
04:45	33		354		34		363		67		717	
05:00	30	206	310	1,204	22	123	355	1,516	52	329	665	2,720
05:15	38		330		26		394		64		724	
05:30	58		290		27		375		85		665	
05:45	80		274		48		392		128		666	
06:00	111	625	256	946	48	465	396	1,400	159	1,090	652	2,346
06:15	136		250		72		332		208		582	
06:30	180		236		133		354		313		590	
06:45	198		204		212		318		410		522	
07:00	238	1,214	206	682	234	956	279	1,018	472	2,170	485	1,700
07:15	272		189		246		271		518		460	
07:30	318		145		220		254		538		399	
07:45	386		142		256		214		642		356	
08:00	354	1,486	146	529	245	965	204	737	599	2,451	350	1,266
08:15	350		130		262		207		612		337	
08:30	370		130		222		144		592		274	
08:45	412		123		236		182		648		305	
09:00	306	1,240	147	545	205	898	156	550	511	2,138	303	1,095
09:15	302		136		250		136		552		272	
09:30	306		136		223		134		529		270	
09:45	326		126		220		124		546		250	
10:00	298	1,168	156	470	211	845	123	369	509	2,013	279	839
10:15	252		132		196		90		448		222	
10:30	316		90		227		92		543		182	
10:45	302		92		211		64		513		156	
11:00	310	1,173	85	274	270	1,043	57	179	580	2,216	142	453
11:15	285		70		260		45		545		115	
11:30	275		83		256		45		531		128	
11:45	303		36		257		32		560		68	
Totals	7,329		11,078		5,545		11,708		12,874		22,786	
Split%	56.9		48.6		43.1		51.4					
Day Totals		18,407				17,253				35,660		
Day Splits		51.6				48.4						
Peak Hour	08:00		04:00		11:00		05:15		08:00		04:45	
Volume	1,486		1,426		1,043		1,557		2,451		2,771	
Factor	0.90		0.92		0.97		0.98		0.95		0.96	

Data File : D0904012

Transportation Studies, Inc.

2680 Walnut Avenue, Suite C

Tustin, CA. 92780

Location : W COAST HIGHWAY

Segment : B/T TUSTIN & DOVER

Client : CITY OF NEWPORT

Site: NEWPORT

Date: 04/02/09

Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	34	102	340	1,438	52	145	373	1,471	86	247	713	2,909
12:15	31		338		38		378		69		716	
12:30	17		384		28		368		45		752	
12:45	20		376		27		352		47		728	
01:00	26	69	326	1,409	17	58	380	1,564	43	127	706	2,973
01:15	16		368		22		376		38		744	
01:30	12		370		9		376		21		746	
01:45	15		345		10		432		25		777	
02:00	12	37	322	1,435	11	29	408	1,696	23	66	730	3,131
02:15	11		364		7		420		18		784	
02:30	7		356		5		444		12		800	
02:45	7		393		6		424		13		817	
03:00	6	34	340	1,483	6	28	396	1,742	12	62	736	3,225
03:15	9		381		8		454		17		835	
03:30	4		391		9		434		13		825	
03:45	15		371		5		458		20		829	
04:00	10	65	346	1,519	5	34	462	1,967	15	99	808	3,486
04:15	9		402		6		493		15		895	
04:30	12		374		8		500		20		874	
04:45	34		397		15		512		49		909	
05:00	27	234	366	1,566	14	104	540	2,149	41	338	906	3,715
05:15	46		404		13		557		59		961	
05:30	69		396		30		534		99		930	
05:45	92		400		47		518		139		918	
06:00	84	641	324	1,218	51	426	492	1,696	135	1,067	816	2,914
06:15	125		318		85		452		210		770	
06:30	168		294		122		386		290		680	
06:45	264		282		168		366		432		648	
07:00	244	1,524	232	854	153	911	308	1,053	397	2,435	540	1,907
07:15	381		220		211		289		592		509	
07:30	410		197		258		248		668		445	
07:45	489		205		289		208		778		413	
08:00	426	1,855	189	700	282	1,224	214	849	708	3,079	403	1,549
08:15	471		162		318		254		789		416	
08:30	437		165		272		202		709		367	
08:45	521		184		352		179		873		363	
09:00	338	1,368	174	598	314	1,284	216	767	652	2,652	390	1,365
09:15	325		179		314		212		639		391	
09:30	343		113		314		174		657		287	
09:45	362		132		342		165		704		297	
10:00	278	1,313	127	393	318	1,326	163	580	596	2,639	290	973
10:15	337		100		312		177		649		277	
10:30	330		100		338		146		668		246	
10:45	368		66		358		94		726		160	
11:00	334	1,423	85	259	378	1,559	86	304	712	2,982	171	563
11:15	364		67		364		66		728		133	
11:30	357		62		438		92		795		154	
11:45	368		45		379		60		747		105	
Totals	8,665		12,872		7,128		15,838		15,793		28,710	
Split%	54.9		44.8		45.1		55.2					
Day Totals		21,537				22,966				44,503		
Day Splits		48.4				51.6						
Peak Hour	08:00		05:00		11:00		05:00		08:00		05:00	
Volume	1,855		1,566		1,559		2,149		3,079		3,715	
Factor	0.89		0.97		0.89		0.96		0.88		0.97	

* Data File : D0904011

APPENDIX B
LOS Analysis Sheets

Existing Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	53	924	50	261	946	299	458	778	87	43	225	100
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:	53	924	50	261	946	299	458	778	87	43	225	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	53	924	50	261	946	299	458	778	87	43	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	924	50	261	946	299	458	778	87	43	225	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	53	924	50	261	946	299	458	778	87	43	225	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.03	0.16	0.15	0.19	0.14	0.16	0.05	0.01	0.05	0.00
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	47	1776	104	146	786	177	123	372	59	21	164	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:	47	1776	104	146	786	177	123	372	59	21	164	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	47	1776	0	146	786	177	123	372	59	21	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1776	0	146	786	177	123	372	59	21	164	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	47	1776	0	146	786	177	123	372	59	21	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.26	0.74	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5224	1176	1600	2691	509	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.09	0.15	0.15	0.08	0.14	0.12	0.01	0.05	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	129	1004	800	36	406	197	35	84	36	102	184	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:	129	1004	800	36	406	197	35	84	36	102	184	16
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	129	1004	0	36	406	0	35	84	0	102	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1004	0	36	406	0	35	84	0	102	184	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	129	1004	0	36	406	0	35	84	0	102	184	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.00	0.02	0.08	0.00	0.02	0.03	0.00	0.03	0.12	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	236	1277	46	141	1849	222	154	102	33	325	380	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:	236	1277	46	141	1849	222	154	102	33	325	380	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	236	1277	46	141	1849	222	154	102	0	325	380	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1277	46	141	1849	222	154	102	0	325	380	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	236	1277	46	141	1849	222	154	102	0	325	380	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.86	0.14	2.00	2.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6177	223	3200	4285	515	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.04	0.43	0.43	0.05	0.03	0.00	0.10	0.12	0.08
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	275	1414	1	4	1637	458	148	5	41	1	2	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:	275	1414	1	4	1637	458	148	5	41	1	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	275	1414	1	4	1637	0	148	5	0	1	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1414	1	4	1637	0	148	5	0	1	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	275	1414	1	4	1637	0	148	5	0	1	2	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.99	0.01	1.00	3.00	1.00	1.93	0.07	1.00	0.14	0.29	0.57
Final Sat.:	1600	4797	3	1600	4800	1600	3095	105	1600	229	457	914
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.29	0.00	0.34	0.00	0.05	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	399	789	166	382	655	181	71	328	126	186	1358	474
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:	399	789	166	382	655	181	71	328	126	186	1358	474
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	399	789	0	382	655	0	71	328	0	186	1358	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	789	0	382	655	0	71	328	0	186	1358	474
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	399	789	0	382	655	0	71	328	0	186	1358	474
OvlAdjVol:												283
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.00	0.12	0.14	0.00	0.02	0.07	0.00	0.06	0.28	0.30
OvlAdjV/S:												0.18
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0
Volume Module:																						
Base Vol:	0	0	480	0	0	0	0	2763	398	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:	0	0	480	0	0	0	0	2763	398	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:	0	0	480	0	0	0	0	2763	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	480	0	0	0	0	2763	398	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:	0	0	480	0	0	0	0	2763	398	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.43	0.25	0.00	0.00	0.00
Crit Moves:			****					****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																						
Base Vol:	1287	1433	692	0	665	405	0	0	0	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:	1287	1433	692	0	665	405	0	0	0	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:	1287	1433	692	0	665	405	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1287	1433	692	0	665	405	0	0	0	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:	1287	1433	692	0	665	405	0	0	0	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	0.00	2.49	1.51	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3978	2422	0	0	0	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.40	0.45	0.43	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4 1	0	0 0	3 0	0	1 1	1 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	2191	60	0	695	0	1229	434	1168	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:	0	2191	60	0	695	0	1229	434	1168	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:	0	2191	60	0	695	0	1229	434	1168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2191	60	0	695	0	1229	434	1168	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:	0	2191	60	0	695	0	1229	434	1168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.87	0.13	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7787	213	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.14	0.00	0.38	0.27	0.37	0.00	0.00	0.00
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	4 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	104	1723	89	68	1488	170	38	3	42	14	5	97
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:	104	1723	89	68	1488	170	38	3	42	14	5	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1723	89	68	1488	170	38	3	42	14	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1723	89	68	1488	170	38	3	42	14	5	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1723	89	68	1488	170	38	3	42	14	5	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.80	0.20	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6086	314	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.04	0.23	0.11	0.01	0.00	0.03	0.01	0.00	0.06
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	62	1357	202	53	1226	296	455	165	29	283	127	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1357	202	53	1226	296	455	165	29	283	127	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	62	1357	202	53	1226	296	455	165	0	283	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1357	202	53	1226	296	455	165	0	283	127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	62	1357	202	53	1226	296	455	165	0	283	127	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2348	852	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.13	0.02	0.26	0.19	0.19	0.19	0.00	0.09	0.08	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	2	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	1311	168	78	1394	38	85	0	83	200	1	130
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	1311	168	78	1394	38	85	0	83	200	1	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1311	168	78	1394	38	85	0	0	200	1	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1311	168	78	1394	38	85	0	0	200	1	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1311	168	78	1394	38	85	0	0	200	1	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.66	0.34	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.02	1.98
Final Sat.:	0	4255	545	3200	4800	1600	1600	0	1600	3200	24	3176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.02	0.29	0.02	0.05	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	331	1346	85	40	1422	132	153	225	394	103	375	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:	331	1346	85	40	1422	132	153	225	394	103	375	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	331	1346	85	40	1422	132	153	225	0	103	375	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	1346	85	40	1422	132	153	225	0	103	375	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	331	1346	85	40	1422	132	153	225	0	103	375	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.82	0.18	1.00	3.00	1.00	1.21	1.79	1.00	1.00	2.00	1.00
Final Sat.:	3200	4515	285	1600	4800	1600	1943	2857	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.03	0.30	0.08	0.08	0.08	0.00	0.06	0.12	0.01
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	25	1181	130	623	1290	48	207	42	44	159	19	31
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:	25	1181	130	623	1290	48	207	42	44	159	19	31
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	1181	0	623	1290	0	207	42	0	159	19	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1181	0	623	1290	0	207	42	0	159	19	31
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	1181	0	623	1290	0	207	42	0	159	19	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.19	0.27	0.00	0.06	0.03	0.00	0.05	0.01	0.02
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1142	237	566	924	38	50	10	7	36	2	76
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:	10	1142	237	566	924	38	50	10	7	36	2	76
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:	10	1142	237	566	924	38	50	10	7	36	2	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1142	237	566	924	38	50	10	7	36	2	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1142	237	566	924	38	50	10	7	36	2	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	3032	168	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.15	0.18	0.19	0.02	0.03	0.01	0.00	0.01	0.01	0.05
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	20	374	94	140	206	773	1253	1844	13	94	1090	89
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	374	94	140	206	773	1253	1844	13	94	1090	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	374	94	140	206	0	1253	1844	13	94	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	374	94	140	206	0	1253	1844	13	94	1090	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	374	94	140	206	0	1253	1844	13	94	1090	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.60	0.40	1.00	2.00	1.00	3.00	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2557	643	1600	3200	1600	4800	6355	45	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.06	0.00	0.26	0.29	0.29	0.03	0.17	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	197	2516	154	76	2059	263	224	218	162	383	217	94
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:	197	2516	154	76	2059	263	224	218	162	383	217	94
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	197	2516	0	76	2059	263	224	218	0	383	217	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2516	0	76	2059	263	224	218	0	383	217	94
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	197	2516	0	76	2059	263	224	218	0	383	217	94
OvlAdjVol:						151						56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.00	0.02	0.32	0.16	0.07	0.07	0.00	0.12	0.07	0.06
OvlAdjV/S:						0.09						0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	1957	83	529	1962	13	39	266	121	552	323	900
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:	107	1957	83	529	1962	13	39	266	121	552	323	900
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	107	1957	0	529	1962	0	39	266	121	552	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1957	0	529	1962	0	39	266	121	552	323	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	107	1957	0	529	1962	0	39	266	121	552	323	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.00	0.17	0.31	0.00	0.01	0.08	0.08	0.17	0.10	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	133	1354	192	272	1796	487	449	105	37	9	322	419
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:	133	1354	192	272	1796	487	449	105	37	9	322	419
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	133	1354	192	272	1796	0	449	105	37	9	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1354	192	272	1796	0	449	105	37	9	322	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	133	1354	192	272	1796	0	449	105	37	9	322	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.22	0.78	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3549	1251	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.12	0.09	0.37	0.00	0.14	0.03	0.03	0.01	0.10	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	87	1544	282	7	1233	549	86	73	31	224	164	38
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:	87	1544	282	7	1233	549	86	73	31	224	164	38
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:	87	1544	282	7	1233	549	86	73	31	224	164	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1544	282	7	1233	549	86	73	31	224	164	38
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:	87	1544	282	7	1233	549	86	73	31	224	164	38
OvlAdjVol:						506						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.40	0.60	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2246	954	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.18	0.00	0.26	0.34	0.03	0.03	0.03	0.07	0.05	0.02
OvlAdjV/S:						0.32						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	582	0	344	973	906	0	0	1121	905
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	582	0	344	973	906	0	0	1121	905
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	582	0	0	973	906	0	0	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	582	0	0	973	906	0	0	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	582	0	0	973	906	0	0	1121	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.30	0.19	0.00	0.00	0.23	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	54	2	11	25	8	73	42	530	179	135	309	20
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:	54	2	11	25	8	73	42	530	179	135	309	20
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:	54	2	11	25	8	73	42	530	179	135	309	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2	11	25	8	73	42	530	179	135	309	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
FinalVolume:	54	2	11	25	8	73	42	530	179	135	309	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.15	0.85	1.00	1.00	1.00	1.00	2.24	0.76	1.00	2.82	0.18
Final Sat.:	3200	246	1354	1600	1600	1600	1600	3588	1212	1600	4508	292
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.02	0.01	0.05	0.03	0.15	0.15	0.08	0.07	0.07
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	22	8	55	78	9	39	55	323	121	427	408	83
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	8	55	78	9	39	55	323	121	427	408	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	8	55	78	9	39	55	323	121	427	408	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	8	55	78	9	39	55	323	121	427	408	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	8	55	78	9	39	55	323	121	427	408	83
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.18	0.82	2.00	2.49	0.51
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3492	1308	3200	3989	811
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.01	0.02	0.03	0.09	0.09	0.13	0.10	0.10
OvlAdjV/S:			0.00									
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	1	254	68	63	268	215	294	470	12	227	775	61
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:	1	254	68	63	268	215	294	470	12	227	775	61
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:	1	254	68	63	268	215	294	470	12	227	775	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	254	68	63	268	215	294	470	12	227	775	61
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:	1	254	68	63	268	215	294	470	12	227	775	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.93	0.07	1.00	2.78	0.22
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4680	120	1600	4450	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.04	0.08	0.13	0.09	0.10	0.10	0.14	0.17	0.17
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	109	96	142	45	32	8	16	116	34	367	480	159
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:	109	96	142	45	32	8	16	116	34	367	480	159
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:	109	96	142	45	32	8	16	116	34	367	480	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	96	142	45	32	8	16	116	34	367	480	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	96	142	45	32	8	16	116	34	367	480	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.55	0.45	2.00	1.50	0.50
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2475	725	3200	2404	796
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.09	0.03	0.02	0.01	0.01	0.05	0.05	0.11	0.20	0.20
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.38	0.62	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1600	2204	996	2436	2364	3200	3200	4800	1600	1600	5325	1075
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.11	0.07	0.07	0.08	0.22	0.40	0.13	0.06	0.14	0.14
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	1	0	0	2	0	3	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	188	0	812	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.00	0.65	0.00	0.00	0.17	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
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	1	77	4	304	312	1893	4	17	1124	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
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	1	77	4	304	312	1893	4	17	1124	67
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1600	1521	79	1600	1600	3193	7	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.59	0.59	0.01	0.23	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992		1	1220	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
Initial Bse:	0	0	0	33	1	14	42	1992		1	1220	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	1992		1	1220	35
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	0	0	0	33	1	14	42	1992		1	1220	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	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	33	1	14	42	1992		1	1220	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.00	0.69	0.02	0.29	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1600	0	1100	33	467	1600	3198	2	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.62	0.62	0.00	0.25	0.02
Crit Moves:					****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912		25	42	1212 469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	16	61	29	840	51	108	117	1912		25	42	1212 469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00
PHF Volume:	16	61	29	840	51	108	117	1912		25	42	1212 0
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	16	61	29	840	51	108	117	1912		25	42	1212 0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00
FinalVolume:	16	61	29	840	51	108	117	1912		25	42	1212 0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	2169	1031	4800	1600	1600	3200	4738	62	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.17	0.03	0.07	0.04	0.40	0.40	0.03	0.25	0.00
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.65	0.11	0.24	1.00	0.33	0.67	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4240	183	377	1600	533	1067	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.02	0.02	0.02	0.60	0.22	0.04	0.23	0.01
Crit Moves:			****		****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	46	0	82	263	1675	0	0	1247	225
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	46	0	82	263	1675	0	0	1247	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	46	0	0	263	1675	0	0	1247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	0	0	263	1675	0	0	1247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	46	0	0	263	1675	0	0	1247	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.08	0.35	0.00	0.00	0.26	0.00
Crit Moves:				****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	78	106	121	50	43	50	199	1270	48	95	1160	177
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:	78	106	121	50	43	50	199	1270	48	95	1160	177
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	106	121	50	43	0	199	1270	48	95	1160	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	106	121	50	43	0	199	1270	48	95	1160	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	106	121	50	43	0	199	1270	48	95	1160	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.08	0.92	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1720	1480	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.03	0.03	0.00	0.12	0.26	0.03	0.06	0.24	0.11
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	106	0	27	40	5	14	16	1166	39	44	1994	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:	106	0	27	40	5	14	16	1166	39	44	1994	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	27	40	5	14	16	1166	39	44	1994	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	27	40	5	14	16	1166	39	44	1994	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
FinalVolume:	106	0	27	40	5	14	16	1166	39	44	1994	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.80	0.00	0.20	0.68	0.08	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1275	0	325	1085	136	380	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.04	0.04	0.04	0.01	0.36	0.02	0.03	0.62	0.01
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	2	0 1
Volume Module:												
Base Vol:	120	73	56	49	67	127	48	1137	81	24	1817	33
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:	120	73	56	49	67	127	48	1137	81	24	1817	33
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:	120	73	56	49	67	127	48	1137	81	24	1817	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	56	49	67	127	48	1137	81	24	1817	33
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:	120	73	56	49	67	127	48	1137	81	24	1817	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	905	695	1600	553	1047	1600	3200	1600	1600	3143	57
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.12	0.12	0.03	0.36	0.05	0.02	0.58	0.58
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec):	100	Critical Vol./Cap.(X):	0.175
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	75	134	14	11	76	39	34	28	165	2	5	6
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:	75	134	14	11	76	39	34	28	165	2	5	6
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:	75	134	14	11	76	39	34	28	165	2	5	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	134	14	11	76	39	34	28	165	2	5	6
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:	75	134	14	11	76	39	34	28	165	2	5	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.31	0.77	0.92
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	492	1231	1477
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.01	0.01	0.02	0.02	0.02	0.02	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.118
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	32	27	25	85	56	35	60	22	63	84	34
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:	10	32	27	25	85	56	35	60	22	63	84	34
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:	10	32	27	25	85	56	35	60	22	63	84	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	32	27	25	85	56	35	60	22	63	84	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
FinalVolume:	10	32	27	25	85	56	35	60	22	63	84	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.29	0.93	0.78	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	464	1484	1252	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.05	0.04	0.02	0.02	0.01	0.04	0.03	0.02
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.138
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	29	18	88	102	80	22	47	15	42	93	78
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:	6	29	18	88	102	80	22	47	15	42	93	78
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:	6	29	18	88	102	80	22	47	15	42	93	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	29	18	88	102	80	22	47	15	42	93	78
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:	6	29	18	88	102	80	22	47	15	42	93	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.23	1.09	0.68	0.93	1.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	362	1751	1087	1482	1718	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.05	0.01	0.01	0.01	0.03	0.03	0.05
Crit Moves:	****			****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	147	127	55	54	21	13	39	17	132	138	107
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:	48	147	127	55	54	21	13	39	17	132	138	107
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:	48	147	127	55	54	21	13	39	17	132	138	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	147	127	55	54	21	13	39	17	132	138	107
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:	48	147	127	55	54	21	13	39	17	132	138	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.38	1.13	0.49	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	603	1809	788	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.08	0.03	0.02	0.01	0.01	0.02	0.02	0.08	0.04	0.07
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.181
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	167	58	276	4	10	1	6	98	125	68	41	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:	167	58	276	4	10	1	6	98	125	68	41	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	167	58	0	4	10	1	6	98	0	68	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	58	0	4	10	1	6	98	0	68	41	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	167	58	0	4	10	1	6	98	0	68	41	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2909	291	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.01	0.01
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	129	1035	0	0	542	165	415	0	121	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:	129	1035	0	0	542	165	415	0	121	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:	129	1035	0	0	542	165	415	0	121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1035	0	0	542	165	415	0	121	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:	129	1035	0	0	542	165	415	0	121	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.00	0.00	0.11	0.10	0.26	0.00	0.04	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	5	8	213	11	122	189	745	10	7	1280	567
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:	3	5	8	213	11	122	189	745	10	7	1280	567
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	5	8	213	11	0	189	745	10	7	1280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	8	213	11	0	189	745	10	7	1280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	5	8	213	11	0	189	745	10	7	1280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.07	0.01	0.00	0.12	0.16	0.01	0.00	0.27	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	1	0	0	1 0	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	357	43	87		45	43	113		75	380	164		91	631	82	
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:	357	43	87		45	43	113		75	380	164		91	631	82	
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:	357	43	87		45	43	113		75	380	164		91	631	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	357	43	87		45	43	113		75	380	164		91	631	82	
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:	357	43	87		45	43	113		75	380	164		91	631	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	1.79	0.21	1.00		1.00	0.28	0.72		1.00	2.00	1.00		1.00	2.65	0.35	
Final Sat.:	2856	344	1600		1600	441	1159		1600	3200	1600		1600	4248	552	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.05		0.03	0.10	0.10		0.05	0.12	0.10		0.06	0.15	0.15	
Crit Moves:		****				****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	1 0	2	0	0	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	238	43	21		114	79	72		25	326	178		9	270	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:	238	43	21		114	79	72		25	326	178		9	270	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	238	43	21		114	79	72		25	326	178		9	270	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	238	43	21		114	79	72		25	326	178		9	270	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	238	43	21		114	79	72		25	326	178		9	270	32	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.67	0.33		2.00	0.52	0.48		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	1075	525		3200	837	763		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.04	0.04		0.04	0.09	0.09		0.02	0.10	0.11		0.01	0.08	0.02	
Crit Moves:	****					****					****		****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	35	0	251	0	0	0	0	955	65	105	848	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:	35	0	251	0	0	0	0	955	65	105	848	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:	35	0	251	0	0	0	0	955	65	105	848	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	251	0	0	0	0	955	65	105	848	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:	35	0	251	0	0	0	0	955	65	105	848	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.81	0.19	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4775	325	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.20	0.20	0.03	0.17	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	55	0	223	0	0	0	0	1048	107	271	714	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:	55	0	223	0	0	0	0	1048	107	271	714	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:	55	0	223	0	0	0	0	1048	107	271	714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	223	0	0	0	0	1048	107	271	714	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:	55	0	223	0	0	0	0	1048	107	271	714	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.13	0.00	0.00	0.00	0.00	0.21	0.06	0.08	0.21	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	74	492	306		109	1542	180		174	368	13		30	345	215	
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:	74	492	306		109	1542	180		174	368	13		30	345	215	
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:	74	492	306		109	1542	180		174	368	13		30	345	215	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	492	306		109	1542	180		174	368	13		30	345	215	
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:	74	492	306		109	1542	180		174	368	13		30	345	215	
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	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.18		0.06	0.45	0.11		0.10	0.11	0.01		0.02	0.10	0.13	
Crit Moves:	****				****				****						****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	155	1206	35	131	1142	666	336	455	202	132	1080	155
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:	155	1206	35	131	1142	666	336	455	202	132	1080	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	155	1206	35	131	1142	666	336	455	202	132	1080	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1206	35	131	1142	666	336	455	202	132	1080	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	155	1206	35	131	1142	666	336	455	202	132	1080	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.19	0.02	0.08	0.18	0.42	0.11	0.09	0.13	0.04	0.23	0.00
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	113	1207	22	69	2109	170	294	207	24	103	694	140
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:	113	1207	22	69	2109	170	294	207	24	103	694	140
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	1207	0	69	2109	170	294	207	24	103	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1207	0	69	2109	170	294	207	24	103	694	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	1207	0	69	2109	170	294	207	24	103	694	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.70	0.30	1.68	1.18	0.14	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5923	477	2689	1892	219	1600	3200	1600
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.25	0.00	0.04	0.36	0.36	0.11	0.11	0.11	0.06	0.22	0.00
Crit Moves:	****					****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	71	812	155	34	991	101	137	222	281	682	152	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	812	155	34	991	101	137	222	281	682	152	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	812	0	34	991	0	137	222	0	682	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	812	0	34	991	0	137	222	0	682	152	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	812	0	34	991	0	137	222	0	682	152	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.00	0.02	0.21	0.00	0.09	0.07	0.00	0.21	0.10	0.00
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	115	1697	274	151	2070	275	221	336	203	214	450	177
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:	115	1697	274	151	2070	275	221	336	203	214	450	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	1697	274	151	2070	275	221	336	0	214	450	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1697	274	151	2070	275	221	336	0	214	450	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	1697	274	151	2070	275	221	336	0	214	450	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.44	0.56	2.00	2.65	0.35	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5510	890	3200	4237	563	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.05	0.49	0.49	0.07	0.11	0.00	0.07	0.14	0.11
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1	0 0
Volume Module:												
Base Vol:	216	1674	3	6	1913	483	346	6	154	0	14	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:	216	1674	3	6	1913	483	346	6	154	0	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1674	3	6	1913	0	346	6	0	0	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1674	3	6	1913	0	346	6	0	0	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1674	3	6	1913	0	346	6	0	0	14	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.99	0.01	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4791	9	1600	4800	1600	3145	55	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.00	0.40	0.00	0.11	0.11	0.00	0.00	0.01	0.00
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	214	967	37	611	921	155	157	965	312	227	578	397
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:	214	967	37	611	921	155	157	965	312	227	578	397
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	214	967	0	611	921	0	157	965	0	227	578	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	967	0	611	921	0	157	965	0	227	578	397
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	214	967	0	611	921	0	157	965	0	227	578	397
OvlAdjVol:												92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.00	0.19	0.19	0.00	0.05	0.20	0.00	0.07	0.12	0.25
OvlAdjV/S:												0.06
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0
Volume Module:																						
Base Vol:	0	0	641	0	0	0	0	2972	144	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:	0	0	641	0	0	0	0	2972	144	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:	0	0	641	0	0	0	0	2972	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	641	0	0	0	0	2972	144	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:	0	0	641	0	0	0	0	2972	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.46	0.09	0.00	0.00	0.00
Crit Moves:			****					****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																						
Base Vol:	723	1332	833	0	1253	755	0	0	0	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:	723	1332	833	0	1253	755	0	0	0	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:	723	1332	833	0	1253	755	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	723	1332	833	0	1253	755	0	0	0	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:	723	1332	833	0	1253	755	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.85	1.15	0.00	2.50	1.50	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2953	1847	0	3994	2406	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.45	0.45	0.00	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1899	115	0	1279	0	973	1015	1285	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:	0	1899	115	0	1279	0	973	1015	1285	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:	0	1899	115	0	1279	0	973	1015	1285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	115	0	1279	0	973	1015	1285	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:	0	1899	115	0	1279	0	973	1015	1285	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.71	0.29	0.00	3.00	0.00	1.47	1.53	2.00	0.00	0.00	0.00
Final Sat.:	0	7543	457	0	4800	0	2349	2451	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.27	0.00	0.41	0.41	0.40	0.00	0.00	0.00
Crit Moves:	****				****		****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	50	1743	52	128	2050	62	110	2	134	26	3	102
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:	50	1743	52	128	2050	62	110	2	134	26	3	102
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:	50	1743	52	128	2050	62	110	2	134	26	3	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1743	52	128	2050	62	110	2	134	26	3	102
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:	50	1743	52	128	2050	62	110	2	134	26	3	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.88	0.12	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6215	185	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.08	0.32	0.04	0.03	0.00	0.08	0.02	0.00	0.06
Crit Moves:		****			****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	54	1468	345	195	1470	558	257	106	14	223	162	120
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:	54	1468	345	195	1470	558	257	106	14	223	162	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	54	1468	345	195	1470	558	257	106	0	223	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1468	345	195	1470	558	257	106	0	223	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	54	1468	345	195	1470	558	257	106	0	223	162	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.74	1.26	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2266	934	1600	2780	2020	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.22	0.06	0.31	0.35	0.11	0.11	0.00	0.08	0.08	0.00
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	2 0	3 0	1	1 0	0 0	1	2 0	0 1	1
Volume Module:												
Base Vol:	0	1634	173	98	1565	67	40	0	20	199	1	139
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	1634	173	98	1565	67	40	0	20	199	1	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1634	173	98	1565	67	40	0	0	199	1	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1634	173	98	1565	67	40	0	0	199	1	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1634	173	98	1565	67	40	0	0	199	1	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.71	0.29	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.01	1.99
Final Sat.:	0	4340	460	3200	4800	1600	1600	0	1600	3200	23	3177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.03	0.33	0.04	0.03	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	374	1640	214	47	1689	110	61	216	363	148	182	31
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:	374	1640	214	47	1689	110	61	216	363	148	182	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	374	1640	214	47	1689	110	61	216	0	148	182	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	1640	214	47	1689	110	61	216	0	148	182	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	374	1640	214	47	1689	110	61	216	0	148	182	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.65	0.35	1.00	3.00	1.00	1.00	2.00	1.00	1.35	1.65	1.00
Final Sat.:	3200	4246	554	1600	4800	1600	1600	3200	1600	2153	2647	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.39	0.03	0.35	0.07	0.04	0.07	0.00	0.07	0.07	0.02
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	52	1621	129	432	1490	127	161	41	39	164	36	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1621	129	432	1490	127	161	41	39	164	36	40
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	52	1621	0	432	1490	0	161	41	0	164	36	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1621	0	432	1490	0	161	41	0	164	36	40
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	52	1621	0	432	1490	0	161	41	0	164	36	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.14	0.31	0.00	0.05	0.03	0.00	0.05	0.02	0.03
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	18	1216	105	232	1477	48	33	10	13	283	5	499
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:	18	1216	105	232	1477	48	33	10	13	283	5	499
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:	18	1216	105	232	1477	48	33	10	13	283	5	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1216	105	232	1477	48	33	10	13	283	5	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1216	105	232	1477	48	33	10	13	283	5	499
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	3144	56	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.07	0.07	0.31	0.03	0.02	0.01	0.01	0.09	0.09	0.31
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	3	0 3	1 0	2	0 4	0 1
Volume Module:												
Base Vol:	37	265	96	180	431	1482	794	1668	25	202	1991	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	265	96	180	431	1482	794	1668	25	202	1991	169
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	265	96	180	431	0	794	1668	25	202	1991	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	265	96	180	431	0	794	1668	25	202	1991	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	265	96	180	431	0	794	1668	25	202	1991	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.47	0.53	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2349	851	1600	3200	1600	4800	6305	95	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.11	0.13	0.00	0.17	0.26	0.26	0.06	0.31	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	192	2503	183	224	2761	321	192	191	214	363	266	141
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:	192	2503	183	224	2761	321	192	191	214	363	266	141
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	192	2503	0	224	2761	321	192	191	0	363	266	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2503	0	224	2761	321	192	191	0	363	266	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	192	2503	0	224	2761	321	192	191	0	363	266	141
OvlAdjVol:						225						29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.00	0.07	0.43	0.20	0.06	0.06	0.00	0.11	0.08	0.09
OvlAdjV/S:						0.14						0.02
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	61	2395	468	774	2375	49	27	299	61	232	280	480
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:	61	2395	468	774	2375	49	27	299	61	232	280	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	61	2395	0	774	2375	0	27	299	61	232	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2395	0	774	2375	0	27	299	61	232	280	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	61	2395	0	774	2375	0	27	299	61	232	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.00	0.24	0.37	0.00	0.01	0.09	0.04	0.07	0.09	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	111	1917	26	498	1920	248	551	348	163	47	306	525
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	1917	26	498	1920	248	551	348	163	47	306	525
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	111	1917	26	498	1920	0	551	348	163	47	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1917	26	498	1920	0	551	348	163	47	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	111	1917	26	498	1920	0	551	348	163	47	306	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.04	0.96	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3269	1531	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.02	0.16	0.40	0.00	0.17	0.11	0.11	0.03	0.10	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	98	1020	278	9	1530	508	909	472	154	217	232	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1020	278	9	1530	508	909	472	154	217	232	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1020	278	9	1530	508	909	472	154	217	232	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1020	278	9	1530	508	909	472	154	217	232	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1020	278	9	1530	508	909	472	154	217	232	29
OvlAdjVol:						54						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.51	0.49	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2413	787	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.17	0.00	0.32	0.32	0.28	0.20	0.20	0.07	0.07	0.02
OvlAdjV/S:						0.03						
Crit Moves:	****				****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	846	0	1023	525	1376	0	0	1079	889
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	846	0	1023	525	1376	0	0	1079	889
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	846	0	0	525	1376	0	0	1079	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	846	0	0	525	1376	0	0	1079	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	846	0	0	525	1376	0	0	1079	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.00	0.16	0.29	0.00	0.00	0.22	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	410	10	113	14	4	37	99	372	142	42	399	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:	410	10	113	14	4	37	99	372	142	42	399	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	10	113	14	4	37	99	372	142	42	399	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	10	113	14	4	37	99	372	142	42	399	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	10	113	14	4	37	99	372	142	42	399	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.08	0.92	1.00	1.00	1.00	1.00	2.17	0.83	1.00	2.86	0.14
Final Sat.:	3200	130	1470	1600	1600	1600	1600	3474	1326	1600	4582	218
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.01	0.00	0.02	0.06	0.11	0.11	0.03	0.09	0.09
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	1	0	2	0 2	1	0
Volume Module:																
Base Vol:	172	30	400		83	17	34		51	611	6		288	241	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:	172	30	400		83	17	34		51	611	6		288	241	43	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	172	30	400		83	17	34		51	611	6		288	241	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	30	400		83	17	34		51	611	6		288	241	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	172	30	400		83	17	34		51	611	6		288	241	43	
OvlAdjVol:			256													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	2.97	0.03		2.00	2.55	0.45	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4753	47		3200	4073	727	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.02	0.25		0.05	0.01	0.02		0.03	0.13	0.13		0.09	0.06	0.06	
OvlAdjV/S:			0.16													
Crit Moves:			****	****						****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	2	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	9	448	279		91	227	88		384	765	7		239	520	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:	9	448	279		91	227	88		384	765	7		239	520	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	9	448	279		91	227	88		384	765	7		239	520	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	448	279		91	227	88		384	765	7		239	520	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	448	279		91	227	88		384	765	7		239	520	47	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	2.00	1.00		2.00	2.97	0.03		1.00	2.75	0.25	
Final Sat.:	1600	3200	1600		1600	3200	1600		3200	4756	44		1600	4402	398	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.14	0.17		0.06	0.07	0.06		0.12	0.16	0.16		0.15	0.12	0.12	
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	110	40	458	197	113	18	12	661	116	210	375	31
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:	110	40	458	197	113	18	12	661	116	210	375	31
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:	110	40	458	197	113	18	12	661	116	210	375	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	40	458	197	113	18	12	661	116	210	375	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	40	458	197	113	18	12	661	116	210	375	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.70	0.30	2.00	1.85	0.15
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2722	478	3200	2956	244
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.29	0.12	0.07	0.01	0.01	0.24	0.24	0.07	0.13	0.13
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
OvlAdjVol:						452						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.41	1.16	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2257	1849	694	2324	2476	3200	3200	4800	1600	1600	5886	514
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.22	0.08	0.21	0.15	0.14	0.31	0.32
OvlAdjV/S:						0.14						
Crit Moves:	****					****	****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	2	0	0 0 1	0	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
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	586	0	393	0	1261	159	0	1823	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1261	0	0	1823	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.25	0.00	0.39	0.00	0.00	0.38	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
OvlAdjVol:						160						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1568	32	1600	1600	3188	12	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.43	0.43	0.01	0.45	0.04
OvlAdjV/S:						0.10						
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	0	1!	0 0	1	0	1	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52				
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	1	2	55	0	27	94	1376	20	0	2230	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:	0	1	2	55	0	27	94	1376	20	0	2230	52				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1	2	55	0	27	94	1376	20	0	2230	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:	0	1	2	55	0	27	94	1376	20	0	2230	52				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
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	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	1.00	3.00	1.00				
Final Sat.:	0	533	1067	1073	0	527	1600	3154	46	1600	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.44	0.44	0.00	0.46	0.03				
Crit Moves:	****					****	****				****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	3	0	1	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021				
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:	35	42	41	918	61	119	145	1270	25	50	2153	1021				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	35	42	41	918	61	119	145	1270	25	50	2153	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	35	42	41	918	61	119	145	1270	25	50	2153	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	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	35	42	41	918	61	119	145	1270	25	50	2153	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
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	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00				
Final Sat.:	1600	1619	1581	4800	1600	1600	3200	4707	93	1600	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03	0.19	0.04	0.07	0.05	0.27	0.27	0.03	0.45	0.00				
Crit Moves:			****	****			****				****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	477	17	29	27	11	30	48	2006	424	74	3118	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	17	29	27	11	30	48	2006	424	74	3118	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	17	29	27	11	30	48	2006	424	74	3118	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	17	29	27	11	30	48	2006	424	74	3118	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	17	29	27	11	30	48	2006	424	74	3118	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.73	0.10	0.17	1.00	0.27	0.73	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4378	156	266	1600	429	1171	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.03	0.03	0.03	0.42	0.27	0.05	0.49	0.02
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	141	0	539	307	1598	0	0	1919	160
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	141	0	539	307	1598	0	0	1919	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	141	0	0	307	1598	0	0	1919	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	0	307	1598	0	0	1919	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	141	0	0	307	1598	0	0	1919	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.10	0.33	0.00	0.00	0.40	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	109	90	163	300	130	275	120	2008	70	119	1406	119
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:	109	90	163	300	130	275	120	2008	70	119	1406	119
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	90	163	300	130	0	120	2008	70	119	1406	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	90	163	300	130	0	120	2008	70	119	1406	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	90	163	300	130	0	120	2008	70	119	1406	119
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.40	0.60	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2233	967	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.10	0.13	0.13	0.00	0.08	0.42	0.04	0.07	0.29	0.07
Crit Moves:			****		****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	1 0	2 0	1	1	0 2	0 1
Volume Module:												
Base Vol:	110	0	25	47	5	23	39	1769	26	26	1755	13
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:	110	0	25	47	5	23	39	1769	26	26	1755	13
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:	110	0	25	47	5	23	39	1769	26	26	1755	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	25	47	5	23	39	1769	26	26	1755	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
FinalVolume:	110	0	25	47	5	23	39	1769	26	26	1755	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.81	0.00	0.19	0.63	0.07	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1304	0	296	1003	107	491	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.05	0.05	0.05	0.02	0.55	0.02	0.02	0.55	0.01
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	94	71	76	92	84	78	55	1738	57	63	1407	31
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:	94	71	76	92	84	78	55	1738	57	63	1407	31
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:	94	71	76	92	84	78	55	1738	57	63	1407	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	71	76	92	84	78	55	1738	57	63	1407	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	71	76	92	84	78	55	1738	57	63	1407	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	773	827	1600	830	770	1600	3200	1600	1600	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.06	0.10	0.10	0.03	0.54	0.04	0.04	0.45	0.45
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.250
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	155	102	34	42	180	67	38	97	132	23	44	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	102	34	42	180	67	38	97	132	23	44	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:	155	102	34	42	180	67	38	97	132	23	44	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	102	34	42	180	67	38	97	132	23	44	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:	155	102	34	42	180	67	38	97	132	23	44	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.97	0.53
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	809	1547	844
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.02	0.03	0.06	0.04	0.02	0.06	0.08	0.01	0.03	0.03
Crit Moves:	****			****			****	****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.214
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	50	144	80	32	120	103	91	102	42	116	102	81
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:	50	144	80	32	120	103	91	102	42	116	102	81
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:	50	144	80	32	120	103	91	102	42	116	102	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	144	80	32	120	103	91	102	42	116	102	81
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:	50	144	80	32	120	103	91	102	42	116	102	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.36	1.06	0.58	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	584	1682	934	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.08	0.06	0.06	0.03	0.03	0.07	0.03	0.05
Crit Moves:	****				****		****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	14	149	43	194	164	73	106	98	29	69	135	191
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	149	43	194	164	73	106	98	29	69	135	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	149	43	194	164	73	106	98	29	69	135	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	149	43	194	164	73	106	98	29	69	135	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	149	43	194	164	73	106	98	29	69	135	191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.45	0.42	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	217	2315	668	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.10	0.05	0.07	0.03	0.02	0.04	0.04	0.12
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	98	98	180	104	174	110	42	248	100	243	282	160
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	98	180	104	174	110	42	248	100	243	282	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	98	180	104	174	110	42	248	100	243	282	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	98	180	104	174	110	42	248	100	243	282	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	98	180	104	174	110	42	248	100	243	282	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.22	1.27	0.51	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	345	2035	821	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.11	0.07	0.05	0.07	0.03	0.12	0.12	0.15	0.09	0.10
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	143	169	119	41	112	3	22	105	215	376	83	52
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:	143	169	119	41	112	3	22	105	215	376	83	52
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	169	0	41	112	3	22	105	0	376	83	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	169	0	41	112	3	22	105	0	376	83	52
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	169	0	41	112	3	22	105	0	376	83	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3117	83	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.00	0.03	0.04	0.04	0.01	0.03	0.00	0.24	0.03	0.03
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	165	652	0	0	877	210	300	0	163	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:	165	652	0	0	877	210	300	0	163	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:	165	652	0	0	877	210	300	0	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	652	0	0	877	210	300	0	163	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:	165	652	0	0	877	210	300	0	163	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.18	0.13	0.19	0.00	0.05	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	7	1	493	8	180	180	1156	5	1	957	443
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:	10	7	1	493	8	180	180	1156	5	1	957	443
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	7	1	493	8	0	180	1156	5	1	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	1	493	8	0	180	1156	5	1	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	7	1	493	8	0	180	1156	5	1	957	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.15	0.01	0.00	0.11	0.24	0.00	0.00	0.20	0.00
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	204	37	86	76	87	42	18	694	339	97	458	27
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:	204	37	86	76	87	42	18	694	339	97	458	27
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:	204	37	86	76	87	42	18	694	339	97	458	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	37	86	76	87	42	18	694	339	97	458	27
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	204	37	86	76	87	42	18	694	339	97	458	27
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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:	1.69 0.31		1.00	1.00 0.67		0.33	1.00 2.00		1.00	1.00 2.83		0.17
Final Sat.:	2709	491	1600	1600 1079		521	1600 3200		1600	1600 4533		267
Capacity Analysis Module:												
Vol/Sat:	0.08 0.08		0.05	0.05 0.08		0.08	0.01 0.22		0.21	0.06 0.10		0.10
Crit Moves:	****					****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	1 0	2 0	0	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	61	12	76	30	36	50	518	163	38	312	95
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:	153	61	12	76	30	36	50	518	163	38	312	95
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:	153	61	12	76	30	36	50	518	163	38	312	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	61	12	76	30	36	50	518	163	38	312	95
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:	153	61	12	76	30	36	50	518	163	38	312	95
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	2.00 0.84		0.16	2.00 0.45		0.55	1.00 2.00		1.00	1.00 2.00		1.00
Final Sat.:	3200 1337		263	3200	727	873	1600 3200		1600	1600 3200		1600
Capacity Analysis Module:												
Vol/Sat:	0.05 0.05		0.05	0.02 0.04		0.04	0.03 0.16		0.10	0.02 0.10		0.06
Crit Moves:	****					****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	66	0	105	0	0	0	0	972	41	262	730	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:	66	0	105	0	0	0	0	972	41	262	730	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:	66	0	105	0	0	0	0	972	41	262	730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	105	0	0	0	0	972	41	262	730	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:	66	0	105	0	0	0	0	972	41	262	730	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4894	206	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.20	0.20	0.08	0.14	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

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

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	20	0	296	0	0	0	0	833	79	638	662	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:	20	0	296	0	0	0	0	833	79	638	662	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:	20	0	296	0	0	0	0	833	79	638	662	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	296	0	0	0	0	833	79	638	662	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:	20	0	296	0	0	0	0	833	79	638	662	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.05	0.19	0.19	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	177	1376	360	70	779	66	309	533	97	230	517	104
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:	177	1376	360	70	779	66	309	533	97	230	517	104
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:	177	1376	360	70	779	66	309	533	97	230	517	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1376	360	70	779	66	309	533	97	230	517	104
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:	177	1376	360	70	779	66	309	533	97	230	517	104
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5100	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.21	0.04	0.23	0.04	0.18	0.16	0.06	0.14	0.15	0.06
Crit Moves:	****				****		****				****	

Existing Plus Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	53	924	50	261	946	299	458	778	87	43	225	100
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:	53	924	50	261	946	299	458	778	87	43	225	100
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	926	50	261	955	299	458	778	87	43	225	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	53	926	50	261	955	299	458	778	87	43	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	926	50	261	955	299	458	778	87	43	225	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	53	926	50	261	955	299	458	778	87	43	225	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.03	0.16	0.15	0.19	0.14	0.16	0.05	0.01	0.05	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	47	1776	104	146	786	177	123	372	59	21	164	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:	47	1776	104	146	786	177	123	372	59	21	164	47
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1778	104	146	795	177	123	372	59	21	164	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	47	1778	0	146	795	177	123	372	59	21	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1778	0	146	795	177	123	372	59	21	164	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	47	1778	0	146	795	177	123	372	59	21	164	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.27	0.73	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5235	1165	1600	2691	509	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.09	0.15	0.15	0.08	0.14	0.12	0.01	0.05	0.00
Crit Moves:		****		****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	129	1004	800	36	406	197	35	84	36	102	184	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:	129	1004	800	36	406	197	35	84	36	102	184	16
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1006	800	36	415	197	35	84	36	102	184	16
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	129	1006	0	36	415	0	35	84	0	102	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1006	0	36	415	0	35	84	0	102	184	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	129	1006	0	36	415	0	35	84	0	102	184	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.00	0.02	0.09	0.00	0.02	0.03	0.00	0.03	0.12	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	236	1277	46	141	1849	222	154	102	33	325	380	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:	236	1277	46	141	1849	222	154	102	33	325	380	134
Added Vol:	0	3	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1280	46	141	1866	222	154	102	33	325	380	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	236	1280	46	141	1866	222	154	102	0	325	380	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1280	46	141	1866	222	154	102	0	325	380	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	236	1280	46	141	1866	222	154	102	0	325	380	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.86	0.14	2.00	2.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6178	222	3200	4290	510	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.04	0.44	0.43	0.05	0.03	0.00	0.10	0.12	0.08
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	275	1414	1	4	1637	458	148	5	41	1	2	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:	275	1414	1	4	1637	458	148	5	41	1	2	4
Added Vol:	0	3	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	1417	1	4	1654	458	148	5	41	1	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	275	1417	1	4	1654	0	148	5	0	1	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1417	1	4	1654	0	148	5	0	1	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	275	1417	1	4	1654	0	148	5	0	1	2	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.99	0.01	1.00	3.00	1.00	1.93	0.07	1.00	0.14	0.29	0.57
Final Sat.:	1600	4797	3	1600	4800	1600	3095	105	1600	229	457	914
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.00	0.34	0.00	0.05	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	399	789	166	382	655	181	71	328	126	186	1358	474
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:	399	789	166	382	655	181	71	328	126	186	1358	474
Added Vol:	0	3	0	0	17	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	792	166	382	672	181	71	337	126	186	1360	474
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	399	792	0	382	672	0	71	337	0	186	1360	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	792	0	382	672	0	71	337	0	186	1360	474
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	399	792	0	382	672	0	71	337	0	186	1360	474
OvlAdjVol:												283
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.00	0.12	0.14	0.00	0.02	0.07	0.00	0.06	0.28	0.30
OvlAdjV/S:												0.18
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	480	0	0	0	0	2763	398	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:	0	0	480	0	0	0	0	2763	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	480	0	0	0	0	2788	398	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:	0	0	480	0	0	0	0	2788	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	480	0	0	0	0	2788	398	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:	0	0	480	0	0	0	0	2788	398	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.44	0.25	0.00	0.00	0.00
Crit Moves:			****					****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1287	1433	692	0	665	405	0	0	0	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:	1287	1433	692	0	665	405	0	0	0	0	0	0
Added Vol:	0	3	4	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1287	1436	696	0	682	405	0	0	0	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:	1287	1436	696	0	682	405	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1287	1436	696	0	682	405	0	0	0	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:	1287	1436	696	0	682	405	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	0.00	2.51	1.49	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4015	2385	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.45	0.44	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4 1	0	0 0	3 0	0	1 1	1 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	2191	60	0	695	0	1229	434	1168	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:	0	2191	60	0	695	0	1229	434	1168	0	0	0
Added Vol:	0	7	0	0	17	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2198	60	0	712	0	1229	434	1193	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:	0	2198	60	0	712	0	1229	434	1193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2198	60	0	712	0	1229	434	1193	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:	0	2198	60	0	712	0	1229	434	1193	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.87	0.13	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7787	213	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.15	0.00	0.38	0.27	0.37	0.00	0.00	0.00
Crit Moves:		****		****			****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	4 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	104	1723	89	68	1488	170	38	3	42	14	5	97
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:	104	1723	89	68	1488	170	38	3	42	14	5	97
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1730	89	68	1531	170	38	3	42	14	5	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1730	89	68	1531	170	38	3	42	14	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1730	89	68	1531	170	38	3	42	14	5	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1730	89	68	1531	170	38	3	42	14	5	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.80	0.20	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6087	313	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.04	0.24	0.11	0.01	0.00	0.03	0.01	0.00	0.06
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	62	1357	202	53	1226	296	455	165	29	283	127	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1357	202	53	1226	296	455	165	29	283	127	188
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1364	202	53	1269	296	455	165	29	283	127	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	62	1364	202	53	1269	296	455	165	0	283	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1364	202	53	1269	296	455	165	0	283	127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	62	1364	202	53	1269	296	455	165	0	283	127	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2348	852	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.13	0.02	0.26	0.19	0.19	0.19	0.00	0.09	0.08	0.00
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	2	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	1311	168	78	1394	38	85	0	83	200	1	130
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	1311	168	78	1394	38	85	0	83	200	1	130
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1318	168	78	1437	38	85	0	83	200	1	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1318	168	78	1437	38	85	0	0	200	1	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1318	168	78	1437	38	85	0	0	200	1	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1318	168	78	1437	38	85	0	0	200	1	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.66	0.34	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.02	1.98
Final Sat.:	0	4257	543	3200	4800	1600	1600	0	1600	3200	24	3176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.02	0.30	0.02	0.05	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	331	1346	85	40	1422	132	153	225	394	103	375	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:	331	1346	85	40	1422	132	153	225	394	103	375	23
Added Vol:	1	7	0	0	43	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	1353	85	40	1465	132	153	225	395	103	375	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	332	1353	85	40	1465	132	153	225	0	103	375	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1353	85	40	1465	132	153	225	0	103	375	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	332	1353	85	40	1465	132	153	225	0	103	375	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.82	0.18	1.00	3.00	1.00	1.21	1.79	1.00	1.00	2.00	1.00
Final Sat.:	3200	4516	284	1600	4800	1600	1943	2857	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.03	0.31	0.08	0.08	0.08	0.00	0.06	0.12	0.01
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	25	1181	130	623	1290	48	207	42	44	159	19	31
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:	25	1181	130	623	1290	48	207	42	44	159	19	31
Added Vol:	0	1	0	44	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1182	130	667	1290	48	207	42	44	159	19	37
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	1182	0	667	1290	0	207	42	0	159	19	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1182	0	667	1290	0	207	42	0	159	19	37
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	1182	0	667	1290	0	207	42	0	159	19	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.21	0.27	0.00	0.06	0.03	0.00	0.05	0.01	0.02
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	2	0	3	0 1	1	0	1	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	10	1142	237		566	924	38		50	10	7		36	2	76	
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:	10	1142	237		566	924	38		50	10	7		36	2	76	
Added Vol:	0	1	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:	10	1143	237		566	924	38		50	10	7		36	2	76	
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:	10	1143	237		566	924	38		50	10	7		36	2	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1143	237		566	924	38		50	10	7		36	2	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	10	1143	237		566	924	38		50	10	7		36	2	76	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		2.00	3.00	1.00		1.00	1.00	1.00		1.89	0.11	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		1600	1600	1600		3032	168	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.15		0.18	0.19	0.02		0.03	0.01	0.00		0.01	0.01	0.05	
Crit Moves:		****			****				****						****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

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				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	2	0 1	3	0	3	1 0	2	0	4	0 1
Volume Module:																
Base Vol:	20	374	94		140	206	773		1253	1844	13		94	1090	89	
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	374	94		140	206	773		1253	1844	13		94	1090	89	
Added Vol:	0	0	1		0	0	0		0	50	0		1	10	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	20	374	95		140	206	773		1253	1894	13		95	1100	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	20	374	95		140	206	0		1253	1894	13		95	1100	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	374	95		140	206	0		1253	1894	13		95	1100	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	20	374	95		140	206	0		1253	1894	13		95	1100	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.59	0.41		1.00	2.00	1.00		3.00	3.97	0.03		2.00	4.00	1.00	
Final Sat.:	1600	2552	648		1600	3200	1600		4800	6356	44		3200	6400	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.15	0.15		0.09	0.06	0.00		0.26	0.30	0.30		0.03	0.17	0.00	
Crit Moves:		****			****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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:	Ignore				Ovl				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	197	2516	154		76	2059	263		224	218	162		383	217	94	
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:	197	2516	154		76	2059	263		224	218	162		383	217	94	
Added Vol:	0	7	0		0	49	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	197	2523	154		76	2108	263		224	218	162		383	217	94	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	197	2523	0		76	2108	263		224	218	0		383	217	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	197	2523	0		76	2108	263		224	218	0		383	217	94	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	197	2523	0		76	2108	263		224	218	0		383	217	94	
OvlAdjVol:							151								56	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.39	0.00		0.02	0.33	0.16		0.07	0.07	0.00		0.12	0.07	0.06	
OvlAdjV/S:							0.09								0.04	
Crit Moves:		****				****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

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:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	107	1957	83		529	1962	13		39	266	121		552	323	900	
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:	107	1957	83		529	1962	13		39	266	121		552	323	900	
Added Vol:	1	7	2		0	49	0		0	0	1		9	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	108	1964	85		529	2011	13		39	266	122		561	323	900	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	108	1964	0		529	2011	0		39	266	122		561	323	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	1964	0		529	2011	0		39	266	122		561	323	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	108	1964	0		529	2011	0		39	266	122		561	323	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.31	0.00		0.17	0.31	0.00		0.01	0.08	0.08		0.18	0.10	0.00	
Crit Moves:		****				****					****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	133	1354	192	272	1796	487	449	105	37	9	322	419
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:	133	1354	192	272	1796	487	449	105	37	9	322	419
Added Vol:	0	8	1	0	60	0	1	1	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1362	193	272	1856	487	450	106	37	17	322	419
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	133	1362	193	272	1856	0	450	106	37	17	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1362	193	272	1856	0	450	106	37	17	322	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	133	1362	193	272	1856	0	450	106	37	17	322	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.22	0.78	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3558	1242	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.12	0.09	0.39	0.00	0.14	0.03	0.03	0.01	0.10	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	87	1544	282	7	1233	549	86	73	31	224	164	38
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:	87	1544	282	7	1233	549	86	73	31	224	164	38
Added Vol:	1	0	0	0	0	68	9	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1544	282	7	1233	617	95	75	31	224	170	38
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:	88	1544	282	7	1233	617	95	75	31	224	170	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1544	282	7	1233	617	95	75	31	224	170	38
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:	88	1544	282	7	1233	617	95	75	31	224	170	38
OvlAdjVol:						570						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.42	0.58	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2264	936	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.18	0.00	0.26	0.39	0.03	0.03	0.03	0.07	0.05	0.02
OvlAdjV/S:						0.36						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	582	0	344	973	906	0	0	1121	905
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	582	0	344	973	906	0	0	1121	905
Added Vol:	0	0	0	0	0	0	0	3	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	582	0	344	973	909	0	0	1139	906
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	582	0	0	973	909	0	0	1139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	582	0	0	973	909	0	0	1139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	582	0	0	973	909	0	0	1139	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.30	0.19	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	54	2	11	25	8	73	42	530	179	135	309	20
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:	54	2	11	25	8	73	42	530	179	135	309	20
Added Vol:	0	0	0	0	0	0	0	44	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	2	11	25	8	73	42	574	179	135	315	20
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:	54	2	11	25	8	73	42	574	179	135	315	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2	11	25	8	73	42	574	179	135	315	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
FinalVolume:	54	2	11	25	8	73	42	574	179	135	315	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.15	0.85	1.00	1.00	1.00	1.00	2.29	0.71	1.00	2.82	0.18
Final Sat.:	3200	246	1354	1600	1600	1600	1600	3659	1141	1600	4513	287
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.02	0.01	0.05	0.03	0.16	0.16	0.08	0.07	0.07
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	2	0	2	1 0
Volume Module:																
Base Vol:	22		8	55	78		9	39	55	323		121	427	408		83
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		8	55	78		9	39	55	323		121	427	408		83
Added Vol:	6		0	0	0		0	0	0	4		40	0	0		0
PasserByVol:	0		0	0	0		0	0	0	0		0	0	0		0
Initial Fut:	28		8	55	78		9	39	55	327		161	427	408		83
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:	28		8	55	78		9	39	55	327		161	427	408		83
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	28		8	55	78		9	39	55	327		161	427	408		83
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:	28		8	55	78		9	39	55	327		161	427	408		83
OvlAdjVol:				0												
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
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	1.00		1.00	2.01		0.99	2.00	2.49			0.51
Final Sat.:	1600	1600		1600	1600	1600		1600	3216		1584	3200	3989			811
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01		0.03	0.05	0.01		0.02	0.03	0.10		0.10	0.13	0.10		0.10
OvlAdjV/S:				0.00												
Crit Moves:	****				****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	1	254		68	63	268		215	294	470		12	227	775		61
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:	1	254		68	63	268		215	294	470		12	227	775		61
Added Vol:	0	1		1	0	3		0	0	2		0	3	8		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	1	255		69	63	271		215	294	472		12	230	783		61
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:	1	255		69	63	271		215	294	472		12	230	783		61
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	1	255		69	63	271		215	294	472		12	230	783		61
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:	1	255		69	63	271		215	294	472		12	230	783		61
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
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	2.00		1.00	1.00	2.00		1.00	2.00	2.93		0.07	1.00	2.78		0.22
Final Sat.:	1600	3200		1600	1600	3200		1600	3200	4681		119	1600	4453		347
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08		0.04	0.04	0.08		0.13	0.09	0.10		0.10	0.14	0.18		0.18
Crit Moves:	****							****	****					****		

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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	2	0	1	1 0
Volume Module:																
Base Vol:	109	96	142		45	32	8		16	116	34		367	480	159	
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:	109	96	142		45	32	8		16	116	34		367	480	159	
Added Vol:	5	5	11		1	5	0		0	0	40		69	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	101	153		46	37	8		16	116	74		436	480	164	
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:	114	101	153		46	37	8		16	116	74		436	480	164	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	101	153		46	37	8		16	116	74		436	480	164	
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:	114	101	153		46	37	8		16	116	74		436	480	164	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	1.22	0.78		2.00	1.49	0.51	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	1954	1246		3200	2385	815	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.10		0.03	0.02	0.01		0.01	0.06	0.06		0.14	0.20	0.20	
Crit Moves:			****		****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	1 0	1	1	1	0 2	2	0	3	0 1	1	0	3	1 0
Volume Module:																
Base Vol:	168	266	114		170	165	247		709	1914	211		95	768	155	
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:	168	266	114		170	165	247		709	1914	211		95	768	155	
Added Vol:	0	0	0		8	0	0		0	9	0		0	2	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	168	266	114		178	165	247		709	1923	211		95	770	156	
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:	168	266	114		178	165	247		709	1923	211		95	770	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	266	114		178	165	247		709	1923	211		95	770	156	
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:	168	266	114		178	165	247		709	1923	211		95	770	156	
OvlAdjVol:							0									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.38	0.62		1.56	1.44	2.00		2.00	3.00	1.00		1.00	3.33	0.67	
Final Sat.:	1600	2204	996		2491	2309	3200		3200	4800	1600		1600	5322	1078	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.12	0.11		0.07	0.07	0.08		0.22	0.40	0.13		0.06	0.14	0.14	
OvlAdjV/S:							0.00									
Crit Moves:		****				****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	188	0	812	349
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	392	0	288	0	2099	188	0	815	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	392	0	288	0	2099	0	0	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	392	0	288	0	2099	0	0	815	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	392	0	288	0	2099	0	0	815	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.00	0.66	0.00	0.00	0.17	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0	1 0	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
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	1	77	4	304	312	1893	4	17	1124	67
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	77	4	304	312	1931	4	17	1131	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	304	312	1931	4	17	1131	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	304	312	1931	4	17	1131	67
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	1	77	4	304	312	1931	4	17	1131	67
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1600	1521	79	1600	1600	3193	7	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.60	0.60	0.01	0.24	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	1	1220	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:	0	0	0	33	1	14	42	1992	1	1	1220	35
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	14	42	2030	1	1	1227	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2030	1	1	1227	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2030	1	1	1227	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2030	1	1	1227	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.00	0.69	0.02	0.29	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1600	0	1100	33	467	1600	3198	2	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.63	0.63	0.00	0.26	0.02
Crit Moves:					****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
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:	16	61	29	840	51	108	117	1912	25	42	1212	469
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	852	51	108	117	1950	25	42	1219	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	852	51	108	117	1950	25	42	1219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	852	51	108	117	1950	25	42	1219	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	852	51	108	117	1950	25	42	1219	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	2169	1031	4800	1600	1600	3200	4739	61	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.18	0.03	0.07	0.04	0.41	0.41	0.03	0.25	0.00
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	17	35	19	9	18	26	2935	344	62	1460	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:	394	17	35	19	9	18	26	2935	344	62	1460	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	17	35	19	9	18	26	2935	344	62	1460	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:	394	17	35	19	9	18	26	2935	344	62	1460	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.65	0.11	0.24	1.00	0.33	0.67	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4240	183	377	1600	533	1067	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.02	0.02	0.02	0.61	0.22	0.04	0.23	0.01
Crit Moves:			****		****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	46	0	82	263	1675	0	0	1247	225
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	46	0	82	263	1675	0	0	1247	225
Added Vol:	0	0	0	0	0	3	13	39	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	0	85	276	1714	0	0	1256	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	46	0	0	276	1714	0	0	1256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	0	0	276	1714	0	0	1256	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	46	0	0	276	1714	0	0	1256	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.09	0.36	0.00	0.00	0.26	0.00
Crit Moves:				****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	78	106	121	50	43	50	199	1270	48	95	1160	177
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:	78	106	121	50	43	50	199	1270	48	95	1160	177
Added Vol:	0	0	0	3	0	9	39	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	106	121	53	43	59	238	1270	48	95	1160	195
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	106	121	53	43	0	238	1270	48	95	1160	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	106	121	53	43	0	238	1270	48	95	1160	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	106	121	53	43	0	238	1270	48	95	1160	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.10	0.90	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1767	1433	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.03	0.03	0.00	0.15	0.26	0.03	0.06	0.24	0.12
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	106	0	27	40	5	14	16	1166	39	44	1994	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:	106	0	27	40	5	14	16	1166	39	44	1994	11
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	27	40	5	14	16	1169	39	44	2013	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	27	40	5	14	16	1169	39	44	2013	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	27	40	5	14	16	1169	39	44	2013	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
FinalVolume:	106	0	27	40	5	14	16	1169	39	44	2013	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.80	0.00	0.20	0.68	0.08	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1275	0	325	1085	136	380	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.04	0.04	0.04	0.01	0.37	0.02	0.03	0.63	0.01
Crit Moves:			****		****		****				****	

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AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	120	73	56	49	67	127	48	1137	81	24	1817	33
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:	120	73	56	49	67	127	48	1137	81	24	1817	33
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	73	56	49	67	127	48	1140	81	24	1836	33
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:	120	73	56	49	67	127	48	1140	81	24	1836	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	56	49	67	127	48	1140	81	24	1836	33
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:	120	73	56	49	67	127	48	1140	81	24	1836	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	905	695	1600	553	1047	1600	3200	1600	1600	3143	57
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.12	0.12	0.03	0.36	0.05	0.02	0.58	0.58
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.175
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	75	134	14	11	76	39	34	28	165	2	5	6
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:	75	134	14	11	76	39	34	28	165	2	5	6
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:	75	134	14	11	76	39	34	28	165	2	5	6
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:	75	134	14	11	76	39	34	28	165	2	5	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	134	14	11	76	39	34	28	165	2	5	6
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:	75	134	14	11	76	39	34	28	165	2	5	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.31	0.77	0.92
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	492	1231	1477
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.01	0.01	0.02	0.02	0.02	0.02	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.118
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	32	27	25	85	56	35	60	22	63	84	34
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:	10	32	27	25	85	56	35	60	22	63	84	34
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:	10	32	27	25	85	56	35	60	22	63	84	34
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:	10	32	27	25	85	56	35	60	22	63	84	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	32	27	25	85	56	35	60	22	63	84	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
FinalVolume:	10	32	27	25	85	56	35	60	22	63	84	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.29	0.93	0.78	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	464	1484	1252	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.05	0.04	0.02	0.02	0.01	0.04	0.03	0.02
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.163
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	29	18	88	102	80	22	47	15	42	93	78
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:	6	29	18	88	102	80	22	47	15	42	93	78
Added Vol:	0	0	0	40	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	29	18	128	102	80	22	47	15	42	93	84
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:	6	29	18	128	102	80	22	47	15	42	93	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	29	18	128	102	80	22	47	15	42	93	84
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:	6	29	18	128	102	80	22	47	15	42	93	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.23	1.09	0.68	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	362	1751	1087	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.06	0.05	0.01	0.01	0.01	0.03	0.03	0.05
Crit Moves:	****				****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	147	127	55	54	21	13	39	17	132	138	107
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:	48	147	127	55	54	21	13	39	17	132	138	107
Added Vol:	0	1	0	40	1	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	148	127	95	55	21	13	39	17	132	138	112
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:	48	148	127	95	55	21	13	39	17	132	138	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	148	127	95	55	21	13	39	17	132	138	112
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:	48	148	127	95	55	21	13	39	17	132	138	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.38	1.13	0.49	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	603	1809	788	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.08	0.06	0.02	0.01	0.01	0.02	0.02	0.08	0.04	0.07
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.182
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	167	58	276	4	10	1	6	98	125	68	41	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:	167	58	276	4	10	1	6	98	125	68	41	12
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	58	277	4	10	1	6	98	125	69	41	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	167	58	0	4	10	1	6	98	0	69	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	58	0	4	10	1	6	98	0	69	41	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	167	58	0	4	10	1	6	98	0	69	41	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2909	291	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.04	0.01	0.01
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 0	1	0 3	0 1	1	0 0	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	129	1035	0	0	542	165	415	0	121	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:	129	1035	0	0	542	165	415	0	121	0	0	0
Added Vol:	1	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1035	0	0	542	165	415	0	122	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:	130	1035	0	0	542	165	415	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1035	0	0	542	165	415	0	122	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:	130	1035	0	0	542	165	415	0	122	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.00	0.00	0.11	0.10	0.26	0.00	0.04	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	3	5	8	213	11	122	189	745	10	7	1280	567
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:	3	5	8	213	11	122	189	745	10	7	1280	567
Added Vol:	0	0	0	0	0	1	1	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	8	213	11	123	190	748	10	7	1297	567
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	5	8	213	11	0	190	748	10	7	1297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	8	213	11	0	190	748	10	7	1297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	5	8	213	11	0	190	748	10	7	1297	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.07	0.01	0.00	0.12	0.16	0.01	0.00	0.27	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	0	1	1	0 0	1	0	1	0 2	0	1	1	0 2	1	0
Volume Module:																
Base Vol:	357	43	87		45	43	113		75	380	164		91	631	82	
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:	357	43	87		45	43	113		75	380	164		91	631	82	
Added Vol:	0	0	0		0	0	0		0	2	0		0	11	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	357	43	87		45	43	113		75	382	164		91	642	82	
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:	357	43	87		45	43	113		75	382	164		91	642	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	357	43	87		45	43	113		75	382	164		91	642	82	
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:	357	43	87		45	43	113		75	382	164		91	642	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	1.79	0.21	1.00		1.00	0.28	0.72		1.00	2.00	1.00		1.00	2.66	0.34	
Final Sat.:	2856	344	1600		1600	441	1159		1600	3200	1600		1600	4256	544	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.05		0.03	0.10	0.10		0.05	0.12	0.10		0.06	0.15	0.15	
Crit Moves:		****				****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	1	0	2	0 0	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	238	43	21		114	79	72		25	326	178		9	270	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:	238	43	21		114	79	72		25	326	178		9	270	32	
Added Vol:	0	0	0		0	0	0		0	1	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	238	43	21		114	79	72		25	327	178		9	271	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	238	43	21		114	79	72		25	327	178		9	271	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	238	43	21		114	79	72		25	327	178		9	271	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	238	43	21		114	79	72		25	327	178		9	271	32	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.67	0.33		2.00	0.52	0.48		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	1075	525		3200	837	763		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.04	0.04		0.04	0.09	0.09		0.02	0.10	0.11		0.01	0.08	0.02	
Crit Moves:	****					****					****		****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT - COI Ints
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	35	0	251	0	0	0	0	955	65	105	848	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:	35	0	251	0	0	0	0	955	65	105	848	0
Added Vol:	0	0	0	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	251	0	0	0	0	955	65	113	848	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:	35	0	251	0	0	0	0	955	65	113	848	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	251	0	0	0	0	955	65	113	848	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:	35	0	251	0	0	0	0	955	65	113	848	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.81	0.19	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4775	325	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.20	0.20	0.03	0.17	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT - COI Ints
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	55	0	223	0	0	0	0	1048	107	271	714	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:	55	0	223	0	0	0	0	1048	107	271	714	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	224	0	0	0	0	1048	107	271	722	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:	55	0	224	0	0	0	0	1048	107	271	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	224	0	0	0	0	1048	107	271	722	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:	55	0	224	0	0	0	0	1048	107	271	722	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.13	0.00	0.00	0.00	0.00	0.21	0.06	0.08	0.21	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT - COI Ints
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	74	492	306		109	1542	180		174	368	13		30	345	215	
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:	74	492	306		109	1542	180		174	368	13		30	345	215	
Added Vol:	0	1	0		0	8	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	74	493	306		109	1550	180		174	368	13		30	345	215	
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:	74	493	306		109	1550	180		174	368	13		30	345	215	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	493	306		109	1550	180		174	368	13		30	345	215	
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:	74	493	306		109	1550	180		174	368	13		30	345	215	
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	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.18		0.06	0.46	0.11		0.10	0.11	0.01		0.02	0.10	0.13	
Crit Moves:	****					****			****						****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	155	1206	35	131	1142	666	336	455	202	132	1080	155
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:	155	1206	35	131	1142	666	336	455	202	132	1080	155
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	1217	35	131	1148	666	336	455	202	132	1080	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	155	1217	35	131	1148	666	336	455	202	132	1080	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1217	35	131	1148	666	336	455	202	132	1080	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	155	1217	35	131	1148	666	336	455	202	132	1080	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.19	0.02	0.08	0.18	0.42	0.11	0.09	0.13	0.04	0.23	0.00
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	113	1207	22	69	2109	170	294	207	24	103	694	140
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:	113	1207	22	69	2109	170	294	207	24	103	694	140
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1218	22	69	2115	170	294	207	24	103	694	140
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	1218	0	69	2115	170	294	207	24	103	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1218	0	69	2115	170	294	207	24	103	694	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	1218	0	69	2115	170	294	207	24	103	694	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.70	0.30	1.68	1.18	0.14	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5924	476	2689	1892	219	1600	3200	1600
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.25	0.00	0.04	0.36	0.36	0.11	0.11	0.11	0.06	0.22	0.00
Crit Moves:	****					****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	71	812	155	34	991	101	137	222	281	682	152	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	812	155	34	991	101	137	222	281	682	152	65
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	823	155	34	997	101	137	222	281	682	152	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	823	0	34	997	0	137	222	0	682	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	823	0	34	997	0	137	222	0	682	152	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	823	0	34	997	0	137	222	0	682	152	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.00	0.02	0.21	0.00	0.09	0.07	0.00	0.21	0.10	0.00
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	115	1697	274	151	2070	275	221	336	203	214	450	177
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:	115	1697	274	151	2070	275	221	336	203	214	450	177
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1716	274	151	2080	275	221	336	203	214	450	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	1716	274	151	2080	275	221	336	0	214	450	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1716	274	151	2080	275	221	336	0	214	450	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	1716	274	151	2080	275	221	336	0	214	450	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.45	0.55	2.00	2.65	0.35	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5519	881	3200	4239	561	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.05	0.49	0.49	0.07	0.11	0.00	0.07	0.14	0.11
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 1	0	0 1	0 0	1	0 0
Volume Module:												
Base Vol:	216	1674	3	6	1913	483	346	6	154	0	14	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:	216	1674	3	6	1913	483	346	6	154	0	14	0
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	1693	3	6	1923	483	346	6	154	0	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1693	3	6	1923	0	346	6	0	0	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1693	3	6	1923	0	346	6	0	0	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1693	3	6	1923	0	346	6	0	0	14	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.99	0.01	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4792	8	1600	4800	1600	3145	55	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.00	0.40	0.00	0.11	0.11	0.00	0.00	0.01	0.00
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	214	967	37	611	921	155	157	965	312	227	578	397
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:	214	967	37	611	921	155	157	965	312	227	578	397
Added Vol:	0	19	0	0	10	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	986	37	611	931	155	157	971	312	227	589	397
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	214	986	0	611	931	0	157	971	0	227	589	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	986	0	611	931	0	157	971	0	227	589	397
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	214	986	0	611	931	0	157	971	0	227	589	397
OvlAdjVol:												92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.19	0.19	0.00	0.05	0.20	0.00	0.07	0.12	0.25
OvlAdjV/S:												0.06
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0
Volume Module:																						
Base Vol:	0	0	641	0	0	0	0	2972	144	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:	0	0	641	0	0	0	0	2972	144	0	0	0
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	641	0	0	0	0	2986	144	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:	0	0	641	0	0	0	0	2986	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	641	0	0	0	0	2986	144	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:	0	0	641	0	0	0	0	2986	144	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.47	0.09	0.00	0.00	0.00
Crit Moves:			****					****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																						
Base Vol:	723	1332	833	0	1253	755	0	0	0	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:	723	1332	833	0	1253	755	0	0	0	0	0	0
Added Vol:	0	19	27	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	723	1351	860	0	1263	755	0	0	0	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:	723	1351	860	0	1263	755	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	723	1351	860	0	1263	755	0	0	0	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:	723	1351	860	0	1263	755	0	0	0	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.83	1.17	0.00	2.50	1.50	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2933	1867	0	4006	2394	0	0	0	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.23	0.46	0.46	0.00	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	1899	115	0	1279	0	973	1015	1285	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:	0	1899	115	0	1279	0	973	1015	1285	0	0	0
Added Vol:	0	47	0	0	10	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1946	115	0	1289	0	973	1015	1299	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:	0	1946	115	0	1289	0	973	1015	1299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1946	115	0	1289	0	973	1015	1299	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:	0	1946	115	0	1289	0	973	1015	1299	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.72	0.28	0.00	3.00	0.00	1.47	1.53	2.00	0.00	0.00	0.00
Final Sat.:	0	7554	446	0	4800	0	2349	2451	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.27	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Crit Moves:	****				****		****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	50	1743	52	128	2050	62	110	2	134	26	3	102
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:	50	1743	52	128	2050	62	110	2	134	26	3	102
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1790	52	128	2074	62	110	2	134	26	3	102
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:	50	1790	52	128	2074	62	110	2	134	26	3	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1790	52	128	2074	62	110	2	134	26	3	102
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:	50	1790	52	128	2074	62	110	2	134	26	3	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6219	181	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.08	0.32	0.04	0.03	0.00	0.08	0.02	0.00	0.06
Crit Moves:		****			****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	2 0	3	0 1	1 1	0	0 1	1 1	1	0 1
Volume Module:												
Base Vol:	54	1468	345	195	1470	558	257	106	14	223	162	120
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:	54	1468	345	195	1470	558	257	106	14	223	162	120
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1515	345	195	1494	558	257	106	14	223	162	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	54	1515	345	195	1494	558	257	106	0	223	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1515	345	195	1494	558	257	106	0	223	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	54	1515	345	195	1494	558	257	106	0	223	162	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.74	1.26	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2266	934	1600	2780	2020	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.22	0.06	0.31	0.35	0.11	0.11	0.00	0.08	0.08	0.00
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	2 0	3	0 1	1 0	0	0 1	2 0	0	1 1
Volume Module:												
Base Vol:	0	1634	173	98	1565	67	40	0	20	199	1	139
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	1634	173	98	1565	67	40	0	20	199	1	139
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1681	173	98	1589	67	40	0	20	199	1	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1681	173	98	1589	67	40	0	0	199	1	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1681	173	98	1589	67	40	0	0	199	1	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1681	173	98	1589	67	40	0	0	199	1	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.72	0.28	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.01	1.99
Final Sat.:	0	4352	448	3200	4800	1600	1600	0	1600	3200	23	3177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.03	0.33	0.04	0.03	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	374	1640	214	47	1689	110	61	216	363	148	182	31
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:	374	1640	214	47	1689	110	61	216	363	148	182	31
Added Vol:	3	47	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	1687	214	47	1713	110	61	216	366	148	182	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	377	1687	214	47	1713	110	61	216	0	148	182	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1687	214	47	1713	110	61	216	0	148	182	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	377	1687	214	47	1713	110	61	216	0	148	182	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.66	0.34	1.00	3.00	1.00	1.00	2.00	1.00	1.35	1.65	1.00
Final Sat.:	3200	4260	540	1600	4800	1600	1600	3200	1600	2153	2647	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.40	0.03	0.36	0.07	0.04	0.07	0.00	0.07	0.07	0.02
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	52	1621	129	432	1490	127	161	41	39	164	36	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1621	129	432	1490	127	161	41	39	164	36	40
Added Vol:	0	8	0	26	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1629	129	458	1490	127	161	41	39	164	36	82
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	52	1629	0	458	1490	0	161	41	0	164	36	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1629	0	458	1490	0	161	41	0	164	36	82
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	52	1629	0	458	1490	0	161	41	0	164	36	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.14	0.31	0.00	0.05	0.03	0.00	0.05	0.02	0.05
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3 0 1	2	0	3 0 1	1	0	1 0 1	1	1	0 0 1
Volume Module:												
Base Vol:	18	1216	105	232	1477	48	33	10	13	283	5	499
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:	18	1216	105	232	1477	48	33	10	13	283	5	499
Added Vol:	0	8	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:	18	1224	105	232	1477	48	33	10	13	283	5	499
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:	18	1224	105	232	1477	48	33	10	13	283	5	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1224	105	232	1477	48	33	10	13	283	5	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1224	105	232	1477	48	33	10	13	283	5	499
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	3144	56	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.07	0.07	0.31	0.03	0.02	0.01	0.01	0.09	0.09	0.31
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	1	0	2 0 1	3	0	3 1 0	2	0	4 0 1
Volume Module:												
Base Vol:	37	265	96	180	431	1482	794	1668	25	202	1991	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	265	96	180	431	1482	794	1668	25	202	1991	169
Added Vol:	0	0	3	0	0	0	0	38	0	3	62	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	265	99	180	431	1482	794	1706	25	205	2053	177
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	265	99	180	431	0	794	1706	25	205	2053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	265	99	180	431	0	794	1706	25	205	2053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	265	99	180	431	0	794	1706	25	205	2053	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.46	0.54	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2330	870	1600	3200	1600	4800	6308	92	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.11	0.13	0.00	0.17	0.27	0.27	0.06	0.32	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	192	2503	183	224	2761	321	192	191	214	363	266	141
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:	192	2503	183	224	2761	321	192	191	214	363	266	141
Added Vol:	0	52	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	2555	183	224	2785	321	192	191	214	363	266	141
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	192	2555	0	224	2785	321	192	191	0	363	266	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2555	0	224	2785	321	192	191	0	363	266	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	192	2555	0	224	2785	321	192	191	0	363	266	141
OvlAdjVol:						225						29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.00	0.07	0.44	0.20	0.06	0.06	0.00	0.11	0.08	0.09
OvlAdjV/S:						0.14						0.02
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	61	2395	468	774	2375	49	27	299	61	232	280	480
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:	61	2395	468	774	2375	49	27	299	61	232	280	480
Added Vol:	3	52	11	0	24	0	0	0	3	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	2447	479	774	2399	49	27	299	64	238	280	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	64	2447	0	774	2399	0	27	299	64	238	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	2447	0	774	2399	0	27	299	64	238	280	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	2447	0	774	2399	0	27	299	64	238	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.00	0.24	0.37	0.00	0.01	0.09	0.04	0.07	0.09	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	111	1917	26	498	1920	248	551	348	163	47	306	525
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	1917	26	498	1920	248	551	348	163	47	306	525
Added Vol:	0	64	8	0	34	0	1	1	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1981	34	498	1954	248	552	349	163	51	306	525
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	111	1981	34	498	1954	0	552	349	163	51	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1981	34	498	1954	0	552	349	163	51	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	111	1981	34	498	1954	0	552	349	163	51	306	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.04	0.96	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3272	1528	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.02	0.16	0.41	0.00	0.17	0.11	0.11	0.03	0.10	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	98	1020	278	9	1530	508	909	472	154	217	232	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1020	278	9	1530	508	909	472	154	217	232	29
Added Vol:	1	0	0	0	0	37	73	11	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1020	278	9	1530	545	982	483	154	217	244	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1020	278	9	1530	545	982	483	154	217	244	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1020	278	9	1530	545	982	483	154	217	244	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1020	278	9	1530	545	982	483	154	217	244	29
OvlAdjVol:						54						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.52	0.48	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2426	774	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.17	0.00	0.32	0.34	0.31	0.20	0.20	0.07	0.08	0.02
OvlAdjV/S:						0.03						
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	846	0	1023	525	1376	0	0	1079	889
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	846	0	1023	525	1376	0	0	1079	889
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	846	0	1023	525	1398	0	0	1091	890
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	846	0	0	525	1398	0	0	1091	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	846	0	0	525	1398	0	0	1091	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	846	0	0	525	1398	0	0	1091	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.00	0.16	0.29	0.00	0.00	0.23	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	410	10	113	14	4	37	99	372	142	42	399	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:	410	10	113	14	4	37	99	372	142	42	399	19
Added Vol:	0	0	0	0	0	0	0	26	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	10	113	14	4	37	99	398	142	42	441	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	10	113	14	4	37	99	398	142	42	441	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	10	113	14	4	37	99	398	142	42	441	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	10	113	14	4	37	99	398	142	42	441	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.08	0.92	1.00	1.00	1.00	1.00	2.21	0.79	1.00	2.88	0.12
Final Sat.:	3200	130	1470	1600	1600	1600	1600	3538	1262	1600	4602	198
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.01	0.00	0.02	0.06	0.11	0.11	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	172	30	400	83	17	34	51	611	6	288	241	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:	172	30	400	83	17	34	51	611	6	288	241	43
Added Vol:	42	0	0	0	0	0	0	8	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	30	400	83	17	34	51	619	24	288	241	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	30	400	83	17	34	51	619	24	288	241	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	30	400	83	17	34	51	619	24	288	241	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	30	400	83	17	34	51	619	24	288	241	43
OvlAdjVol:			256									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.89	0.11	2.00	2.55	0.45
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4621	179	3200	4073	727
Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.25	0.05	0.01	0.02	0.03	0.13	0.13	0.09	0.06	0.06
OvlAdjV/S:			0.16									
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	9	448	279	91	227	88	384	765	7	239	520	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:	9	448	279	91	227	88	384	765	7	239	520	47
Added Vol:	0	6	5	0	6	0	0	9	0	6	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	454	284	91	233	88	384	774	7	245	524	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	454	284	91	233	88	384	774	7	245	524	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	454	284	91	233	88	384	774	7	245	524	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	454	284	91	233	88	384	774	7	245	524	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.97	0.03	1.00	2.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4757	43	1600	4405	395
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.18	0.06	0.07	0.06	0.12	0.16	0.16	0.15	0.12	0.12
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	2	0	1	1 0
Volume Module:																
Base Vol:	110	40	458		197	113	18		12	661	116		210	375	31	
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:	110	40	458		197	113	18		12	661	116		210	375	31	
Added Vol:	41	4	83		1	10	0		0	0	18		45	0	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	151	44	541		198	123	18		12	661	134		255	375	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	151	44	541		198	123	18		12	661	134		255	375	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	44	541		198	123	18		12	661	134		255	375	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	151	44	541		198	123	18		12	661	134		255	375	35	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	1.66	0.34		2.00	1.83	0.17	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	2661	539		3200	2927	273	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.03	0.34		0.12	0.08	0.01		0.01	0.25	0.25		0.08	0.13	0.13	
Crit Moves:			****		****					****			****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	1 0	1	1	1	0 2	2	0	3	0 1	1	0	3	1 0
Volume Module:																
Base Vol:	254	208	78		228	243	710		258	986	243		226	1854	162	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	254	208	78		228	243	710		258	986	243		226	1854	162	
Added Vol:	0	0	0		4	0	0		0	6	0		0	11	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	254	208	78		232	243	710		258	992	243		226	1865	170	
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:	254	208	78		232	243	710		258	992	243		226	1865	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	254	208	78		232	243	710		258	992	243		226	1865	170	
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:	254	208	78		232	243	710		258	992	243		226	1865	170	
OvlAdjVol:							452									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	1.41	1.16	0.43		1.47	1.53	2.00		2.00	3.00	1.00		1.00	3.67	0.33	
Final Sat.:	2257	1849	694		2344	2456	3200		3200	4800	1600		1600	5865	535	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.10	0.10	0.22		0.08	0.21	0.15		0.14	0.32	0.32	
OvlAdjV/S:							0.14									
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		586	0	393		0	1261	159		0	1823	487	
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		586	0	393		0	1261	159		0	1823	487	
Added Vol:	0	0	0		6	0	0		0	10	0		0	19	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		592	0	393		0	1271	159		0	1842	501	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		592	0	393		0	1271	0		0	1842	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		592	0	393		0	1271	0		0	1842	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		592	0	393		0	1271	0		0	1842	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3200	0	1600		0	3200	1600		0	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.25		0.00	0.40	0.00		0.00	0.38	0.00	
Crit Moves:							****			****			****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

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:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	10	11	2		98	2	404		244	1373	5		11	2155	70	
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:	10	11	2		98	2	404		244	1373	5		11	2155	70	
Added Vol:	0	0	0		0	0	0		0	26	0		0	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	11	2		98	2	404		244	1399	5		11	2200	70	
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:	10	11	2		98	2	404		244	1399	5		11	2200	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	11	2		98	2	404		244	1399	5		11	2200	70	
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:	10	11	2		98	2	404		244	1399	5		11	2200	70	
OvlAdjVol:							160									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	0.43	0.48	0.09		0.98	0.02	1.00		1.00	1.99	0.01		1.00	3.00	1.00	
Final Sat.:	696	765	139		1568	32	1600		1600	3189	11		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.06	0.06	0.25		0.15	0.44	0.44		0.01	0.46	0.04	
OvlAdjV/S:							0.10									
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
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	1	2	55	0	27	94	1376	20	0	2230	52
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	27	94	1402	20	0	2275	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:	0	1	2	55	0	27	94	1402	20	0	2275	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1402	20	0	2275	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:	0	1	2	55	0	27	94	1402	20	0	2275	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	1.00	3.00	1.00
Final Sat.:	0	533	1067	1073	0	527	1600	3155	45	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.44	0.44	0.00	0.47	0.03
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
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:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Added Vol:	0	0	0	12	0	0	0	26	0	0	45	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	930	61	119	145	1296	25	50	2198	1038
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	930	61	119	145	1296	25	50	2198	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	930	61	119	145	1296	25	50	2198	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	930	61	119	145	1296	25	50	2198	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1619	1581	4800	1600	1600	3200	4709	91	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.19	0.04	0.07	0.05	0.28	0.28	0.03	0.46	0.00
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	477	17	29	27	11	30	48	2006	424	74	3118	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	17	29	27	11	30	48	2006	424	74	3118	29
Added Vol:	0	0	0	0	0	0	0	38	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	17	29	27	11	30	48	2044	424	74	3180	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	17	29	27	11	30	48	2044	424	74	3180	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	17	29	27	11	30	48	2044	424	74	3180	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	17	29	27	11	30	48	2044	424	74	3180	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.73	0.10	0.17	1.00	0.27	0.73	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4378	156	266	1600	429	1171	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.03	0.03	0.03	0.43	0.27	0.05	0.50	0.02
Crit Moves:		****			****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	141	0	539	307	1598	0	0	1919	160
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	141	0	539	307	1598	0	0	1919	160
Added Vol:	0	0	0	0	0	16	10	31	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	141	0	555	317	1629	0	0	1975	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	141	0	0	317	1629	0	0	1975	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	0	317	1629	0	0	1975	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	141	0	0	317	1629	0	0	1975	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.10	0.34	0.00	0.00	0.41	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	109	90	163	300	130	275	120	2008	70	119	1406	119
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:	109	90	163	300	130	275	120	2008	70	119	1406	119
Added Vol:	0	0	0	22	0	56	31	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	90	163	322	130	331	151	2008	70	119	1406	131
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	90	163	322	130	0	151	2008	70	119	1406	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	90	163	322	130	0	151	2008	70	119	1406	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	90	163	322	130	0	151	2008	70	119	1406	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.58	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2280	920	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.10	0.14	0.14	0.00	0.09	0.42	0.04	0.07	0.29	0.08
Crit Moves:			****		****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	0	1 0	2 0	1	1 0	2 0 1
Volume Module:												
Base Vol:	110	0	25	47	5	23	39	1769	26	26	1755	13
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:	110	0	25	47	5	23	39	1769	26	26	1755	13
Added Vol:	0	0	0	0	0	0	0	22	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	25	47	5	23	39	1791	26	26	1768	13
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:	110	0	25	47	5	23	39	1791	26	26	1768	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	25	47	5	23	39	1791	26	26	1768	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
FinalVolume:	110	0	25	47	5	23	39	1791	26	26	1768	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.81	0.00	0.19	0.63	0.07	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1304	0	296	1003	107	491	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.05	0.05	0.05	0.02	0.56	0.02	0.02	0.55	0.01
Crit Moves:	****			****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	94	71	76	92	84	78	55	1738	57	63	1407	31
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:	94	71	76	92	84	78	55	1738	57	63	1407	31
Added Vol:	0	0	0	0	0	0	0	22	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	71	76	92	84	78	55	1760	57	63	1420	31
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:	94	71	76	92	84	78	55	1760	57	63	1420	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	71	76	92	84	78	55	1760	57	63	1420	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	71	76	92	84	78	55	1760	57	63	1420	31
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	773	827	1600	830	770	1600	3200	1600	1600	3132	68
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.09	0.09	0.06	0.10	0.10	0.03	0.55	0.04	0.04	0.45	0.45
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec):	100	Critical Vol./Cap.(X):	0.250
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

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
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	155	102	34	42	180	67	38	97	132	23	44	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	102	34	42	180	67	38	97	132	23	44	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:	155	102	34	42	180	67	38	97	132	23	44	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:	155	102	34	42	180	67	38	97	132	23	44	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	102	34	42	180	67	38	97	132	23	44	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:	155	102	34	42	180	67	38	97	132	23	44	24
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.97	0.53
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	809	1547	844
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.03	0.02	0.03	0.06	0.04	0.02	0.06	0.08	0.01	0.03	0.03
Crit Moves:	****				****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.214
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	50	144	80	32	120	103	91	102	42	116	102	81
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:	50	144	80	32	120	103	91	102	42	116	102	81
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:	50	144	80	32	120	103	91	102	42	116	102	81
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:	50	144	80	32	120	103	91	102	42	116	102	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	144	80	32	120	103	91	102	42	116	102	81
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:	50	144	80	32	120	103	91	102	42	116	102	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.36	1.06	0.58	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	584	1682	934	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.08	0.06	0.06	0.03	0.03	0.07	0.03	0.05
Crit Moves:	****				****		****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	14	149	43	194	164	73	106	98	29	69	135	191
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	149	43	194	164	73	106	98	29	69	135	191
Added Vol:	0	0	0	18	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	149	43	212	164	73	106	98	29	69	135	233
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	149	43	212	164	73	106	98	29	69	135	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	149	43	212	164	73	106	98	29	69	135	233
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	149	43	212	164	73	106	98	29	69	135	233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.45	0.42	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	217	2315	668	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.13	0.10	0.05	0.07	0.03	0.02	0.04	0.04	0.15
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	98	98	180	104	174	110	42	248	100	243	282	160
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	98	180	104	174	110	42	248	100	243	282	160
Added Vol:	0	1	0	18	1	0	0	0	0	0	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	99	180	122	175	110	42	248	100	243	282	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	99	180	122	175	110	42	248	100	243	282	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	99	180	122	175	110	42	248	100	243	282	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	99	180	122	175	110	42	248	100	243	282	201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.22	1.27	0.51	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	345	2035	821	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.11	0.08	0.05	0.07	0.03	0.12	0.12	0.15	0.09	0.13
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	143	169	119	41	112	3	22	105	215	376	83	52
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:	143	169	119	41	112	3	22	105	215	376	83	52
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	169	120	41	112	3	22	105	215	377	83	52
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	169	0	41	112	3	22	105	0	377	83	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	169	0	41	112	3	22	105	0	377	83	52
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	169	0	41	112	3	22	105	0	377	83	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3117	83	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.00	0.03	0.04	0.04	0.01	0.03	0.00	0.24	0.03	0.03
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 0	1	0 3	0 1	1	0 0	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	165	652	0	0	877	210	300	0	163	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:	165	652	0	0	877	210	300	0	163	0	0	0
Added Vol:	3	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	652	0	0	877	210	300	0	166	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:	168	652	0	0	877	210	300	0	166	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	652	0	0	877	210	300	0	166	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:	168	652	0	0	877	210	300	0	166	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	1.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.18	0.13	0.19	0.00	0.05	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	10	7	1	493	8	180	180	1156	5	1	957	443
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:	10	7	1	493	8	180	180	1156	5	1	957	443
Added Vol:	0	0	0	0	0	3	3	19	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	1	493	8	183	183	1175	5	1	967	443
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	7	1	493	8	0	183	1175	5	1	967	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	1	493	8	0	183	1175	5	1	967	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	7	1	493	8	0	183	1175	5	1	967	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.15	0.01	0.00	0.11	0.24	0.00	0.00	0.20	0.00
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	1	0	0	1 0	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	204	37	86		76	87	42		18	694	339		97	458	27	
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:	204	37	86		76	87	42		18	694	339		97	458	27	
Added Vol:	0	0	0		0	0	0		0	14	0		0	9	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	204	37	86		76	87	42		18	708	339		97	467	27	
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:	204	37	86		76	87	42		18	708	339		97	467	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	204	37	86		76	87	42		18	708	339		97	467	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	204	37	86		76	87	42		18	708	339		97	467	27	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	1.69	0.31	1.00		1.00	0.67	0.33		1.00	2.00	1.00		1.00	2.84	0.16	
Final Sat.:	2709	491	1600		1600	1079	521		1600	3200	1600		1600	4538	262	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.05		0.05	0.08	0.08		0.01	0.22	0.21		0.06	0.10	0.10	
Crit Moves:	****						****			****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.276
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	1 0	2	0	0	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	153	61	12		76	30	36		50	518	163		38	312	95	
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:	153	61	12		76	30	36		50	518	163		38	312	95	
Added Vol:	0	0	0		0	0	0		0	3	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	153	61	12		76	30	36		50	521	163		38	315	95	
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:	153	61	12		76	30	36		50	521	163		38	315	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	61	12		76	30	36		50	521	163		38	315	95	
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:	153	61	12		76	30	36		50	521	163		38	315	95	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.84	0.16		2.00	0.45	0.55		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	1337	263		3200	727	873		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.02	0.04	0.04		0.03	0.16	0.10		0.02	0.10	0.06	
Crit Moves:	****						****			****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT - COI Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:																			
Base Vol:	66	0	105	0	0	0	0	972	41	262	730	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:	66	0	105	0	0	0	0	972	41	262	730	0
Added Vol:	0	0	0	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	105	0	0	0	0	972	41	266	730	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:	66	0	105	0	0	0	0	972	41	266	730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	105	0	0	0	0	972	41	266	730	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:	66	0	105	0	0	0	0	972	41	266	730	0
Saturation Flow Module:																			
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4894	206	3400	5100	0
Capacity Analysis Module:																			
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.20	0.20	0.08	0.14	0.00
Crit Moves:			****						****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT - COI Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:																			
Base Vol:	20	0	296	0	0	0	0	833	79	638	662	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:	20	0	296	0	0	0	0	833	79	638	662	0
Added Vol:	0	0	8	0	0	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	304	0	0	0	0	833	79	638	666	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:	20	0	304	0	0	0	0	833	79	638	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	304	0	0	0	0	833	79	638	666	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:	20	0	304	0	0	0	0	833	79	638	666	0
Saturation Flow Module:																			
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.16	0.05	0.19	0.20	0.00
Crit Moves:			****						****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT - COI Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	177	1376	360		70	779	66		309	533	97		230	517	104	
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:	177	1376	360		70	779	66		309	533	97		230	517	104	
Added Vol:	0	8	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	177	1384	360		70	783	66		309	533	97		230	517	104	
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:	177	1384	360		70	783	66		309	533	97		230	517	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	177	1384	360		70	783	66		309	533	97		230	517	104	
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:	177	1384	360		70	783	66		309	533	97		230	517	104	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.27	0.21		0.04	0.23	0.04		0.18	0.16	0.06		0.14	0.15	0.06	
Crit Moves:	****					****			****					****		

Forecast Year 2013 With Committed Development Without Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	2	0 1	2	0	1	0 1
Volume Module:																
Base Vol:	129	1057	801		36	447	197		35	84	36		102	184	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:	129	1057	801		36	447	197		35	84	36		102	184	16	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	129	1057	0		36	447	0		35	84	0		102	184	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	1057	0		36	447	0		35	84	0		102	184	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	129	1057	0		36	447	0		35	84	0		102	184	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	3200	1600		3200	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.22	0.00		0.02	0.09	0.00		0.02	0.03	0.00		0.03	0.12	0.00	
Crit Moves:		****				****				****					****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

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:	Ignore				Ignore				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	426	851	173		398	747	197		75	358	141		194	1425	494	
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:	426	851	173		398	747	197		75	358	141		194	1425	494	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	426	851	0		398	747	0		75	358	0		194	1425	494	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	426	851	0		398	747	0		75	358	0		194	1425	494	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	426	851	0		398	747	0		75	358	0		194	1425	494	
OvlAdjVol:															295	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	4800	1600		3200	4800	1600		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.18	0.00		0.12	0.16	0.00		0.02	0.07	0.00		0.06	0.30	0.31	
OvlAdjV/S:															0.18	
Crit Moves:		****				****				****					****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	1316	1533	709	0	755	418	0	0	0	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:	1316	1533	709	0	755	418	0	0	0	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:	1316	1533	709	0	755	418	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1316	1533	709	0	755	418	0	0	0	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:	1316	1533	709	0	755	418	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	0.00	2.57	1.43	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4119	2281	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.48	0.44	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	2388	60	0	787	0	1232	437	1255	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:	0	2388	60	0	787	0	1232	437	1255	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:	0	2388	60	0	787	0	1232	437	1255	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2388	60	0	787	0	1232	437	1255	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:	0	2388	60	0	787	0	1232	437	1255	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.88	0.12	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7804	196	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.16	0.00	0.39	0.27	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	104	1817	89	68	1590	170	38	3	42	14	5	97
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:	104	1817	89	68	1590	170	38	3	42	14	5	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1817	89	68	1590	170	38	3	42	14	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1817	89	68	1590	170	38	3	42	14	5	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1817	89	68	1590	170	38	3	42	14	5	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.81	0.19	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6101	299	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.04	0.25	0.11	0.01	0.00	0.03	0.01	0.00	0.06
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	62	1495	207	53	1419	296	455	166	29	284	128	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1495	207	53	1419	296	455	166	29	284	128	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	62	1495	207	53	1419	296	455	166	0	284	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1495	207	53	1419	296	455	166	0	284	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	62	1495	207	53	1419	296	455	166	0	284	128	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2345	855	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.13	0.02	0.30	0.19	0.19	0.19	0.00	0.09	0.08	0.00
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	2 0	3	0 1	1 0	0	0 1	2 0	0	1 1
Volume Module:												
Base Vol:	0	1450	174	81	1594	38	85	0	83	201	1	131
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	1450	174	81	1594	38	85	0	83	201	1	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1450	174	81	1594	38	85	0	0	201	1	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1450	174	81	1594	38	85	0	0	201	1	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1450	174	81	1594	38	85	0	0	201	1	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.68	0.32	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.02	1.98
Final Sat.:	0	4286	514	3200	4800	1600	1600	0	1600	3200	24	3176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.03	0.33	0.02	0.05	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 1	1	0 1	1 1	1	0 1
Volume Module:												
Base Vol:	333	1503	88	40	1627	133	154	230	396	104	385	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:	333	1503	88	40	1627	133	154	230	396	104	385	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	333	1503	88	40	1627	133	154	230	0	104	385	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1503	88	40	1627	133	154	230	0	104	385	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	333	1503	88	40	1627	133	154	230	0	104	385	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	1.00	1.20	1.80	1.00	1.00	2.00	1.00
Final Sat.:	3200	4535	265	1600	4800	1600	1925	2875	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.03	0.34	0.08	0.08	0.08	0.00	0.07	0.12	0.01
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	25	1301	134	668	1453	48	207	42	44	169	19	67
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:	25	1301	134	668	1453	48	207	42	44	169	19	67
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	1301	0	668	1453	0	207	42	0	169	19	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1301	0	668	1453	0	207	42	0	169	19	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	1301	0	668	1453	0	207	42	0	169	19	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.21	0.30	0.00	0.06	0.03	0.00	0.05	0.01	0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	20	375	94	151	207	921	1357	1969	14	94	1179	89
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	375	94	151	207	921	1357	1969	14	94	1179	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	375	94	151	207	0	1357	1969	14	94	1179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	375	94	151	207	0	1357	1969	14	94	1179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	375	94	151	207	0	1357	1969	14	94	1179	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.60	0.40	1.00	2.00	1.00	3.00	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2559	641	1600	3200	1600	4800	6355	45	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.06	0.00	0.28	0.31	0.31	0.03	0.18	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	198	2639	160	76	2193	265	226	224	163	400	219	95
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	2639	160	76	2193	265	226	224	163	400	219	95
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	198	2639	0	76	2193	265	226	224	0	400	219	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	2639	0	76	2193	265	226	224	0	400	219	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	198	2639	0	76	2193	265	226	224	0	400	219	95
OvlAdjVol:						152						57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.00	0.02	0.34	0.17	0.07	0.07	0.00	0.13	0.07	0.06
OvlAdjV/S:						0.10						0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	2066	90	529	2110	13	39	270	121	556	324	901
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:	107	2066	90	529	2110	13	39	270	121	556	324	901
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	107	2066	0	529	2110	0	39	270	121	556	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	2066	0	529	2110	0	39	270	121	556	324	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	107	2066	0	529	2110	0	39	270	121	556	324	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.00	0.17	0.33	0.00	0.01	0.08	0.08	0.17	0.10	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	1411	192	273	1879	556	485	108	37	9	325	419
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:	135	1411	192	273	1879	556	485	108	37	9	325	419
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	1411	192	273	1879	0	485	108	37	9	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1411	192	273	1879	0	485	108	37	9	325	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	1411	192	273	1879	0	485	108	37	9	325	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.23	0.77	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3575	1225	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.12	0.09	0.39	0.00	0.15	0.03	0.03	0.01	0.10	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	88	1609	282	8	1284	551	87	76	40	224	172	38
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:	88	1609	282	8	1284	551	87	76	40	224	172	38
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:	88	1609	282	8	1284	551	87	76	40	224	172	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1609	282	8	1284	551	87	76	40	224	172	38
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:	88	1609	282	8	1284	551	87	76	40	224	172	38
OvlAdjVol:						508						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.31	0.69	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2097	1103	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.18	0.00	0.27	0.34	0.03	0.04	0.04	0.07	0.05	0.02
OvlAdjV/S:						0.32						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	1	
Volume Module:												
Base Vol:	0	0	0	615	0	358	1014	955	0	0	1192	944
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	615	0	358	1014	955	0	0	1192	944
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	615	0	0	1014	955	0	0	1192	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	615	0	0	1014	955	0	0	1192	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	615	0	0	1014	955	0	0	1192	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.00	0.32	0.20	0.00	0.00	0.25	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	83	2	13	25	9	73	42	570	183	137	315	20
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:	83	2	13	25	9	73	42	570	183	137	315	20
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:	83	2	13	25	9	73	42	570	183	137	315	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2	13	25	9	73	42	570	183	137	315	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
FinalVolume:	83	2	13	25	9	73	42	570	183	137	315	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.13	0.87	1.00	1.00	1.00	1.00	2.27	0.73	1.00	2.82	0.18
Final Sat.:	3200	213	1387	1600	1600	1600	1600	3633	1167	1600	4513	287
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.02	0.01	0.05	0.03	0.16	0.16	0.09	0.07	0.07
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	36	8	82	78	9	39	56	326	166	432	413	83
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:	36	8	82	78	9	39	56	326	166	432	413	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	8	82	78	9	39	56	326	166	432	413	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	8	82	78	9	39	56	326	166	432	413	83
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:	36	8	82	78	9	39	56	326	166	432	413	83
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.00	1.00	2.00	2.50	0.50
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	3200	3997	803
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.05	0.01	0.02	0.04	0.10	0.10	0.14	0.10	0.10
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	1	254	68	63	275	215	294	471	12	228	775	61
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:	1	254	68	63	275	215	294	471	12	228	775	61
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:	1	254	68	63	275	215	294	471	12	228	775	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	254	68	63	275	215	294	471	12	228	775	61
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:	1	254	68	63	275	215	294	471	12	228	775	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.93	0.07	1.00	2.78	0.22
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4681	119	1600	4450	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.04	0.09	0.13	0.09	0.10	0.10	0.14	0.17	0.17
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	109	135	142	46	38	8	16	124	34	367	480	167
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:	109	135	142	46	38	8	16	124	34	367	480	167
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:	109	135	142	46	38	8	16	124	34	367	480	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	135	142	46	38	8	16	124	34	367	480	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	135	142	46	38	8	16	124	34	367	480	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.57	0.43	2.00	1.48	0.52
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2511	689	3200	2374	826
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.09	0.03	0.02	0.01	0.01	0.05	0.05	0.11	0.20	0.20
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	169	272	114	170	168	269	762	2041	211	95	841	155
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:	169	272	114	170	168	269	762	2041	211	95	841	155
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:	169	272	114	170	168	269	762	2041	211	95	841	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	272	114	170	168	269	762	2041	211	95	841	155
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:	169	272	114	170	168	269	762	2041	211	95	841	155
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.38	0.62	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.38	0.62
Final Sat.:	1600	2213	987	2414	2386	3200	3200	4800	1600	1600	5404	996
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.07	0.07	0.08	0.24	0.43	0.13	0.06	0.16	0.16
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	1	0	2	1	0	3	1
Volume Module:												
Base Vol:	0	0	0	416	0	335	0	2179	200	0	887	363
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	416	0	335	0	2179	200	0	887	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	416	0	335	0	2179	0	0	887	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	416	0	335	0	2179	0	0	887	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	416	0	335	0	2179	0	0	887	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.00	0.68	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	1	79	4	304	312	2073	4	17	1262	68
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	1	79	4	304	312	2073	4	17	1262	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	304	312	2073	4	17	1262	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2073	4	17	1262	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	304	312	2073	4	17	1262	68
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1600	1523	77	1600	1600	3194	6	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.65	0.65	0.01	0.26	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	2181	1	1	1363	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:	0	0	0	33	1	14	42	2181	1	1	1363	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2181	1	1	1363	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2181	1	1	1363	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2181	1	1	1363	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.00	0.69	0.02	0.29	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1600	0	1100	33	467	1600	3199	1	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.68	0.68	0.00	0.28	0.02
Crit Moves:					****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	16	61	29	849	51	126	127	2083	25	42	1352	476
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:	16	61	29	849	51	126	127	2083	25	42	1352	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	849	51	126	127	2083	25	42	1352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	849	51	126	127	2083	25	42	1352	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	849	51	126	127	2083	25	42	1352	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	2169	1031	4800	1600	1600	3200	4743	57	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.18	0.03	0.08	0.04	0.44	0.44	0.03	0.28	0.00
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	397	17	36	63	9	36	61	3059	346	62	1567	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:	397	17	36	63	9	36	61	3059	346	62	1567	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:	397	17	36	63	9	36	61	3059	346	62	1567	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	17	36	63	9	36	61	3059	346	62	1567	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:	397	17	36	63	9	36	61	3059	346	62	1567	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.65	0.11	0.24	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4235	181	384	1600	320	1280	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.03	0.03	0.04	0.64	0.22	0.04	0.24	0.01
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	51	0	100	268	1771	0	0	1312	227
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	51	0	100	268	1771	0	0	1312	227
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	51	0	0	268	1771	0	0	1312	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	0	268	1771	0	0	1312	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	51	0	0	268	1771	0	0	1312	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.08	0.37	0.00	0.00	0.27	0.00
Crit Moves:				****				****			****	

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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	78	106	121	52	43	53	222	1332	48	95	1221	193
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:	78	106	121	52	43	53	222	1332	48	95	1221	193
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	106	121	52	43	0	222	1332	48	95	1221	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	106	121	52	43	0	222	1332	48	95	1221	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	106	121	52	43	0	222	1332	48	95	1221	193
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.09	0.91	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1752	1448	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.03	0.03	0.00	0.14	0.28	0.03	0.06	0.25	0.12
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	0	27	41	5	14	16	1231	39	44	2100	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:	106	0	27	41	5	14	16	1231	39	44	2100	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	27	41	5	14	16	1231	39	44	2100	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	27	41	5	14	16	1231	39	44	2100	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
FinalVolume:	106	0	27	41	5	14	16	1231	39	44	2100	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.80	0.00	0.20	0.69	0.08	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1275	0	325	1093	133	373	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.04	0.04	0.04	0.01	0.38	0.02	0.03	0.66	0.01
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	120	73	56	49	67	127	48	1200	81	24	1916	33
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:	120	73	56	49	67	127	48	1200	81	24	1916	33
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:	120	73	56	49	67	127	48	1200	81	24	1916	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	56	49	67	127	48	1200	81	24	1916	33
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:	120	73	56	49	67	127	48	1200	81	24	1916	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1600	905	695	1600	553	1047	1600	3200	1600	1600	3146	54
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.12	0.12	0.03	0.38	0.05	0.02	0.61	0.61
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.153
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	6	49	18	88	127	80	22	47	15	42	93	78
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:	6	49	18	88	127	80	22	47	15	42	93	78
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:	6	49	18	88	127	80	22	47	15	42	93	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	49	18	88	127	80	22	47	15	42	93	78
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:	6	49	18	88	127	80	22	47	15	42	93	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.16	1.35	0.49	0.82	1.18	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	263	2148	789	1310	1890	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.05	0.01	0.01	0.01	0.03	0.03	0.05
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

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
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	48	147	127	55	54	21	13	47	17	132	146	107
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:	48	147	127	55	54	21	13	47	17	132	146	107
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:	48	147	127	55	54	21	13	47	17	132	146	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	147	127	55	54	21	13	47	17	132	146	107
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:	48	147	127	55	54	21	13	47	17	132	146	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.34	1.22	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	540	1953	706	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.08	0.03	0.02	0.01	0.01	0.02	0.02	0.08	0.05	0.07
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.185
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	167	62	276	4	22	1	6	98	125	68	41	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:	167	62	276	4	22	1	6	98	125	68	41	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	167	62	0	4	22	1	6	98	0	68	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	62	0	4	22	1	6	98	0	68	41	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	167	62	0	4	22	1	6	98	0	68	41	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3061	139	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.00	0.00	0.01	0.01	0.00	0.03	0.00	0.04	0.01	0.01
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	3	5	8	213	11	122	189	791	10	7	1357	567
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:	3	5	8	213	11	122	189	791	10	7	1357	567
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	5	8	213	11	0	189	791	10	7	1357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	8	213	11	0	189	791	10	7	1357	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	5	8	213	11	0	189	791	10	7	1357	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.07	0.01	0.00	0.12	0.16	0.01	0.00	0.28	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	357	43	87	45	43	113	75	380	164	91	632	82
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:	357	43	87	45	43	113	75	380	164	91	632	82
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:	357	43	87	45	43	113	75	380	164	91	632	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	43	87	45	43	113	75	380	164	91	632	82
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:	357	43	87	45	43	113	75	380	164	91	632	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.79	0.21	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	2.66	0.34
Final Sat.:	2856	344	1600	1600	441	1159	1600	3200	1600	1600	4249	551
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.03	0.10	0.10	0.05	0.12	0.10	0.06	0.15	0.15
Crit Moves:		****			****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	29	0	273	0	0	0	0	967	81	179	901	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:	29	0	273	0	0	0	0	967	81	179	901	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:	29	0	273	0	0	0	0	967	81	179	901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	273	0	0	0	0	967	81	179	901	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:	29	0	273	0	0	0	0	967	81	179	901	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.77	0.23	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4706	394	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.21	0.05	0.18	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	57	0	213	0	0	0	0	1082	105	286	856	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:	57	0	213	0	0	0	0	1082	105	286	856	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:	57	0	213	0	0	0	0	1082	105	286	856	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	213	0	0	0	0	1082	105	286	856	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:	57	0	213	0	0	0	0	1082	105	286	856	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.13	0.00	0.00	0.00	0.00	0.21	0.06	0.08	0.25	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	85	510	308	119	1687	227	196	403	13	29	388	215
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:	85	510	308	119	1687	227	196	403	13	29	388	215
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:	85	510	308	119	1687	227	196	403	13	29	388	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	510	308	119	1687	227	196	403	13	29	388	215
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:	85	510	308	119	1687	227	196	403	13	29	388	215
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	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5100	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.07	0.50	0.13	0.12	0.12	0.01	0.02	0.11	0.13
Crit Moves:	****			****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	71	870	155	34	1043	101	137	222	281	682	152	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	870	155	34	1043	101	137	222	281	682	152	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	870	0	34	1043	0	137	222	0	682	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	870	0	34	1043	0	137	222	0	682	152	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	870	0	34	1043	0	137	222	0	682	152	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.02	0.22	0.00	0.09	0.07	0.00	0.21	0.10	0.00
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	232	1071	39	637	998	163	171	1014	335	236	619	413
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:	232	1071	39	637	998	163	171	1014	335	236	619	413
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	232	1071	0	637	998	0	171	1014	0	236	619	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1071	0	637	998	0	171	1014	0	236	619	413
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	232	1071	0	637	998	0	171	1014	0	236	619	413
OvlAdjVol:												94
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.00	0.20	0.21	0.00	0.05	0.21	0.00	0.07	0.13	0.26
OvlAdjV/S:												0.06
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	741	1462	863	0	1354	763	0	0	0	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:	741	1462	863	0	1354	763	0	0	0	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:	741	1462	863	0	1354	763	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	1462	863	0	1354	763	0	0	0	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:	741	1462	863	0	1354	763	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.89	1.11	0.00	2.56	1.44	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3018	1782	0	4093	2307	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.48	0.48	0.00	0.33	0.33	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2112	115	0	1381	0	992	1033	1390	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:	0	2112	115	0	1381	0	992	1033	1390	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:	0	2112	115	0	1381	0	992	1033	1390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2112	115	0	1381	0	992	1033	1390	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:	0	2112	115	0	1381	0	992	1033	1390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.74	0.26	0.00	3.00	0.00	1.47	1.53	2.00	0.00	0.00	0.00
Final Sat.:	0	7587	413	0	4800	0	2351	2449	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.29	0.00	0.42	0.42	0.43	0.00	0.00	0.00
Crit Moves:	****				****				****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	50	1860	52	128	2153	62	110	2	134	26	3	102
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:	50	1860	52	128	2153	62	110	2	134	26	3	102
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:	50	1860	52	128	2153	62	110	2	134	26	3	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1860	52	128	2153	62	110	2	134	26	3	102
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:	50	1860	52	128	2153	62	110	2	134	26	3	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6226	174	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.08	0.34	0.04	0.03	0.00	0.08	0.02	0.00	0.06
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	54	1673	353	197	1645	558	257	106	14	232	162	122
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:	54	1673	353	197	1645	558	257	106	14	232	162	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	54	1673	353	197	1645	558	257	106	0	232	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1673	353	197	1645	558	257	106	0	232	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	54	1673	353	197	1645	558	257	106	0	232	162	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.77	1.23	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2266	934	1600	2826	1974	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.22	0.06	0.34	0.35	0.11	0.11	0.00	0.08	0.08	0.00
Crit Moves:		****		****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	2 0	3	0 1	1 0	0	0 1	2 0	0	1 1
Volume Module:												
Base Vol:	0	1850	178	110	1741	67	40	0	20	205	1	140
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	1850	178	110	1741	67	40	0	20	205	1	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1850	178	110	1741	67	40	0	0	205	1	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1850	178	110	1741	67	40	0	0	205	1	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1850	178	110	1741	67	40	0	0	205	1	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.01	1.99
Final Sat.:	0	4379	421	3200	4800	1600	1600	0	1600	3200	23	3177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.03	0.36	0.04	0.03	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 1	1	0 1	1 1	1	0 1
Volume Module:												
Base Vol:	377	1868	219	47	1881	110	61	216	365	154	182	31
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:	377	1868	219	47	1881	110	61	216	365	154	182	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	377	1868	219	47	1881	110	61	216	0	154	182	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1868	219	47	1881	110	61	216	0	154	182	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	377	1868	219	47	1881	110	61	216	0	154	182	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.69	0.31	1.00	3.00	1.00	1.00	2.00	1.00	1.38	1.62	1.00
Final Sat.:	3200	4296	504	1600	4800	1600	1600	3200	1600	2200	2600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.43	0.03	0.39	0.07	0.04	0.07	0.00	0.07	0.07	0.02
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	53	1783	137	477	1641	127	162	45	39	172	36	114
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:	53	1783	137	477	1641	127	162	45	39	172	36	114
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	53	1783	0	477	1641	0	162	45	0	172	36	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1783	0	477	1641	0	162	45	0	172	36	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	53	1783	0	477	1641	0	162	45	0	172	36	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.15	0.34	0.00	0.05	0.03	0.00	0.05	0.02	0.07
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	3	0 3	1 0	2	0 4	0 1
Volume Module:												
Base Vol:	38	266	98	195	434	1621	923	1773	25	205	2147	173
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:	38	266	98	195	434	1621	923	1773	25	205	2147	173
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	266	98	195	434	0	923	1773	25	205	2147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	266	98	195	434	0	923	1773	25	205	2147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	266	98	195	434	0	923	1773	25	205	2147	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.46	0.54	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2338	862	1600	3200	1600	4800	6311	89	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.12	0.14	0.00	0.19	0.28	0.28	0.06	0.34	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	196	2668	201	224	2903	331	196	193	215	368	271	141
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:	196	2668	201	224	2903	331	196	193	215	368	271	141
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	196	2668	0	224	2903	331	196	193	0	368	271	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2668	0	224	2903	331	196	193	0	368	271	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	196	2668	0	224	2903	331	196	193	0	368	271	141
OvlAdjVol:						233						29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.00	0.07	0.45	0.21	0.06	0.06	0.00	0.12	0.08	0.09
OvlAdjV/S:						0.15						0.02
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	D

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	61	2573	479	775	2509	49	27	302	61	239	284	480
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:	61	2573	479	775	2509	49	27	302	61	239	284	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	61	2573	0	775	2509	0	27	302	61	239	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2573	0	775	2509	0	27	302	61	239	284	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	61	2573	0	775	2509	0	27	302	61	239	284	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.00	0.24	0.39	0.00	0.01	0.09	0.04	0.07	0.09	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 177 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	113	2005	26	499	2004	286	642	349	163	47	309	525
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:	113	2005	26	499	2004	286	642	349	163	47	309	525
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	2005	26	499	2004	0	642	349	163	47	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2005	26	499	2004	0	642	349	163	47	309	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	2005	26	499	2004	0	642	349	163	47	309	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.04	0.96	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3272	1528	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.02	0.16	0.42	0.00	0.20	0.11	0.11	0.03	0.10	0.00
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	103	1064	278	10	1593	511	913	488	166	217	245	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1064	278	10	1593	511	913	488	166	217	245	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1064	278	10	1593	511	913	488	166	217	245	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1064	278	10	1593	511	913	488	166	217	245	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1064	278	10	1593	511	913	488	166	217	245	29
OvlAdjVol:						54						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.49	0.51	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2388	812	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.17	0.00	0.33	0.32	0.29	0.20	0.20	0.07	0.08	0.02
OvlAdjV/S:						0.03						
Crit Moves:	****				****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	1	2	0	0	0	3	1
Volume Module:												
Base Vol:	0	0	0	883	1065		548	1455	0	0	1134	929
Growth Adj:	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	883	1065		548	1455	0	0	1134	929
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	883	0		548	1455	0	0	1134	0
Reduct Vol:	0	0	0	0	0		0	0	0	0	0	0
Reduced Vol:	0	0	0	883	0		548	1455	0	0	1134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	883	0		548	1455	0	0	1134	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00		1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0		1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00		0.00	0.17	0.30	0.00	0.00	0.24	0.00
Crit Moves:				****				****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	421	10	114	15	4	37	99	380	160	44	438	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:	421	10	114	15	4	37	99	380	160	44	438	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	10	114	15	4	37	99	380	160	44	438	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	10	114	15	4	37	99	380	160	44	438	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	10	114	15	4	37	99	380	160	44	438	19
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.08	0.92	1.00	1.00	1.00	1.00	2.11	0.89	1.00	2.88	0.12
Final Sat.:	3200	129	1471	1600	1600	1600	1600	3378	1422	1600	4600	200
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.08	0.08	0.01	0.00	0.02	0.06	0.11	0.11	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	217	30	430	83	17	34	51	613	22	315	248	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:	217	30	430	83	17	34	51	613	22	315	248	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	30	430	83	17	34	51	613	22	315	248	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	30	430	83	17	34	51	613	22	315	248	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	30	430	83	17	34	51	613	22	315	248	43
OvlAdjVol:			272									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.90	0.10	2.00	2.56	0.44
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4634	166	3200	4091	709
Capacity Analysis Module:												
Vol/Sat:	0.14	0.02	0.27	0.05	0.01	0.02	0.03	0.13	0.13	0.10	0.06	0.06
OvlAdjV/S:			0.17									
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	9	460	285	91	233	88	384	765	7	245	520	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:	9	460	285	91	233	88	384	765	7	245	520	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	460	285	91	233	88	384	765	7	245	520	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	460	285	91	233	88	384	765	7	245	520	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	460	285	91	233	88	384	765	7	245	520	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.97	0.03	1.00	2.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4756	44	1600	4402	398
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.18	0.06	0.07	0.06	0.12	0.16	0.16	0.15	0.12	0.12
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	110	48	458	205	151	18	12	682	116	210	390	33
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:	110	48	458	205	151	18	12	682	116	210	390	33
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:	110	48	458	205	151	18	12	682	116	210	390	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	48	458	205	151	18	12	682	116	210	390	33
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:	110	48	458	205	151	18	12	682	116	210	390	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.71	0.29	2.00	1.84	0.16
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2735	465	3200	2950	250
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.29	0.13	0.09	0.01	0.01	0.25	0.25	0.07	0.13	0.13
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	254	216	79	228	257	794	300	1062	246	226	1996	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	216	79	228	257	794	300	1062	246	226	1996	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:	254	216	79	228	257	794	300	1062	246	226	1996	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	216	79	228	257	794	300	1062	246	226	1996	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:	254	216	79	228	257	794	300	1062	246	226	1996	162
OvlAdjVol:						494						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.39	1.18	0.43	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2219	1889	692	2256	2544	3200	3200	4800	1600	1600	5920	480
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.25	0.09	0.22	0.15	0.14	0.34	0.34
OvlAdjV/S:						0.15						
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	2	0	0 0 1	0	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	654	0	428	0	1388	172	0	1923	507
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	654	0	428	0	1388	172	0	1923	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	654	0	428	0	1388	0	0	1923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	654	0	428	0	1388	0	0	1923	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	654	0	428	0	1388	0	0	1923	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.27	0.00	0.43	0.00	0.00	0.40	0.00
Crit Moves:						****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	10	11	2	100	2	404	244	1567	5	11	2382	73
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:	10	11	2	100	2	404	244	1567	5	11	2382	73
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:	10	11	2	100	2	404	244	1567	5	11	2382	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1567	5	11	2382	73
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:	10	11	2	100	2	404	244	1567	5	11	2382	73
OvlAdjVol:						160						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1569	31	1600	1600	3190	10	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.49	0.49	0.01	0.50	0.05
OvlAdjV/S:						0.10						
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1 0	0	0	1! 0	0	1	0 1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1572	20	0	2464	52
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	1	2	55	0	27	94	1572	20	0	2464	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:	0	1	2	55	0	27	94	1572	20	0	2464	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1572	20	0	2464	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:	0	1	2	55	0	27	94	1572	20	0	2464	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	1.00	3.00	1.00
Final Sat.:	0	533	1067	1073	0	527	1600	3160	40	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.50	0.50	0.00	0.51	0.03
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	42	41	921	61	142	179	1454	25	50	2367	1033
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:	35	42	41	921	61	142	179	1454	25	50	2367	1033
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	921	61	142	179	1454	25	50	2367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	921	61	142	179	1454	25	50	2367	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	921	61	142	179	1454	25	50	2367	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	1619	1581	4800	1600	1600	3200	4719	81	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.19	0.04	0.09	0.06	0.31	0.31	0.03	0.49	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	482	17	29	98	11	59	74	2147	431	74	3324	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	17	29	98	11	59	74	2147	431	74	3324	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	17	29	98	11	59	74	2147	431	74	3324	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	17	29	98	11	59	74	2147	431	74	3324	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	17	29	98	11	59	74	2147	431	74	3324	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.74	0.10	0.16	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4382	155	264	1600	251	1349	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.06	0.04	0.04	0.05	0.45	0.27	0.05	0.52	0.02
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	147	0	571	320	1678	0	0	2027	170
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	147	0	571	320	1678	0	0	2027	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	147	0	0	320	1678	0	0	2027	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	0	320	1678	0	0	2027	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	147	0	0	320	1678	0	0	2027	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.10	0.35	0.00	0.00	0.42	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	109	90	163	315	130	299	125	2102	71	119	1475	122
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:	109	90	163	315	130	299	125	2102	71	119	1475	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	90	163	315	130	0	125	2102	71	119	1475	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	90	163	315	130	0	125	2102	71	119	1475	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	90	163	315	130	0	125	2102	71	119	1475	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.58	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2265	935	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.10	0.14	0.14	0.00	0.08	0.44	0.04	0.07	0.31	0.08
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	110	0	25	47	5	23	39	1863	26	26	1835	13
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:	110	0	25	47	5	23	39	1863	26	26	1835	13
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:	110	0	25	47	5	23	39	1863	26	26	1835	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	25	47	5	23	39	1863	26	26	1835	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
FinalVolume:	110	0	25	47	5	23	39	1863	26	26	1835	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.81	0.00	0.19	0.63	0.07	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1304	0	296	1003	107	491	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.05	0.05	0.05	0.02	0.58	0.02	0.02	0.57	0.01
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	2	0 1
Volume Module:												
Base Vol:	94	71	76	92	84	78	55	1831	57	63	1474	31
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:	94	71	76	92	84	78	55	1831	57	63	1474	31
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:	94	71	76	92	84	78	55	1831	57	63	1474	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	71	76	92	84	78	55	1831	57	63	1474	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	71	76	92	84	78	55	1831	57	63	1474	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	773	827	1600	830	770	1600	3200	1600	1600	3134	66
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.06	0.10	0.10	0.03	0.57	0.04	0.04	0.47	0.47
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	1	0 1	1	0	2	0	1
Volume Module:												
Base Vol:	14	187	43	194	186	73	106	98	29	69	135	191
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	187	43	194	186	73	106	98	29	69	135	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	187	43	194	186	73	106	98	29	69	135	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	187	43	194	186	73	106	98	29	69	135	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	187	43	194	186	73	106	98	29	69	135	191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.11	1.54	0.35	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	184	2452	564	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.12	0.05	0.07	0.03	0.02	0.04	0.04	0.12
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	98	98	180	104	174	110	42	269	100	243	297	160
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	98	180	104	174	110	42	269	100	243	297	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	98	180	104	174	110	42	269	100	243	297	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	98	180	104	174	110	42	269	100	243	297	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	98	180	104	174	110	42	269	100	243	297	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.20	1.31	0.49	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	327	2094	779	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.11	0.07	0.05	0.07	0.03	0.13	0.13	0.15	0.09	0.10
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	143	173	119	41	144	3	22	105	215	376	83	52
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:	143	173	119	41	144	3	22	105	215	376	83	52
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	173	0	41	144	3	22	105	0	376	83	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	173	0	41	144	3	22	105	0	376	83	52
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	173	0	41	144	3	22	105	0	376	83	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3135	65	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.00	0.03	0.05	0.05	0.01	0.03	0.00	0.24	0.03	0.03
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	7	1	493	8	180	180	1225	5	1	1005	443
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:	10	7	1	493	8	180	180	1225	5	1	1005	443
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	7	1	493	8	0	180	1225	5	1	1005	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	1	493	8	0	180	1225	5	1	1005	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	7	1	493	8	0	180	1225	5	1	1005	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.15	0.01	0.00	0.11	0.26	0.00	0.00	0.21	0.00
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	204	37	86	76	87	43	19	699	339	97	464	27
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:	204	37	86	76	87	43	19	699	339	97	464	27
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:	204	37	86	76	87	43	19	699	339	97	464	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	37	86	76	87	43	19	699	339	97	464	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	37	86	76	87	43	19	699	339	97	464	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.69	0.31	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	2709	491	1600	1600	1071	529	1600	3200	1600	1600	4536	264
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.05	0.08	0.08	0.01	0.22	0.21	0.06	0.10	0.10
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	69	0	100	0	0	0	0	1024	50	291	784	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:	69	0	100	0	0	0	0	1024	50	291	784	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:	69	0	100	0	0	0	0	1024	50	291	784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	100	0	0	0	0	1024	50	291	784	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:	69	0	100	0	0	0	0	1024	50	291	784	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4863	237	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.21	0.21	0.09	0.15	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	21	0	299	0	0	0	0	881	79	671	749	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:	21	0	299	0	0	0	0	881	79	671	749	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:	21	0	299	0	0	0	0	881	79	671	749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	299	0	0	0	0	881	79	671	749	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:	21	0	299	0	0	0	0	881	79	671	749	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.17	0.05	0.20	0.22	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	183	1452	349	76	879	76	368	584	109	231	541	109
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:	183	1452	349	76	879	76	368	584	109	231	541	109
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:	183	1452	349	76	879	76	368	584	109	231	541	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1452	349	76	879	76	368	584	109	231	541	109
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:	183	1452	349	76	879	76	368	584	109	231	541	109
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	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5100	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.21	0.04	0.26	0.04	0.22	0.17	0.06	0.14	0.16	0.06
Crit Moves:	****				****		****				****	

Forecast Year 2013 With Committed Development With Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	129	1057	801	36	447	197	35	84	36	102	184	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:	129	1057	801	36	447	197	35	84	36	102	184	16
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1059	801	36	456	197	35	84	36	102	184	16
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	129	1059	0	36	456	0	35	84	0	102	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1059	0	36	456	0	35	84	0	102	184	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	129	1059	0	36	456	0	35	84	0	102	184	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.00	0.02	0.10	0.00	0.02	0.03	0.00	0.03	0.12	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	426	851	173	398	747	197	75	358	141	194	1425	494
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:	426	851	173	398	747	197	75	358	141	194	1425	494
Added Vol:	0	3	0	0	17	0	0	9	0	0	2	0
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	854	173	398	764	197	75	367	141	194	1427	494
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	426	854	0	398	764	0	75	367	0	194	1427	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	854	0	398	764	0	75	367	0	194	1427	494
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	426	854	0	398	764	0	75	367	0	194	1427	494
OvlAdjVol:												295
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.12	0.16	0.00	0.02	0.08	0.00	0.06	0.30	0.31
OvlAdjV/S:												0.18
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	1316	1533	709	0	755	418	0	0	0	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:	1316	1533	709	0	755	418	0	0	0	0	0	0
Added Vol:	0	3	4	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1316	1536	713	0	772	418	0	0	0	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:	1316	1536	713	0	772	418	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1316	1536	713	0	772	418	0	0	0	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:	1316	1536	713	0	772	418	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	0.00	2.59	1.41	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4152	2248	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.48	0.45	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2388	60	0	787	0	1232	437	1255	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:	0	2388	60	0	787	0	1232	437	1255	0	0	0
Added Vol:	0	7	0	0	17	0	0	0	25	0	0	0
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2395	60	0	804	0	1232	437	1280	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:	0	2395	60	0	804	0	1232	437	1280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2395	60	0	804	0	1232	437	1280	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:	0	2395	60	0	804	0	1232	437	1280	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.88	0.12	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7804	196	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.17	0.00	0.39	0.27	0.40	0.00	0.00	0.00
Crit Moves:		****		****					****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	104	1817	89	68	1590	170	38	3	42	14	5	97
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:	104	1817	89	68	1590	170	38	3	42	14	5	97
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1824	89	68	1633	170	38	3	42	14	5	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1824	89	68	1633	170	38	3	42	14	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1824	89	68	1633	170	38	3	42	14	5	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1824	89	68	1633	170	38	3	42	14	5	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.81	0.19	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6102	298	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.04	0.26	0.11	0.01	0.00	0.03	0.01	0.00	0.06
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	62	1495	207	53	1419	296	455	166	29	284	128	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1495	207	53	1419	296	455	166	29	284	128	192
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1502	207	53	1462	296	455	166	29	284	128	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	62	1502	207	53	1462	296	455	166	0	284	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1502	207	53	1462	296	455	166	0	284	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	62	1502	207	53	1462	296	455	166	0	284	128	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2345	855	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.13	0.02	0.30	0.19	0.19	0.19	0.00	0.09	0.08	0.00
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	2	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	1450	174	81	1594	38	85	0	83	201	1	131
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	1450	174	81	1594	38	85	0	83	201	1	131
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1457	174	81	1637	38	85	0	83	201	1	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1457	174	81	1637	38	85	0	0	201	1	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1457	174	81	1637	38	85	0	0	201	1	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1457	174	81	1637	38	85	0	0	201	1	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.68	0.32	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.02	1.98
Final Sat.:	0	4288	512	3200	4800	1600	1600	0	1600	3200	24	3176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.03	0.34	0.02	0.05	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	1 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	333	1503	88	40	1627	133	154	230	396	104	385	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:	333	1503	88	40	1627	133	154	230	396	104	385	23
Added Vol:	1	7	0	0	43	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	1510	88	40	1670	133	154	230	397	104	385	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	334	1510	88	40	1670	133	154	230	0	104	385	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1510	88	40	1670	133	154	230	0	104	385	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	334	1510	88	40	1670	133	154	230	0	104	385	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.83	0.17	1.00	3.00	1.00	1.20	1.80	1.00	1.00	2.00	1.00
Final Sat.:	3200	4536	264	1600	4800	1600	1925	2875	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.03	0.35	0.08	0.08	0.08	0.00	0.07	0.12	0.01
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	25	1301	134	668	1453	48	207	42	44	169	19	67
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:	25	1301	134	668	1453	48	207	42	44	169	19	67
Added Vol:	0	1	0	44	0	0	0	0	0	0	0	6
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1302	134	712	1453	48	207	42	44	169	19	73
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	1302	0	712	1453	0	207	42	0	169	19	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1302	0	712	1453	0	207	42	0	169	19	73
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	1302	0	712	1453	0	207	42	0	169	19	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.22	0.30	0.00	0.06	0.03	0.00	0.05	0.01	0.05
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	20	375	94	151	207	921	1357	1969	14	94	1179	89
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	375	94	151	207	921	1357	1969	14	94	1179	89
Added Vol:	0	0	1	0	0	0	0	50	0	1	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	375	95	151	207	921	1357	2019	14	95	1189	90
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	375	95	151	207	0	1357	2019	14	95	1189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	375	95	151	207	0	1357	2019	14	95	1189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	375	95	151	207	0	1357	2019	14	95	1189	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.60	0.40	1.00	2.00	1.00	3.00	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2553	647	1600	3200	1600	4800	6356	44	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.06	0.00	0.28	0.32	0.32	0.03	0.19	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

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:	Ignore				Ovl				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	198	2639	160		76	2193	265		226	224	163		400	219	95	
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	2639	160		76	2193	265		226	224	163		400	219	95	
Added Vol:	0	7	0		0	49	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	198	2646	160		76	2242	265		226	224	163		400	219	95	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	198	2646	0		76	2242	265		226	224	0		400	219	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	198	2646	0		76	2242	265		226	224	0		400	219	95	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	198	2646	0		76	2242	265		226	224	0		400	219	95	
OvlAdjVol:							152								57	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.41	0.00		0.02	0.35	0.17		0.07	0.07	0.00		0.13	0.07	0.06	
OvlAdjV/S:							0.10								0.04	
Crit Moves:		****				****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

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:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	107	2066	90		529	2110	13		39	270	121		556	324	901	
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:	107	2066	90		529	2110	13		39	270	121		556	324	901	
Added Vol:	1	7	2		0	49	0		0	0	1		9	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	108	2073	92		529	2159	13		39	270	122		565	324	901	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	108	2073	0		529	2159	0		39	270	122		565	324	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	2073	0		529	2159	0		39	270	122		565	324	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	108	2073	0		529	2159	0		39	270	122		565	324	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.32	0.00		0.17	0.34	0.00		0.01	0.08	0.08		0.18	0.10	0.00	
Crit Moves:		****				****					****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	1411	192	273	1879	556	485	108	37	9	325	419
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:	135	1411	192	273	1879	556	485	108	37	9	325	419
Added Vol:	0	8	1	0	60	0	1	1	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1419	193	273	1939	556	486	109	37	17	325	419
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	1419	193	273	1939	0	486	109	37	17	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1419	193	273	1939	0	486	109	37	17	325	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	1419	193	273	1939	0	486	109	37	17	325	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.24	0.76	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3584	1216	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.12	0.09	0.40	0.00	0.15	0.03	0.03	0.01	0.10	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	88	1609	282	8	1284	551	87	76	40	224	172	38
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:	88	1609	282	8	1284	551	87	76	40	224	172	38
Added Vol:	1	0	0	0	0	68	9	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1609	282	8	1284	619	96	78	40	224	178	38
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:	89	1609	282	8	1284	619	96	78	40	224	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1609	282	8	1284	619	96	78	40	224	178	38
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:	89	1609	282	8	1284	619	96	78	40	224	178	38
OvlAdjVol:						571						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.32	0.68	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2115	1085	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.18	0.00	0.27	0.39	0.03	0.04	0.04	0.07	0.06	0.02
OvlAdjV/S:						0.36						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	615	0	358	1014	955	0	0	1192	944
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	615	0	358	1014	955	0	0	1192	944
Added Vol:	0	0	0	0	0	0	0	3	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	615	0	358	1014	958	0	0	1210	945
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	615	0	0	1014	958	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	615	0	0	1014	958	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	615	0	0	1014	958	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.00	0.32	0.20	0.00	0.00	0.25	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	83	2	13	25	9	73	42	570	183	137	315	20
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:	83	2	13	25	9	73	42	570	183	137	315	20
Added Vol:	0	0	0	0	0	0	0	44	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	2	13	25	9	73	42	614	183	137	321	20
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:	83	2	13	25	9	73	42	614	183	137	321	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2	13	25	9	73	42	614	183	137	321	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
FinalVolume:	83	2	13	25	9	73	42	614	183	137	321	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.13	0.87	1.00	1.00	1.00	1.00	2.31	0.69	1.00	2.82	0.18
Final Sat.:	3200	213	1387	1600	1600	1600	1600	3698	1102	1600	4518	282
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.02	0.01	0.05	0.03	0.17	0.17	0.09	0.07	0.07
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	2	0	2	1 0
Volume Module:																
Base Vol:	36		8	82	78		9	39	56	326		166	432	413		83
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:	36		8	82	78		9	39	56	326		166	432	413		83
Added Vol:	6		0	0	0		0	0	0	4		40	0	0		0
PasserByVol:	0		0	0	0		0	0	0	0		0	0	0		0
Initial Fut:	42		8	82	78		9	39	56	330		206	432	413		83
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:	42		8	82	78		9	39	56	330		206	432	413		83
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	42		8	82	78		9	39	56	330		206	432	413		83
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	42		8	82	78		9	39	56	330		206	432	413		83
OvlAdjVol:				0												
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
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	1.00		1.00	1.00	2.00		1.00	2.00	2.50		0.50
Final Sat.:	1600	1600		1600	1600	1600		1600	1600	3200		1600	3200	3997		803
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01		0.05	0.05	0.01		0.02	0.04	0.10		0.13	0.14	0.10		0.10
OvlAdjV/S:				0.00												
Crit Moves:		****				****							****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	1	254		68	63	275		215	294	471		12	228	775		61
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:	1	254		68	63	275		215	294	471		12	228	775		61
Added Vol:	0	1		1	0	3		0	0	2		0	3	8		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	1	255		69	63	278		215	294	473		12	231	783		61
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:	1	255		69	63	278		215	294	473		12	231	783		61
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	1	255		69	63	278		215	294	473		12	231	783		61
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:	1	255		69	63	278		215	294	473		12	231	783		61
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
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	2.00		1.00	1.00	2.00		1.00	2.00	2.93		0.07	1.00	2.78		0.22
Final Sat.:	1600	3200		1600	1600	3200		1600	3200	4681		119	1600	4453		347
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08		0.04	0.04	0.09		0.13	0.09	0.10		0.10	0.14	0.18		0.18
Crit Moves:	****							****	****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	109	135	142		46	38	8		16	124	34		367	480	167	
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:	109	135	142		46	38	8		16	124	34		367	480	167	
Added Vol:	5	5	11		1	5	0		0	0	40		69	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	140	153		47	43	8		16	124	74		436	480	172	
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:	114	140	153		47	43	8		16	124	74		436	480	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	140	153		47	43	8		16	124	74		436	480	172	
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:	114	140	153		47	43	8		16	124	74		436	480	172	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	1.25	0.75		2.00	1.47	0.53	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	2004	1196		3200	2356	844	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.09	0.10		0.03	0.03	0.01		0.01	0.06	0.06		0.14	0.20	0.20	
Crit Moves:			****		****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	1	0	1	1 1	0	2	2	0 3	0	1	1	0 3	1	0
Volume Module:																
Base Vol:	169	272	114		170	168	269		762	2041	211		95	841	155	
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:	169	272	114		170	168	269		762	2041	211		95	841	155	
Added Vol:	0	0	0		8	0	0		0	9	0		0	2	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	169	272	114		178	168	269		762	2050	211		95	843	156	
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:	169	272	114		178	168	269		762	2050	211		95	843	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	272	114		178	168	269		762	2050	211		95	843	156	
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:	169	272	114		178	168	269		762	2050	211		95	843	156	
OvlAdjVol:							0									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.38	0.62		1.54	1.46	2.00		2.00	3.00	1.00		1.00	3.38	0.62	
Final Sat.:	1600	2213	987		2469	2331	3200		3200	4800	1600		1600	5401	999	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.12	0.12		0.07	0.07	0.08		0.24	0.43	0.13		0.06	0.16	0.16	
OvlAdjV/S:							0.00									
Crit Moves:		****			****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	1	0	2	1	0	3	1
Volume Module:												
Base Vol:	0	0	0	416	0	335	0	2179	200	0	887	363
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	416	0	335	0	2179	200	0	887	363
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	425	0	335	0	2196	200	0	890	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	425	0	335	0	2196	0	0	890	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	425	0	335	0	2196	0	0	890	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	425	0	335	0	2196	0	0	890	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.00	0.69	0.00	0.00	0.19	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	1	79	4	304	312	2073	4	17	1262	68
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	1	79	4	304	312	2073	4	17	1262	68
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	79	4	304	312	2111	4	17	1269	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	304	312	2111	4	17	1269	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2111	4	17	1269	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	304	312	2111	4	17	1269	68
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1600	1523	77	1600	1600	3194	6	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.66	0.66	0.01	0.26	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	2181	1	1	1363	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:	0	0	0	33	1	14	42	2181	1	1	1363	35
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	14	42	2219	1	1	1370	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2219	1	1	1370	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2219	1	1	1370	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2219	1	1	1370	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.00	0.69	0.02	0.29	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1600	0	1100	33	467	1600	3199	1	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.69	0.69	0.00	0.29	0.02
Crit Moves:					****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	849	51	126	127	2083	25	42	1352	476
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:	16	61	29	849	51	126	127	2083	25	42	1352	476
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	861	51	126	127	2121	25	42	1359	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	861	51	126	127	2121	25	42	1359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	861	51	126	127	2121	25	42	1359	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	861	51	126	127	2121	25	42	1359	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.36	0.64	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	2169	1031	4800	1600	1600	3200	4744	56	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.18	0.03	0.08	0.04	0.45	0.45	0.03	0.28	0.00
Crit Moves:			****	****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	397	17	36	63	9	36	61	3059	346	62	1567	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:	397	17	36	63	9	36	61	3059	346	62	1567	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	17	36	63	9	36	61	3109	346	62	1577	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:	397	17	36	63	9	36	61	3109	346	62	1577	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	17	36	63	9	36	61	3109	346	62	1577	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:	397	17	36	63	9	36	61	3109	346	62	1577	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.65	0.11	0.24	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4235	181	384	1600	320	1280	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.03	0.03	0.04	0.65	0.22	0.04	0.25	0.01
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	51	0	100	268	1771	0	0	1312	227
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	51	0	100	268	1771	0	0	1312	227
Added Vol:	0	0	0	0	0	3	13	39	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	103	281	1810	0	0	1321	227
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	51	0	0	281	1810	0	0	1321	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	0	281	1810	0	0	1321	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	51	0	0	281	1810	0	0	1321	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.09	0.38	0.00	0.00	0.28	0.00
Crit Moves:				****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	78	106	121	52	43	53	222	1332	48	95	1221	193
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:	78	106	121	52	43	53	222	1332	48	95	1221	193
Added Vol:	0	0	0	3	0	9	39	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	106	121	55	43	62	261	1332	48	95	1221	211
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	106	121	55	43	0	261	1332	48	95	1221	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	106	121	55	43	0	261	1332	48	95	1221	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	106	121	55	43	0	261	1332	48	95	1221	211
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.12	0.88	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1796	1404	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.03	0.03	0.00	0.16	0.28	0.03	0.06	0.25	0.13
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	106	0	27	41	5	14	16	1231	39	44	2100	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:	106	0	27	41	5	14	16	1231	39	44	2100	11
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	27	41	5	14	16	1234	39	44	2119	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	27	41	5	14	16	1234	39	44	2119	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	27	41	5	14	16	1234	39	44	2119	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
FinalVolume:	106	0	27	41	5	14	16	1234	39	44	2119	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.80	0.00	0.20	0.69	0.08	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1275	0	325	1093	133	373	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.04	0.04	0.04	0.01	0.39	0.02	0.03	0.66	0.01
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	120	73	56	49	67	127	48	1200	81	24	1916	33
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:	120	73	56	49	67	127	48	1200	81	24	1916	33
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	73	56	49	67	127	48	1203	81	24	1935	33
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:	120	73	56	49	67	127	48	1203	81	24	1935	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	56	49	67	127	48	1203	81	24	1935	33
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:	120	73	56	49	67	127	48	1203	81	24	1935	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1600	905	695	1600	553	1047	1600	3200	1600	1600	3146	54
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.12	0.12	0.03	0.38	0.05	0.02	0.62	0.61
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.169
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1 0	0	1	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	6	49	18	88	127	80	22	47	15	42	93	78
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:	6	49	18	88	127	80	22	47	15	42	93	78
Added Vol:	0	0	0	40	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	49	18	128	127	80	22	47	15	42	93	84
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:	6	49	18	128	127	80	22	47	15	42	93	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	49	18	128	127	80	22	47	15	42	93	84
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:	6	49	18	128	127	80	22	47	15	42	93	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.16	1.35	0.49	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	263	2148	789	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.05	0.01	0.01	0.01	0.03	0.03	0.05
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.245
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	147	127	55	54	21	13	47	17	132	146	107
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:	48	147	127	55	54	21	13	47	17	132	146	107
Added Vol:	0	1	0	40	1	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	148	127	95	55	21	13	47	17	132	146	112
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:	48	148	127	95	55	21	13	47	17	132	146	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	148	127	95	55	21	13	47	17	132	146	112
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:	48	148	127	95	55	21	13	47	17	132	146	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.34	1.22	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	540	1953	706	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.08	0.06	0.02	0.01	0.01	0.02	0.02	0.08	0.05	0.07
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.185
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	167	62	276	4	22	1	6	98	125	68	41	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:	167	62	276	4	22	1	6	98	125	68	41	12
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	62	277	4	22	1	6	98	125	69	41	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	167	62	0	4	22	1	6	98	0	69	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	62	0	4	22	1	6	98	0	69	41	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	167	62	0	4	22	1	6	98	0	69	41	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3061	139	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.00	0.00	0.01	0.01	0.00	0.03	0.00	0.04	0.01	0.01
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	5	8	213	11	122	189	791	10	7	1357	567
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:	3	5	8	213	11	122	189	791	10	7	1357	567
Added Vol:	0	0	0	0	0	1	1	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	8	213	11	123	190	794	10	7	1374	567
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	5	8	213	11	0	190	794	10	7	1374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	8	213	11	0	190	794	10	7	1374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	5	8	213	11	0	190	794	10	7	1374	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.07	0.01	0.00	0.12	0.17	0.01	0.00	0.29	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	357	43	87	45	43	113	75	380	164	91	632	82
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:	357	43	87	45	43	113	75	380	164	91	632	82
Added Vol:	0	0	0	0	0	0	0	2	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	43	87	45	43	113	75	382	164	91	643	82
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:	357	43	87	45	43	113	75	382	164	91	643	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	43	87	45	43	113	75	382	164	91	643	82
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:	357	43	87	45	43	113	75	382	164	91	643	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.79	0.21	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	2.66	0.34
Final Sat.:	2856	344	1600	1600	441	1159	1600	3200	1600	1600	4257	543
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.03	0.10	0.10	0.05	0.12	0.10	0.06	0.15	0.15
Crit Moves:		****			****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	29	0	273	0	0	0	0	967	81	179	901	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:	29	0	273	0	0	0	0	967	81	179	901	0
Added Vol:	0	0	0	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	273	0	0	0	0	967	81	187	901	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:	29	0	273	0	0	0	0	967	81	187	901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	273	0	0	0	0	967	81	187	901	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:	29	0	273	0	0	0	0	967	81	187	901	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.77	0.23	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4706	394	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.21	0.06	0.18	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	57	0	213	0	0	0	0	1082	105	286	856	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:	57	0	213	0	0	0	0	1082	105	286	856	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	214	0	0	0	0	1082	105	286	864	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:	57	0	214	0	0	0	0	1082	105	286	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	214	0	0	0	0	1082	105	286	864	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:	57	0	214	0	0	0	0	1082	105	286	864	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.13	0.00	0.00	0.00	0.00	0.21	0.06	0.08	0.25	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	85	510	308	119	1687	227	196	403	13	29	388	215
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:	85	510	308	119	1687	227	196	403	13	29	388	215
Added Vol:	0	1	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	511	308	119	1695	227	196	403	13	29	388	215
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:	85	511	308	119	1695	227	196	403	13	29	388	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	511	308	119	1695	227	196	403	13	29	388	215
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:	85	511	308	119	1695	227	196	403	13	29	388	215
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	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5100	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.07	0.50	0.13	0.12	0.12	0.01	0.02	0.11	0.13
Crit Moves:	****				****		****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	71	870	155	34	1043	101	137	222	281	682	152	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	870	155	34	1043	101	137	222	281	682	152	65
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	881	155	34	1049	101	137	222	281	682	152	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	881	0	34	1049	0	137	222	0	682	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	881	0	34	1049	0	137	222	0	682	152	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	881	0	34	1049	0	137	222	0	682	152	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.02	0.22	0.00	0.09	0.07	0.00	0.21	0.10	0.00
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	232	1071	39	637	998	163	171	1014	335	236	619	413
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:	232	1071	39	637	998	163	171	1014	335	236	619	413
Added Vol:	0	19	0	0	10	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	1090	39	637	1008	163	171	1020	335	236	630	413
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	232	1090	0	637	1008	0	171	1020	0	236	630	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1090	0	637	1008	0	171	1020	0	236	630	413
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	232	1090	0	637	1008	0	171	1020	0	236	630	413
OvlAdjVol:												94
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.20	0.21	0.00	0.05	0.21	0.00	0.07	0.13	0.26
OvlAdjV/S:												0.06
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 1	0 0	2	1 1	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	741	1462	863	0	1354	763	0	0	0	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:	741	1462	863	0	1354	763	0	0	0	0	0	0
Added Vol:	0	19	27	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	741	1481	890	0	1364	763	0	0	0	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:	741	1481	890	0	1364	763	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	1481	890	0	1364	763	0	0	0	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:	741	1481	890	0	1364	763	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.87	1.13	0.00	2.57	1.43	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2998	1802	0	4104	2296	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.49	0.49	0.00	0.33	0.33	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	1 0	0 0	3	0 0	1	1	1 0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	2112	115	0	1381	0	992	1033	1390	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:	0	2112	115	0	1381	0	992	1033	1390	0	0	0
Added Vol:	0	47	0	0	10	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2159	115	0	1391	0	992	1033	1404	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:	0	2159	115	0	1391	0	992	1033	1404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2159	115	0	1391	0	992	1033	1404	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:	0	2159	115	0	1391	0	992	1033	1404	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.75	0.25	0.00	3.00	0.00	1.47	1.53	2.00	0.00	0.00	0.00
Final Sat.:	0	7595	405	0	4800	0	2351	2449	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.29	0.00	0.42	0.42	0.44	0.00	0.00	0.00
Crit Moves:	****				****				****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	50	1860	52	128	2153	62	110	2	134	26	3	102
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:	50	1860	52	128	2153	62	110	2	134	26	3	102
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1907	52	128	2177	62	110	2	134	26	3	102
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:	50	1907	52	128	2177	62	110	2	134	26	3	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1907	52	128	2177	62	110	2	134	26	3	102
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:	50	1907	52	128	2177	62	110	2	134	26	3	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6230	170	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.08	0.34	0.04	0.03	0.00	0.08	0.02	0.00	0.06
Crit Moves:		****			****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	54	1673	353	197	1645	558	257	106	14	232	162	122
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:	54	1673	353	197	1645	558	257	106	14	232	162	122
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1720	353	197	1669	558	257	106	14	232	162	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	54	1720	353	197	1669	558	257	106	0	232	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1720	353	197	1669	558	257	106	0	232	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	54	1720	353	197	1669	558	257	106	0	232	162	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.77	1.23	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2266	934	1600	2826	1974	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.22	0.06	0.35	0.35	0.11	0.11	0.00	0.08	0.08	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	2 0	3	0 1	1 0	0	0 1	2 0	0	1 1
Volume Module:												
Base Vol:	0	1850	178	110	1741	67	40	0	20	205	1	140
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	1850	178	110	1741	67	40	0	20	205	1	140
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1897	178	110	1765	67	40	0	20	205	1	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1897	178	110	1765	67	40	0	0	205	1	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1897	178	110	1765	67	40	0	0	205	1	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1897	178	110	1765	67	40	0	0	205	1	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.74	0.26	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.01	1.99
Final Sat.:	0	4388	412	3200	4800	1600	1600	0	1600	3200	23	3177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.03	0.37	0.04	0.03	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****		****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 1	1	0 1	1 1	1	0 1
Volume Module:												
Base Vol:	377	1868	219	47	1881	110	61	216	365	154	182	31
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:	377	1868	219	47	1881	110	61	216	365	154	182	31
Added Vol:	3	47	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1915	219	47	1905	110	61	216	368	154	182	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	380	1915	219	47	1905	110	61	216	0	154	182	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1915	219	47	1905	110	61	216	0	154	182	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	380	1915	219	47	1905	110	61	216	0	154	182	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.69	0.31	1.00	3.00	1.00	1.00	2.00	1.00	1.38	1.62	1.00
Final Sat.:	3200	4307	493	1600	4800	1600	1600	3200	1600	2200	2600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.44	0.44	0.03	0.40	0.07	0.04	0.07	0.00	0.07	0.07	0.02
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	53	1783	137	477	1641	127	162	45	39	172	36	114
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:	53	1783	137	477	1641	127	162	45	39	172	36	114
Added Vol:	0	8	0	26	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1791	137	503	1641	127	162	45	39	172	36	156
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	53	1791	0	503	1641	0	162	45	0	172	36	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1791	0	503	1641	0	162	45	0	172	36	156
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	53	1791	0	503	1641	0	162	45	0	172	36	156
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.16	0.34	0.00	0.05	0.03	0.00	0.05	0.02	0.10
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	3	0 3	1 0	2	0 4	0 1
Volume Module:												
Base Vol:	38	266	98	195	434	1621	923	1773	25	205	2147	173
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:	38	266	98	195	434	1621	923	1773	25	205	2147	173
Added Vol:	0	0	3	0	0	0	0	38	0	3	62	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	266	101	195	434	1621	923	1811	25	208	2209	181
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	266	101	195	434	0	923	1811	25	208	2209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	266	101	195	434	0	923	1811	25	208	2209	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	266	101	195	434	0	923	1811	25	208	2209	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.45	0.55	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2319	881	1600	3200	1600	4800	6313	87	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.12	0.14	0.00	0.19	0.29	0.29	0.07	0.35	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	196	2668	201	224	2903	331	196	193	215	368	271	141
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:	196	2668	201	224	2903	331	196	193	215	368	271	141
Added Vol:	0	52	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	2720	201	224	2927	331	196	193	215	368	271	141
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	196	2720	0	224	2927	331	196	193	0	368	271	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2720	0	224	2927	331	196	193	0	368	271	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	196	2720	0	224	2927	331	196	193	0	368	271	141
OvlAdjVol:						233						29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.00	0.07	0.46	0.21	0.06	0.06	0.00	0.12	0.08	0.09
OvlAdjV/S:						0.15						0.02
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	61	2573	479	775	2509	49	27	302	61	239	284	480
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:	61	2573	479	775	2509	49	27	302	61	239	284	480
Added Vol:	3	52	11	0	24	0	0	0	3	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	2625	490	775	2533	49	27	302	64	245	284	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	64	2625	0	775	2533	0	27	302	64	245	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	2625	0	775	2533	0	27	302	64	245	284	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	2625	0	775	2533	0	27	302	64	245	284	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.00	0.24	0.40	0.00	0.01	0.09	0.04	0.08	0.09	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	113	2005	26	499	2004	286	642	349	163	47	309	525
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:	113	2005	26	499	2004	286	642	349	163	47	309	525
Added Vol:	0	64	8	0	34	0	1	1	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	2069	34	499	2038	286	643	350	163	51	309	525
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	2069	34	499	2038	0	643	350	163	51	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2069	34	499	2038	0	643	350	163	51	309	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	2069	34	499	2038	0	643	350	163	51	309	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.05	0.95	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3275	1525	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.02	0.16	0.42	0.00	0.20	0.11	0.11	0.03	0.10	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	103	1064	278	10	1593	511	913	488	166	217	245	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1064	278	10	1593	511	913	488	166	217	245	29
Added Vol:	1	0	0	0	0	37	73	11	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1064	278	10	1593	548	986	499	166	217	257	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1064	278	10	1593	548	986	499	166	217	257	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1064	278	10	1593	548	986	499	166	217	257	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1064	278	10	1593	548	986	499	166	217	257	29
OvlAdjVol:						55						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.50	0.50	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2401	799	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.17	0.00	0.33	0.34	0.31	0.21	0.21	0.07	0.08	0.02
OvlAdjV/S:						0.03						
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	883	0	1065	548	1455	0	0	1134	929
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	883	0	1065	548	1455	0	0	1134	929
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	883	0	1065	548	1477	0	0	1146	930
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	883	0	0	548	1477	0	0	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	883	0	0	548	1477	0	0	1146	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	883	0	0	548	1477	0	0	1146	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.00	0.17	0.31	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	421	10	114	15	4	37	99	380	160	44	438	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:	421	10	114	15	4	37	99	380	160	44	438	19
Added Vol:	0	0	0	0	0	0	0	26	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	10	114	15	4	37	99	406	160	44	480	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	10	114	15	4	37	99	406	160	44	480	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	10	114	15	4	37	99	406	160	44	480	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	10	114	15	4	37	99	406	160	44	480	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.08	0.92	1.00	1.00	1.00	1.00	2.15	0.85	1.00	2.89	0.11
Final Sat.:	3200	129	1471	1600	1600	1600	1600	3443	1357	1600	4617	183
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.01	0.00	0.02	0.06	0.12	0.12	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	217	30	430	83	17	34	51	613	22	315	248	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:	217	30	430	83	17	34	51	613	22	315	248	43
Added Vol:	42	0	0	0	0	0	0	8	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	30	430	83	17	34	51	621	40	315	248	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	30	430	83	17	34	51	621	40	315	248	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	30	430	83	17	34	51	621	40	315	248	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	30	430	83	17	34	51	621	40	315	248	43
OvlAdjVol:			272									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.82	0.18	2.00	2.56	0.44
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4510	290	3200	4091	709
Capacity Analysis Module:												
Vol/Sat:	0.16	0.02	0.27	0.05	0.01	0.02	0.03	0.14	0.14	0.10	0.06	0.06
OvlAdjV/S:			0.17									
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	9	460	285	91	233	88	384	765	7	245	520	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:	9	460	285	91	233	88	384	765	7	245	520	47
Added Vol:	0	6	5	0	6	0	0	9	0	6	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	466	290	91	239	88	384	774	7	251	524	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	466	290	91	239	88	384	774	7	251	524	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	466	290	91	239	88	384	774	7	251	524	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	466	290	91	239	88	384	774	7	251	524	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.97	0.03	1.00	2.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4757	43	1600	4405	395
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.18	0.06	0.07	0.06	0.12	0.16	0.16	0.16	0.12	0.12
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	1	0	2	0 1	1	0
Volume Module:																
Base Vol:	110	48	458		205	151	18		12	682	116		210	390	33	
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:	110	48	458		205	151	18		12	682	116		210	390	33	
Added Vol:	41	4	83		1	10	0		0	0	18		45	0	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	151	52	541		206	161	18		12	682	134		255	390	37	
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:	151	52	541		206	161	18		12	682	134		255	390	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	52	541		206	161	18		12	682	134		255	390	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	151	52	541		206	161	18		12	682	134		255	390	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	1.67	0.33		2.00	1.83	0.17	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	2675	525		3200	2923	277	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.03	0.34		0.13	0.10	0.01		0.01	0.26	0.25		0.08	0.13	0.13	
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	1	0	1	1 1	0	2	2	0 3	0	1	1	0 3	1	0
Volume Module:																
Base Vol:	254	216	79		228	257	794		300	1062	246		226	1996	162	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	254	216	79		228	257	794		300	1062	246		226	1996	162	
Added Vol:	0	0	0		4	0	0		0	6	0		0	11	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	254	216	79		232	257	794		300	1068	246		226	2007	170	
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:	254	216	79		232	257	794		300	1068	246		226	2007	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	254	216	79		232	257	794		300	1068	246		226	2007	170	
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:	254	216	79		232	257	794		300	1068	246		226	2007	170	
OvlAdjVol:							494									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	1.39	1.18	0.43		1.42	1.58	2.00		2.00	3.00	1.00		1.00	3.69	0.31	
Final Sat.:	2219	1889	692		2277	2523	3200		3200	4800	1600		1600	5900	500	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.10	0.10	0.25		0.09	0.22	0.15		0.14	0.34	0.34	
OvlAdjV/S:							0.15									
Crit Moves:	****						****		****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	2	0	0 0 1	0	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	654	0	428	0	1388	172	0	1923	507
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	654	0	428	0	1388	172	0	1923	507
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	660	0	428	0	1398	172	0	1942	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	660	0	428	0	1398	0	0	1942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	660	0	428	0	1398	0	0	1942	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	660	0	428	0	1398	0	0	1942	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.27	0.00	0.44	0.00	0.00	0.40	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	10	11	2	100	2	404	244	1567	5	11	2382	73
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:	10	11	2	100	2	404	244	1567	5	11	2382	73
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	2	100	2	404	244	1593	5	11	2427	73
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:	10	11	2	100	2	404	244	1593	5	11	2427	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1593	5	11	2427	73
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:	10	11	2	100	2	404	244	1593	5	11	2427	73
OvlAdjVol:						160						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1569	31	1600	1600	3190	10	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.50	0.50	0.01	0.51	0.05
OvlAdjV/S:						0.10						
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1 0	0	0	1! 0	0	1	0 1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1572	20	0	2464	52
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	1	2	55	0	27	94	1572	20	0	2464	52
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	27	94	1598	20	0	2509	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:	0	1	2	55	0	27	94	1598	20	0	2509	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1598	20	0	2509	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:	0	1	2	55	0	27	94	1598	20	0	2509	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	0	533	1067	1073	0	527	1600	3160	40	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.51	0.51	0.00	0.52	0.03
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	42	41	921	61	142	179	1454	25	50	2367	1033
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:	35	42	41	921	61	142	179	1454	25	50	2367	1033
Added Vol:	0	0	0	12	0	0	0	26	0	0	45	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	933	61	142	179	1480	25	50	2412	1050
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	933	61	142	179	1480	25	50	2412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	933	61	142	179	1480	25	50	2412	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	933	61	142	179	1480	25	50	2412	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	1619	1581	4800	1600	1600	3200	4720	80	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.19	0.04	0.09	0.06	0.31	0.31	0.03	0.50	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	482	17	29	98	11	59	74	2147	431	74	3324	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	17	29	98	11	59	74	2147	431	74	3324	29
Added Vol:	0	0	0	0	0	0	0	38	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	17	29	98	11	59	74	2185	431	74	3386	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	17	29	98	11	59	74	2185	431	74	3386	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	17	29	98	11	59	74	2185	431	74	3386	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	17	29	98	11	59	74	2185	431	74	3386	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.74	0.10	0.16	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4382	155	264	1600	251	1349	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.06	0.04	0.04	0.05	0.46	0.27	0.05	0.53	0.02
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	147	0	571	320	1678	0	0	2027	170
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	147	0	571	320	1678	0	0	2027	170
Added Vol:	0	0	0	0	0	16	10	31	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	147	0	587	330	1709	0	0	2083	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	147	0	0	330	1709	0	0	2083	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	0	330	1709	0	0	2083	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	147	0	0	330	1709	0	0	2083	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.10	0.36	0.00	0.00	0.43	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	109	90	163	315	130	299	125	2102	71	119	1475	122
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:	109	90	163	315	130	299	125	2102	71	119	1475	122
Added Vol:	0	0	0	22	0	56	31	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	90	163	337	130	355	156	2102	71	119	1475	134
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	90	163	337	130	0	156	2102	71	119	1475	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	90	163	337	130	0	156	2102	71	119	1475	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	90	163	337	130	0	156	2102	71	119	1475	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.44	0.56	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2309	891	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.10	0.15	0.15	0.00	0.10	0.44	0.04	0.07	0.31	0.08
Crit Moves:			****		****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	0	1 0	2 0	1	1 0	2 0 1
Volume Module:												
Base Vol:	110	0	25	47	5	23	39	1863	26	26	1835	13
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:	110	0	25	47	5	23	39	1863	26	26	1835	13
Added Vol:	0	0	0	0	0	0	0	22	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	25	47	5	23	39	1885	26	26	1848	13
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:	110	0	25	47	5	23	39	1885	26	26	1848	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	25	47	5	23	39	1885	26	26	1848	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
FinalVolume:	110	0	25	47	5	23	39	1885	26	26	1848	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.81	0.00	0.19	0.63	0.07	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1304	0	296	1003	107	491	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.05	0.05	0.05	0.02	0.59	0.02	0.02	0.58	0.01
Crit Moves:	****			****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	94	71	76	92	84	78	55	1831	57	63	1474	31
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:	94	71	76	92	84	78	55	1831	57	63	1474	31
Added Vol:	0	0	0	0	0	0	0	22	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	71	76	92	84	78	55	1853	57	63	1487	31
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:	94	71	76	92	84	78	55	1853	57	63	1487	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	71	76	92	84	78	55	1853	57	63	1487	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	71	76	92	84	78	55	1853	57	63	1487	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	773	827	1600	830	770	1600	3200	1600	1600	3135	65
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.06	0.10	0.10	0.03	0.58	0.04	0.04	0.47	0.47
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	14	187	43	194	186	73	106	98	29	69	135	191
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	187	43	194	186	73	106	98	29	69	135	191
Added Vol:	0	0	0	18	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	187	43	212	186	73	106	98	29	69	135	233
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	187	43	212	186	73	106	98	29	69	135	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	187	43	212	186	73	106	98	29	69	135	233
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	187	43	212	186	73	106	98	29	69	135	233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.11	1.54	0.35	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	184	2452	564	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.13	0.12	0.05	0.07	0.03	0.02	0.04	0.04	0.15
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	98	98	180	104	174	110	42	269	100	243	297	160
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	98	180	104	174	110	42	269	100	243	297	160
Added Vol:	0	1	0	18	1	0	0	0	0	0	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	99	180	122	175	110	42	269	100	243	297	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	99	180	122	175	110	42	269	100	243	297	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	99	180	122	175	110	42	269	100	243	297	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	99	180	122	175	110	42	269	100	243	297	201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.20	1.31	0.49	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	327	2094	779	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.11	0.08	0.05	0.07	0.03	0.13	0.13	0.15	0.09	0.13
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	143	173	119	41	144	3	22	105	215	376	83	52
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:	143	173	119	41	144	3	22	105	215	376	83	52
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	173	120	41	144	3	22	105	215	377	83	52
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	173	0	41	144	3	22	105	0	377	83	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	173	0	41	144	3	22	105	0	377	83	52
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	173	0	41	144	3	22	105	0	377	83	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3135	65	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.00	0.03	0.05	0.05	0.01	0.03	0.00	0.24	0.03	0.03
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	10	7	1	493	8	180	180	1225	5	1	1005	443
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:	10	7	1	493	8	180	180	1225	5	1	1005	443
Added Vol:	0	0	0	0	0	3	3	19	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	1	493	8	183	183	1244	5	1	1015	443
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	7	1	493	8	0	183	1244	5	1	1015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	1	493	8	0	183	1244	5	1	1015	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	7	1	493	8	0	183	1244	5	1	1015	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.15	0.01	0.00	0.11	0.26	0.00	0.00	0.21	0.00
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	204	37	86	76	87	43	19	699	339	97	464	27
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:	204	37	86	76	87	43	19	699	339	97	464	27
Added Vol:	0	0	0	0	0	0	0	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	37	86	76	87	43	19	713	339	97	473	27
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:	204	37	86	76	87	43	19	713	339	97	473	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	37	86	76	87	43	19	713	339	97	473	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	37	86	76	87	43	19	713	339	97	473	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.69	0.31	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	2709	491	1600	1600	1071	529	1600	3200	1600	1600	4541	259
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.05	0.08	0.08	0.01	0.22	0.21	0.06	0.10	0.10
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	69	0	100	0	0	0	0	1024	50	291	784	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:	69	0	100	0	0	0	0	1024	50	291	784	0
Added Vol:	0	0	0	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	100	0	0	0	0	1024	50	295	784	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:	69	0	100	0	0	0	0	1024	50	295	784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	100	0	0	0	0	1024	50	295	784	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:	69	0	100	0	0	0	0	1024	50	295	784	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4863	237	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.21	0.21	0.09	0.15	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	21	0	299	0	0	0	0	881	79	671	749	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:	21	0	299	0	0	0	0	881	79	671	749	0
Added Vol:	0	0	8	0	0	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	307	0	0	0	0	881	79	671	753	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:	21	0	307	0	0	0	0	881	79	671	753	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	307	0	0	0	0	881	79	671	753	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:	21	0	307	0	0	0	0	881	79	671	753	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.17	0.05	0.20	0.22	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	183	1452	349	76	879	76	368	584	109	231	541	109
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:	183	1452	349	76	879	76	368	584	109	231	541	109
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1460	349	76	883	76	368	584	109	231	541	109
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:	183	1460	349	76	883	76	368	584	109	231	541	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1460	349	76	883	76	368	584	109	231	541	109
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:	183	1460	349	76	883	76	368	584	109	231	541	109
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	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5100	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.21	0.04	0.26	0.04	0.22	0.17	0.06	0.14	0.16	0.06
Crit Moves:	****				****		****				****	

Forecast Year 2013 With Committed & Cumulative Projects Development Without Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	129	1139	656	41	465	197	35	84	36	256	184	17
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:	129	1139	656	41	465	197	35	84	36	256	184	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	129	1139	0	41	465	0	35	84	0	256	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1139	0	41	465	0	35	84	0	256	184	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	129	1139	0	41	465	0	35	84	0	256	184	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.03	0.10	0.00	0.02	0.03	0.00	0.08	0.12	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	376	927	173	399	770	197	75	381	192	194	1504	514
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:	376	927	173	399	770	197	75	381	192	194	1504	514
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	376	927	0	399	770	0	75	381	0	194	1504	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	927	0	399	770	0	75	381	0	194	1504	514
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	376	927	0	399	770	0	75	381	0	194	1504	514
OvlAdjVol:												314
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.12	0.16	0.00	0.02	0.08	0.00	0.06	0.31	0.32
OvlAdjV/S:												0.20
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 1	0 0	2	1 1	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	1316	1560	709	0	826	421	0	0	0	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:	1316	1560	709	0	826	421	0	0	0	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:	1316	1560	709	0	826	421	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1316	1560	709	0	826	421	0	0	0	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:	1316	1560	709	0	826	421	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	0.00	2.65	1.35	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4239	2161	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.49	0.44	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	1 0	0 0	3	0 0	1	1	1 0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	2415	60	0	858	0	1232	437	1255	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:	0	2415	60	0	858	0	1232	437	1255	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:	0	2415	60	0	858	0	1232	437	1255	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2415	60	0	858	0	1232	437	1255	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:	0	2415	60	0	858	0	1232	437	1255	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.88	0.12	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7806	194	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.18	0.00	0.39	0.27	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	104	1844	89	68	1661	170	38	3	42	14	5	97
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:	104	1844	89	68	1661	170	38	3	42	14	5	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1844	89	68	1661	170	38	3	42	14	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1844	89	68	1661	170	38	3	42	14	5	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1844	89	68	1661	170	38	3	42	14	5	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.82	0.18	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6105	295	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.04	0.26	0.11	0.01	0.00	0.03	0.01	0.00	0.06
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	62	1522	253	53	1490	296	455	166	29	297	128	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1522	253	53	1490	296	455	166	29	297	128	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	62	1522	253	53	1490	296	455	166	0	297	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1522	253	53	1490	296	455	166	0	297	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	62	1522	253	53	1490	296	455	166	0	297	128	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2345	855	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.16	0.02	0.31	0.19	0.19	0.19	0.00	0.09	0.08	0.00
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	2	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	1522	174	81	1678	38	85	0	83	201	1	131
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	1522	174	81	1678	38	85	0	83	201	1	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1522	174	81	1678	38	85	0	0	201	1	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1522	174	81	1678	38	85	0	0	201	1	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1522	174	81	1678	38	85	0	0	201	1	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.69	0.31	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.02	1.98
Final Sat.:	0	4308	492	3200	4800	1600	1600	0	1600	3200	24	3176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.03	0.35	0.02	0.05	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	1 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	342	1590	88	56	1695	133	154	237	399	104	406	8
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:	342	1590	88	56	1695	133	154	237	399	104	406	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	342	1590	88	56	1695	133	154	237	0	104	406	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1590	88	56	1695	133	154	237	0	104	406	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	342	1590	88	56	1695	133	154	237	0	104	406	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.84	0.16	1.00	3.00	1.00	1.18	1.82	1.00	1.00	2.00	1.00
Final Sat.:	3200	4548	252	1600	4800	1600	1891	2909	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.04	0.35	0.08	0.08	0.08	0.00	0.07	0.13	0.01
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	25	1397	134	668	1524	48	207	42	44	169	19	67
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:	25	1397	134	668	1524	48	207	42	44	169	19	67
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	1397	0	668	1524	0	207	42	0	169	19	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1397	0	668	1524	0	207	42	0	169	19	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	1397	0	668	1524	0	207	42	0	169	19	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.21	0.32	0.00	0.06	0.03	0.00	0.05	0.01	0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	3	0 3	1 0	2	0 4	0 1
Volume Module:												
Base Vol:	28	377	94	206	206	940	1346	2042	17	94	1372	201
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:	28	377	94	206	206	940	1346	2042	17	94	1372	201
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	377	94	206	206	0	1346	2042	17	94	1372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	377	94	206	206	0	1346	2042	17	94	1372	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	377	94	206	206	0	1346	2042	17	94	1372	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.60	0.40	1.00	2.00	1.00	3.00	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2561	639	1600	3200	1600	4800	6347	53	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.13	0.06	0.00	0.28	0.32	0.32	0.03	0.21	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	198	2714	160	76	2214	265	226	224	163	400	219	95
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	2714	160	76	2214	265	226	224	163	400	219	95
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	198	2714	0	76	2214	265	226	224	0	400	219	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	2714	0	76	2214	265	226	224	0	400	219	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	198	2714	0	76	2214	265	226	224	0	400	219	95
OvlAdjVol:						152						57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.00	0.02	0.35	0.17	0.07	0.07	0.00	0.13	0.07	0.06
OvlAdjV/S:						0.10						0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	2141	90	529	2131	13	39	294	121	556	328	901
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:	107	2141	90	529	2131	13	39	294	121	556	328	901
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	107	2141	0	529	2131	0	39	294	121	556	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	2141	0	529	2131	0	39	294	121	556	328	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	107	2141	0	529	2131	0	39	294	121	556	328	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.00	0.17	0.33	0.00	0.01	0.09	0.08	0.17	0.10	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	135	1486	192	273	1900	556	485	111	37	10	334	419
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:	135	1486	192	273	1900	556	485	111	37	10	334	419
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	1486	192	273	1900	0	485	111	37	10	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1486	192	273	1900	0	485	111	37	10	334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	1486	192	273	1900	0	485	111	37	10	334	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.25	0.75	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3600	1200	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.12	0.09	0.40	0.00	0.15	0.03	0.03	0.01	0.10	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	121	1682	283	7	1306	551	87	76	50	229	172	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1682	283	7	1306	551	87	76	50	229	172	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:	121	1682	283	7	1306	551	87	76	50	229	172	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1682	283	7	1306	551	87	76	50	229	172	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:	121	1682	283	7	1306	551	87	76	50	229	172	40
OvlAdjVol:						508						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.21	0.79	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	1930	1270	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.18	0.00	0.27	0.34	0.03	0.04	0.04	0.07	0.05	0.03
OvlAdjV/S:						0.32						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	646	0	364	1015	1077	0	0	1493	1050
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	646	0	364	1015	1077	0	0	1493	1050
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	646	0	0	1015	1077	0	0	1493	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	646	0	0	1015	1077	0	0	1493	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	646	0	0	1015	1077	0	0	1493	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.00	0.32	0.22	0.00	0.00	0.31	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	83	2	13	25	9	73	42	570	183	137	315	20
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:	83	2	13	25	9	73	42	570	183	137	315	20
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:	83	2	13	25	9	73	42	570	183	137	315	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2	13	25	9	73	42	570	183	137	315	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
FinalVolume:	83	2	13	25	9	73	42	570	183	137	315	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.13	0.87	1.00	1.00	1.00	1.00	2.27	0.73	1.00	2.82	0.18
Final Sat.:	3200	213	1387	1600	1600	1600	1600	3633	1167	1600	4513	287
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.02	0.01	0.05	0.03	0.16	0.16	0.09	0.07	0.07
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	36	8	85	78	9	39	56	326	166	441	413	83
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:	36	8	85	78	9	39	56	326	166	441	413	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	8	85	78	9	39	56	326	166	441	413	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	8	85	78	9	39	56	326	166	441	413	83
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:	36	8	85	78	9	39	56	326	166	441	413	83
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.00	1.00	2.00	2.50	0.50
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	3200	3997	803
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.05	0.01	0.02	0.04	0.10	0.10	0.14	0.10	0.10
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	1	254	68	63	276	215	294	474	12	229	785	61
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:	1	254	68	63	276	215	294	474	12	229	785	61
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:	1	254	68	63	276	215	294	474	12	229	785	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	254	68	63	276	215	294	474	12	229	785	61
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:	1	254	68	63	276	215	294	474	12	229	785	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.93	0.07	1.00	2.78	0.22
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4681	119	1600	4454	346
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.04	0.09	0.13	0.09	0.10	0.10	0.14	0.18	0.18
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	113	135	142	46	38	8	16	134	35	367	513	167
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:	113	135	142	46	38	8	16	134	35	367	513	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	135	142	46	38	8	16	134	35	367	513	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	135	142	46	38	8	16	134	35	367	513	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	135	142	46	38	8	16	134	35	367	513	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.59	0.41	2.00	1.51	0.49
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2537	663	3200	2414	786
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.09	0.03	0.02	0.01	0.01	0.05	0.05	0.11	0.21	0.21
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.40	0.60	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.42	0.58
Final Sat.:	1600	2235	965	2435	2365	3200	3200	4800	1600	1600	5478	922
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.07	0.07	0.09	0.24	0.46	0.15	0.06	0.18	0.18
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	1	0	2	1	0	3	1
Volume Module:												
Base Vol:	0	0	0	431	0	375	0	2352	206	0	1002	368
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	431	0	375	0	2352	206	0	1002	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	431	0	375	0	2352	0	0	1002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	431	0	375	0	2352	0	0	1002	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	431	0	375	0	2352	0	0	1002	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.23	0.00	0.74	0.00	0.00	0.21	0.00
Crit Moves:						****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	1	79	4	305	312	2132	4	17	1433	68
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	1	79	4	305	312	2132	4	17	1433	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	305	312	2132	4	17	1433	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	305	312	2132	4	17	1433	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	305	312	2132	4	17	1433	68
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1600	1523	77	1600	1600	3194	6	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.67	0.67	0.01	0.30	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	33	1	15	42	2240	1	1	1533	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:	0	0	0	33	1	15	42	2240	1	1	1533	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	15	42	2240	1	1	1533	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	15	42	2240	1	1	1533	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	15	42	2240	1	1	1533	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.00	0.67	0.02	0.31	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1600	0	1078	33	490	1600	3199	1	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.70	0.70	0.00	0.32	0.02
Crit Moves:					****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	16	61	29	864	51	127	130	2138	25	42	1522	528
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:	16	61	29	864	51	127	130	2138	25	42	1522	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	864	51	127	130	2138	25	42	1522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	864	51	127	130	2138	25	42	1522	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	864	51	127	130	2138	25	42	1522	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.36	0.64	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	2169	1031	4800	1600	1600	3200	4745	55	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.18	0.03	0.08	0.04	0.45	0.45	0.03	0.32	0.00
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	399	17	36	63	9	36	61	3124	352	62	1787	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:	399	17	36	63	9	36	61	3124	352	62	1787	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:	399	17	36	63	9	36	61	3124	352	62	1787	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	17	36	63	9	36	61	3124	352	62	1787	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:	399	17	36	63	9	36	61	3124	352	62	1787	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.65	0.11	0.24	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4237	181	382	1600	320	1280	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.03	0.03	0.04	0.65	0.22	0.04	0.28	0.01
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	51	0	102	274	1893	0	0	1615	227
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	51	0	102	274	1893	0	0	1615	227
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	51	0	0	274	1893	0	0	1615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	0	274	1893	0	0	1615	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	51	0	0	274	1893	0	0	1615	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.09	0.39	0.00	0.00	0.34	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	78	106	121	53	43	53	222	1454	48	95	1524	197
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:	78	106	121	53	43	53	222	1454	48	95	1524	197
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	106	121	53	43	0	222	1454	48	95	1524	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	106	121	53	43	0	222	1454	48	95	1524	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	106	121	53	43	0	222	1454	48	95	1524	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.10	0.90	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1767	1433	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.03	0.03	0.00	0.14	0.30	0.03	0.06	0.32	0.12
Crit Moves:			****		****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	106	0	27	41	5	14	16	1384	39	44	2507	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:	106	0	27	41	5	14	16	1384	39	44	2507	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	27	41	5	14	16	1384	39	44	2507	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	27	41	5	14	16	1384	39	44	2507	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
FinalVolume:	106	0	27	41	5	14	16	1384	39	44	2507	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.80	0.00	0.20	0.69	0.08	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1275	0	325	1093	133	373	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.04	0.04	0.04	0.01	0.43	0.02	0.03	0.78	0.01
Crit Moves:			****		****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	120	73	56	53	67	127	48	1353	81	24	2323	145
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:	120	73	56	53	67	127	48	1353	81	24	2323	145
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:	120	73	56	53	67	127	48	1353	81	24	2323	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	56	53	67	127	48	1353	81	24	2323	145
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:	120	73	56	53	67	127	48	1353	81	24	2323	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	905	695	1600	553	1047	1600	3200	1600	1600	3012	188
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.12	0.12	0.03	0.42	0.05	0.02	0.77	0.77
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.154
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	6	49	18	88	127	89	25	52	15	42	112	78
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:	6	49	18	88	127	89	25	52	15	42	112	78
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:	6	49	18	88	127	89	25	52	15	42	112	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	49	18	88	127	89	25	52	15	42	112	78
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:	6	49	18	88	127	89	25	52	15	42	112	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.16	1.35	0.49	0.82	1.18	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	263	2148	789	1310	1890	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.06	0.02	0.02	0.01	0.03	0.04	0.05
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	48	147	127	60	54	21	13	52	17	132	165	126
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:	48	147	127	60	54	21	13	52	17	132	165	126
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:	48	147	127	60	54	21	13	52	17	132	165	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	147	127	60	54	21	13	52	17	132	165	126
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:	48	147	127	60	54	21	13	52	17	132	165	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.32	1.27	0.41	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	507	2029	663	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.08	0.04	0.02	0.01	0.01	0.03	0.03	0.08	0.05	0.08
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.185
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	167	68	276	4	24	1	6	98	125	68	41	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:	167	68	276	4	24	1	6	98	125	68	41	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	167	68	0	4	24	1	6	98	0	68	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	68	0	4	24	1	6	98	0	68	41	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	167	68	0	4	24	1	6	98	0	68	41	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3072	128	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.00	0.00	0.01	0.01	0.00	0.03	0.00	0.04	0.01	0.01
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	3	5	8	373	11	547	314	823	10	7	1351	614
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:	3	5	8	373	11	547	314	823	10	7	1351	614
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	5	8	373	11	0	314	823	10	7	1351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	8	373	11	0	314	823	10	7	1351	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	5	8	373	11	0	314	823	10	7	1351	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.12	0.01	0.00	0.20	0.17	0.01	0.00	0.28	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	357	43	87	45	43	113	75	383	164	91	643	82
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:	357	43	87	45	43	113	75	383	164	91	643	82
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:	357	43	87	45	43	113	75	383	164	91	643	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	43	87	45	43	113	75	383	164	91	643	82
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:	357	43	87	45	43	113	75	383	164	91	643	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.79	0.21	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	2.66	0.34
Final Sat.:	2856	344	1600	1600	441	1159	1600	3200	1600	1600	4257	543
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.03	0.10	0.10	0.05	0.12	0.10	0.06	0.15	0.15
Crit Moves:		****			****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	29	0	273	0	0	0	0	1013	81	188	914	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:	29	0	273	0	0	0	0	1013	81	188	914	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:	29	0	273	0	0	0	0	1013	81	188	914	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	273	0	0	0	0	1013	81	188	914	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:	29	0	273	0	0	0	0	1013	81	188	914	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.78	0.22	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4722	378	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.21	0.06	0.18	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	57	0	242	0	0	0	0	1128	105	286	878	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:	57	0	242	0	0	0	0	1128	105	286	878	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:	57	0	242	0	0	0	0	1128	105	286	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	242	0	0	0	0	1128	105	286	878	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:	57	0	242	0	0	0	0	1128	105	286	878	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.14	0.00	0.00	0.00	0.00	0.22	0.06	0.08	0.26	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	85	585	308	119	1709	227	196	403	13	29	388	215
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:	85	585	308	119	1709	227	196	403	13	29	388	215
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:	85	585	308	119	1709	227	196	403	13	29	388	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	585	308	119	1709	227	196	403	13	29	388	215
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:	85	585	308	119	1709	227	196	403	13	29	388	215
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	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5100	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.18	0.07	0.50	0.13	0.12	0.12	0.01	0.02	0.11	0.13
Crit Moves:	****			****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	71	906	299	35	1117	101	137	222	281	593	152	69
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:	71	906	299	35	1117	101	137	222	281	593	152	69
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	906	0	35	1117	0	137	222	0	593	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	906	0	35	1117	0	137	222	0	593	152	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	906	0	35	1117	0	137	222	0	593	152	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.00	0.02	0.23	0.00	0.09	0.07	0.00	0.19	0.10	0.00
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	280	1112	39	645	1081	163	171	1092	304	236	666	421
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:	280	1112	39	645	1081	163	171	1092	304	236	666	421
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	1112	0	645	1081	0	171	1092	0	236	666	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1112	0	645	1081	0	171	1092	0	236	666	421
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	1112	0	645	1081	0	171	1092	0	236	666	421
OvlAdjVol:												98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.00	0.20	0.23	0.00	0.05	0.23	0.00	0.07	0.14	0.26
OvlAdjV/S:												0.06
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	741	1551	863	0	1396	772	0	0	0	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:	741	1551	863	0	1396	772	0	0	0	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:	741	1551	863	0	1396	772	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	1551	863	0	1396	772	0	0	0	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:	741	1551	863	0	1396	772	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.93	1.07	0.00	2.58	1.42	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3084	1716	0	4121	2279	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.50	0.50	0.00	0.34	0.34	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2201	115	0	1423	0	992	1033	1390	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:	0	2201	115	0	1423	0	992	1033	1390	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:	0	2201	115	0	1423	0	992	1033	1390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2201	115	0	1423	0	992	1033	1390	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:	0	2201	115	0	1423	0	992	1033	1390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.75	0.25	0.00	3.00	0.00	1.47	1.53	2.00	0.00	0.00	0.00
Final Sat.:	0	7603	397	0	4800	0	2351	2449	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.30	0.00	0.42	0.42	0.43	0.00	0.00	0.00
Crit Moves:	****				****				****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	50	1949	52	128	2195	62	110	2	134	26	3	102
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:	50	1949	52	128	2195	62	110	2	134	26	3	102
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:	50	1949	52	128	2195	62	110	2	134	26	3	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1949	52	128	2195	62	110	2	134	26	3	102
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:	50	1949	52	128	2195	62	110	2	134	26	3	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.90	0.10	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6234	166	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.08	0.34	0.04	0.03	0.00	0.08	0.02	0.00	0.06
Crit Moves:		****		****					****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	54	1762	380	197	1687	558	257	106	14	277	162	122
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:	54	1762	380	197	1687	558	257	106	14	277	162	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	54	1762	380	197	1687	558	257	106	0	277	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1762	380	197	1687	558	257	106	0	277	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	54	1762	380	197	1687	558	257	106	0	277	162	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.89	1.11	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2266	934	1600	3029	1771	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.24	0.06	0.35	0.35	0.11	0.11	0.00	0.09	0.09	0.00
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	2	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	1966	178	110	1828	67	40	0	20	205	1	140
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	1966	178	110	1828	67	40	0	20	205	1	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1966	178	110	1828	67	40	0	0	205	1	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1966	178	110	1828	67	40	0	0	205	1	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1966	178	110	1828	67	40	0	0	205	1	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.75	0.25	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.01	1.99
Final Sat.:	0	4401	399	3200	4800	1600	1600	0	1600	3200	23	3177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.03	0.38	0.04	0.03	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	1 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	383	1970	220	37	1979	110	61	237	375	155	196	45
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:	383	1970	220	37	1979	110	61	237	375	155	196	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	383	1970	220	37	1979	110	61	237	0	155	196	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1970	220	37	1979	110	61	237	0	155	196	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	383	1970	220	37	1979	110	61	237	0	155	196	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.70	0.30	1.00	3.00	1.00	1.00	2.00	1.00	1.32	1.68	1.00
Final Sat.:	3200	4318	482	1600	4800	1600	1600	3200	1600	2120	2680	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.46	0.02	0.41	0.07	0.04	0.07	0.00	0.07	0.07	0.03
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	53	1963	137	477	1751	127	162	45	39	172	36	114
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:	53	1963	137	477	1751	127	162	45	39	172	36	114
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	53	1963	0	477	1751	0	162	45	0	172	36	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1963	0	477	1751	0	162	45	0	172	36	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	53	1963	0	477	1751	0	162	45	0	172	36	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.00	0.15	0.36	0.00	0.05	0.03	0.00	0.05	0.02	0.07
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 165 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	44	264	98	312	435	1620	944	1974	31	205	2283	266
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:	44	264	98	312	435	1620	944	1974	31	205	2283	266
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	44	264	98	312	435	0	944	1974	31	205	2283	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	264	98	312	435	0	944	1974	31	205	2283	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	44	264	98	312	435	0	944	1974	31	205	2283	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.46	0.54	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2334	866	1600	3200	1600	4800	6301	99	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.20	0.14	0.00	0.20	0.31	0.31	0.06	0.36	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	196	2710	201	224	2976	331	196	193	215	368	271	141
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:	196	2710	201	224	2976	331	196	193	215	368	271	141
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	196	2710	0	224	2976	331	196	193	0	368	271	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2710	0	224	2976	331	196	193	0	368	271	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	196	2710	0	224	2976	331	196	193	0	368	271	141
OvlAdjVol:						233						29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.00	0.07	0.47	0.21	0.06	0.06	0.00	0.12	0.08	0.09
OvlAdjV/S:						0.15						0.02
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	61	2615	480	775	2582	49	27	312	61	240	313	480
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:	61	2615	480	775	2582	49	27	312	61	240	313	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	61	2615	0	775	2582	0	27	312	61	240	313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2615	0	775	2582	0	27	312	61	240	313	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	61	2615	0	775	2582	0	27	312	61	240	313	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.00	0.24	0.40	0.00	0.01	0.10	0.04	0.08	0.10	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	113	2047	27	499	2078	286	642	358	163	47	315	525
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:	113	2047	27	499	2078	286	642	358	163	47	315	525
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	2047	27	499	2078	0	642	358	163	47	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2047	27	499	2078	0	642	358	163	47	315	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	2047	27	499	2078	0	642	358	163	47	315	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.06	0.94	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3298	1502	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.02	0.16	0.43	0.00	0.20	0.11	0.11	0.03	0.10	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	123	1109	285	11	1667	511	913	488	199	220	245	27
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:	123	1109	285	11	1667	511	913	488	199	220	245	27
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:	123	1109	285	11	1667	511	913	488	199	220	245	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1109	285	11	1667	511	913	488	199	220	245	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1109	285	11	1667	511	913	488	199	220	245	27
OvlAdjVol:						54						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.42	0.58	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2273	927	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.18	0.00	0.35	0.32	0.29	0.21	0.21	0.07	0.08	0.02
OvlAdjV/S:						0.03						
Crit Moves:	****				****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	988	0	1070	557	1765	0	0	1354	992
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	988	0	1070	557	1765	0	0	1354	992
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	988	0	0	557	1765	0	0	1354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	988	0	0	557	1765	0	0	1354	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	988	0	0	557	1765	0	0	1354	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.00	0.17	0.37	0.00	0.00	0.28	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	421	10	114	15	4	37	99	380	160	44	438	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:	421	10	114	15	4	37	99	380	160	44	438	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	10	114	15	4	37	99	380	160	44	438	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	10	114	15	4	37	99	380	160	44	438	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	10	114	15	4	37	99	380	160	44	438	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.08	0.92	1.00	1.00	1.00	1.00	2.11	0.89	1.00	2.88	0.12
Final Sat.:	3200	129	1471	1600	1600	1600	1600	3378	1422	1600	4600	200
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.01	0.00	0.02	0.06	0.11	0.11	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	217	30	439	83	17	34	51	613	22	321	248	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:	217	30	439	83	17	34	51	613	22	321	248	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	30	439	83	17	34	51	613	22	321	248	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	30	439	83	17	34	51	613	22	321	248	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	30	439	83	17	34	51	613	22	321	248	43
OvlAdjVol:			278									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.90	0.10	2.00	2.56	0.44
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4634	166	3200	4091	709
Capacity Analysis Module:												
Vol/Sat:	0.14	0.02	0.27	0.05	0.01	0.02	0.03	0.13	0.13	0.10	0.06	0.06
OvlAdjV/S:			0.17									
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	9	461	287	91	233	88	384	775	7	246	526	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:	9	461	287	91	233	88	384	775	7	246	526	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	461	287	91	233	88	384	775	7	246	526	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	461	287	91	233	88	384	775	7	246	526	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	461	287	91	233	88	384	775	7	246	526	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.97	0.03	1.00	2.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4757	43	1600	4406	394
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.18	0.06	0.07	0.06	0.12	0.16	0.16	0.15	0.12	0.12
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	113	48	458	205	151	18	12	715	120	210	410	33
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:	113	48	458	205	151	18	12	715	120	210	410	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	48	458	205	151	18	12	715	120	210	410	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	48	458	205	151	18	12	715	120	210	410	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	48	458	205	151	18	12	715	120	210	410	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.71	0.29	2.00	1.85	0.15
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2740	460	3200	2962	238
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.29	0.13	0.09	0.01	0.01	0.26	0.26	0.07	0.14	0.14
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	286	221	79	232	259	811	319	1274	264	226	2238	171
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	221	79	232	259	811	319	1274	264	226	2238	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	221	79	232	259	811	319	1274	264	226	2238	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	221	79	232	259	811	319	1274	264	226	2238	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	221	79	232	259	811	319	1274	264	226	2238	171
OvlAdjVol:						492						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.47	1.13	0.40	1.42	1.58	2.00	2.00	3.00	1.00	1.00	3.72	0.28
Final Sat.:	2347	1808	644	2268	2532	3200	3200	4800	1600	1600	5946	454
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.10	0.10	0.25	0.10	0.27	0.17	0.14	0.38	0.38
OvlAdjV/S:						0.15						
Crit Moves:			****			****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	2	0	0 0 1	0	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	709	0	584	0	1600	176	0	2012	509
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	709	0	584	0	1600	176	0	2012	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	709	0	584	0	1600	0	0	2012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	709	0	584	0	1600	0	0	2012	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	709	0	584	0	1600	0	0	2012	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.37	0.00	0.50	0.00	0.00	0.42	0.00
Crit Moves:						****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	1	0	1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	10	11	2	100	2	404	245	1748	5	11	2504	73
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:	10	11	2	100	2	404	245	1748	5	11	2504	73
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:	10	11	2	100	2	404	245	1748	5	11	2504	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	245	1748	5	11	2504	73
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:	10	11	2	100	2	404	245	1748	5	11	2504	73
OvlAdjVol:						159						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1569	31	1600	1600	3191	9	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.55	0.55	0.01	0.52	0.05
OvlAdjV/S:						0.10						
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1 0	0	0	1! 0	0	1	0 1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	1	2	55	0	27	95	1752	20	0	2586	52
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	1	2	55	0	27	95	1752	20	0	2586	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:	0	1	2	55	0	27	95	1752	20	0	2586	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	95	1752	20	0	2586	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:	0	1	2	55	0	27	95	1752	20	0	2586	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	0	533	1067	1073	0	527	1600	3164	36	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.55	0.55	0.00	0.54	0.03
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	42	41	975	61	147	181	1632	25	50	2484	1064
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:	35	42	41	975	61	147	181	1632	25	50	2484	1064
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	975	61	147	181	1632	25	50	2484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	975	61	147	181	1632	25	50	2484	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	975	61	147	181	1632	25	50	2484	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	1619	1581	4800	1600	1600	3200	4728	72	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.20	0.04	0.09	0.06	0.35	0.35	0.03	0.52	0.00
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	489	17	29	98	11	59	74	2375	435	74	3465	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	17	29	98	11	59	74	2375	435	74	3465	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	17	29	98	11	59	74	2375	435	74	3465	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	17	29	98	11	59	74	2375	435	74	3465	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	489	17	29	98	11	59	74	2375	435	74	3465	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.74	0.10	0.16	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4387	153	260	1600	251	1349	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.06	0.04	0.04	0.05	0.49	0.27	0.05	0.54	0.02
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	147	0	578	324	1992	0	0	2049	170
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	147	0	578	324	1992	0	0	2049	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	147	0	0	324	1992	0	0	2049	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	0	324	1992	0	0	2049	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	147	0	0	324	1992	0	0	2049	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.10	0.42	0.00	0.00	0.43	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	109	90	163	319	130	299	125	2416	71	119	1697	125
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:	109	90	163	319	130	299	125	2416	71	119	1697	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	90	163	319	130	0	125	2416	71	119	1697	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	90	163	319	130	0	125	2416	71	119	1697	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	90	163	319	130	0	125	2416	71	119	1697	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.58	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2273	927	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.10	0.14	0.14	0.00	0.08	0.50	0.04	0.07	0.35	0.08
Crit Moves:			****		****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	110	0	25	47	5	23	39	2278	26	26	2118	13
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:	110	0	25	47	5	23	39	2278	26	26	2118	13
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:	110	0	25	47	5	23	39	2278	26	26	2118	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	25	47	5	23	39	2278	26	26	2118	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
FinalVolume:	110	0	25	47	5	23	39	2278	26	26	2118	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.81	0.00	0.19	0.63	0.07	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1304	0	296	1003	107	491	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.05	0.05	0.05	0.02	0.71	0.02	0.02	0.66	0.01
Crit Moves:	****			****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	2	0 1
Volume Module:												
Base Vol:	94	71	76	104	84	78	55	2246	57	63	1757	38
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:	94	71	76	104	84	78	55	2246	57	63	1757	38
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:	94	71	76	104	84	78	55	2246	57	63	1757	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	71	76	104	84	78	55	2246	57	63	1757	38
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:	94	71	76	104	84	78	55	2246	57	63	1757	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	773	827	1600	830	770	1600	3200	1600	1600	3132	68
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.07	0.10	0.10	0.03	0.70	0.04	0.04	0.56	0.56
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	1	0 1	0	1	1	0	2 0 1
Volume Module:												
Base Vol:	14	187	43	194	186	79	115	117	29	69	146	191
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	187	43	194	186	79	115	117	29	69	146	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	187	43	194	186	79	115	117	29	69	146	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	187	43	194	186	79	115	117	29	69	146	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	187	43	194	186	79	115	117	29	69	146	191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.11	1.54	0.35	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	184	2452	564	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.12	0.05	0.07	0.04	0.02	0.04	0.05	0.12
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	98	98	180	123	174	110	42	288	100	243	308	171
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	98	180	123	174	110	42	288	100	243	308	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	98	180	123	174	110	42	288	100	243	308	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	98	180	123	174	110	42	288	100	243	308	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	98	180	123	174	110	42	288	100	243	308	171
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.20	1.34	0.46	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	313	2143	744	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.11	0.08	0.05	0.07	0.03	0.13	0.13	0.15	0.10	0.11
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	143	177	119	41	151	3	22	105	215	376	83	52
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:	143	177	119	41	151	3	22	105	215	376	83	52
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	177	0	41	151	3	22	105	0	376	83	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	177	0	41	151	3	22	105	0	376	83	52
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	177	0	41	151	3	22	105	0	376	83	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3138	62	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.00	0.03	0.05	0.05	0.01	0.03	0.00	0.24	0.03	0.03
Crit Moves:	****				****			****		****		

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PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	7	1	587	8	435	604	1228	5	1	1040	603
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:	10	7	1	587	8	435	604	1228	5	1	1040	603
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	7	1	587	8	0	604	1228	5	1	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	1	587	8	0	604	1228	5	1	1040	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	7	1	587	8	0	604	1228	5	1	1040	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.18	0.01	0.00	0.38	0.26	0.00	0.00	0.22	0.00
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	204	37	86	76	87	43	19	711	339	97	471	27
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:	204	37	86	76	87	43	19	711	339	97	471	27
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:	204	37	86	76	87	43	19	711	339	97	471	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	37	86	76	87	43	19	711	339	97	471	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	37	86	76	87	43	19	711	339	97	471	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.69	0.31	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	2709	491	1600	1600	1071	529	1600	3200	1600	1600	4540	260
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.05	0.08	0.08	0.01	0.22	0.21	0.06	0.10	0.10
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	69	0	100	0	0	0	0	1051	50	320	829	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:	69	0	100	0	0	0	0	1051	50	320	829	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:	69	0	100	0	0	0	0	1051	50	320	829	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	100	0	0	0	0	1051	50	320	829	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:	69	0	100	0	0	0	0	1051	50	320	829	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4868	232	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.22	0.22	0.09	0.16	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	21	0	316	0	0	0	0	908	79	671	823	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:	21	0	316	0	0	0	0	908	79	671	823	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:	21	0	316	0	0	0	0	908	79	671	823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	316	0	0	0	0	908	79	671	823	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:	21	0	316	0	0	0	0	908	79	671	823	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.19	0.00	0.00	0.00	0.00	0.18	0.05	0.20	0.24	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	183	1497	349	76	953	76	368	584	109	231	541	109
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:	183	1497	349	76	953	76	368	584	109	231	541	109
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:	183	1497	349	76	953	76	368	584	109	231	541	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1497	349	76	953	76	368	584	109	231	541	109
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:	183	1497	349	76	953	76	368	584	109	231	541	109
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	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5100	1700	1700	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.21	0.04	0.28	0.04	0.22	0.17	0.06	0.14	0.16	0.06
Crit Moves:	****				****		****				****	

Forecast Year 2013 With Committed & Cumulative Projects Development With Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	129	1139	656	41	465	197	35	84	36	256	184	17
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:	129	1139	656	41	465	197	35	84	36	256	184	17
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1141	656	41	474	197	35	84	36	256	184	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	129	1141	0	41	474	0	35	84	0	256	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1141	0	41	474	0	35	84	0	256	184	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	129	1141	0	41	474	0	35	84	0	256	184	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.03	0.10	0.00	0.02	0.03	0.00	0.08	0.12	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	376	927	173	399	770	197	75	381	192	194	1504	514
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:	376	927	173	399	770	197	75	381	192	194	1504	514
Added Vol:	0	3	0	0	17	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	930	173	399	787	197	75	390	192	194	1506	514
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	376	930	0	399	787	0	75	390	0	194	1506	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	930	0	399	787	0	75	390	0	194	1506	514
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	376	930	0	399	787	0	75	390	0	194	1506	514
OvlAdjVol:												314
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.12	0.16	0.00	0.02	0.08	0.00	0.06	0.31	0.32
OvlAdjV/S:												0.20
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 1	0 0	2	1 1	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	1316	1560	709	0	826	421	0	0	0	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:	1316	1560	709	0	826	421	0	0	0	0	0	0
Added Vol:	0	3	4	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1316	1563	713	0	843	421	0	0	0	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:	1316	1563	713	0	843	421	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1316	1563	713	0	843	421	0	0	0	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:	1316	1563	713	0	843	421	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	0.00	2.67	1.33	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4268	2132	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.49	0.45	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	1 0	0 0	3	0 0	1	1	1 0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	2415	60	0	858	0	1232	437	1255	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:	0	2415	60	0	858	0	1232	437	1255	0	0	0
Added Vol:	0	7	0	0	17	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2422	60	0	875	0	1232	437	1280	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:	0	2422	60	0	875	0	1232	437	1280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2422	60	0	875	0	1232	437	1280	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:	0	2422	60	0	875	0	1232	437	1280	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.88	0.12	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7807	193	0	4800	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.18	0.00	0.39	0.27	0.40	0.00	0.00	0.00
Crit Moves:		****			****				****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	4 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	104	1844	89	68	1661	170	38	3	42	14	5	97
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:	104	1844	89	68	1661	170	38	3	42	14	5	97
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1851	89	68	1704	170	38	3	42	14	5	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1851	89	68	1704	170	38	3	42	14	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1851	89	68	1704	170	38	3	42	14	5	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1851	89	68	1704	170	38	3	42	14	5	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.82	0.18	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6106	294	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.04	0.27	0.11	0.01	0.00	0.03	0.01	0.00	0.06
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	62	1522	253	53	1490	296	455	166	29	297	128	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1522	253	53	1490	296	455	166	29	297	128	192
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1529	253	53	1533	296	455	166	29	297	128	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	62	1529	253	53	1533	296	455	166	0	297	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1529	253	53	1533	296	455	166	0	297	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	62	1529	253	53	1533	296	455	166	0	297	128	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2345	855	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.16	0.02	0.32	0.19	0.19	0.19	0.00	0.09	0.08	0.00
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 0	2	0 3	0 1	1	0 0	0 1	2	0 0	1 1
Volume Module:												
Base Vol:	0	1522	174	81	1678	38	85	0	83	201	1	131
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	1522	174	81	1678	38	85	0	83	201	1	131
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1529	174	81	1721	38	85	0	83	201	1	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1529	174	81	1721	38	85	0	0	201	1	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1529	174	81	1721	38	85	0	0	201	1	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1529	174	81	1721	38	85	0	0	201	1	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.69	0.31	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.02	1.98
Final Sat.:	0	4310	490	3200	4800	1600	1600	0	1600	3200	24	3176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.03	0.36	0.02	0.05	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	1 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	342	1590	88	56	1695	133	154	237	399	104	406	8
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:	342	1590	88	56	1695	133	154	237	399	104	406	8
Added Vol:	1	7	0	0	43	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	1597	88	56	1738	133	154	237	400	104	406	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	343	1597	88	56	1738	133	154	237	0	104	406	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	1597	88	56	1738	133	154	237	0	104	406	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	343	1597	88	56	1738	133	154	237	0	104	406	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.84	0.16	1.00	3.00	1.00	1.18	1.82	1.00	1.00	2.00	1.00
Final Sat.:	3200	4549	251	1600	4800	1600	1891	2909	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.04	0.36	0.08	0.08	0.08	0.00	0.07	0.13	0.01
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	25	1397	134	668	1524	48	207	42	44	169	19	67
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:	25	1397	134	668	1524	48	207	42	44	169	19	67
Added Vol:	0	1	0	44	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1398	134	712	1524	48	207	42	44	169	19	73
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	1398	0	712	1524	0	207	42	0	169	19	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1398	0	712	1524	0	207	42	0	169	19	73
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	1398	0	712	1524	0	207	42	0	169	19	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.22	0.32	0.00	0.06	0.03	0.00	0.05	0.01	0.05
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	28	377	94	206	206	940	1346	2042	17	94	1372	201
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:	28	377	94	206	206	940	1346	2042	17	94	1372	201
Added Vol:	0	0	1	0	0	0	0	50	0	1	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	377	95	206	206	940	1346	2092	17	95	1382	202
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	377	95	206	206	0	1346	2092	17	95	1382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	377	95	206	206	0	1346	2092	17	95	1382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	377	95	206	206	0	1346	2092	17	95	1382	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.60	0.40	1.00	2.00	1.00	3.00	3.97	0.03	2.00	4.00	1.00
Final Sat.:	1600	2556	644	1600	3200	1600	4800	6348	52	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.13	0.06	0.00	0.28	0.33	0.33	0.03	0.22	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	198	2714	160	76	2214	265	226	224	163	400	219	95
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	2714	160	76	2214	265	226	224	163	400	219	95
Added Vol:	0	7	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	2721	160	76	2263	265	226	224	163	400	219	95
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	198	2721	0	76	2263	265	226	224	0	400	219	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	2721	0	76	2263	265	226	224	0	400	219	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	198	2721	0	76	2263	265	226	224	0	400	219	95
OvlAdjVol:						152						57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.00	0.02	0.35	0.17	0.07	0.07	0.00	0.13	0.07	0.06
OvlAdjV/S:						0.10						0.04
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	2141	90	529	2131	13	39	294	121	556	328	901
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:	107	2141	90	529	2131	13	39	294	121	556	328	901
Added Vol:	1	7	2	0	49	0	0	0	1	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2148	92	529	2180	13	39	294	122	565	328	901
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	108	2148	0	529	2180	0	39	294	122	565	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	2148	0	529	2180	0	39	294	122	565	328	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	108	2148	0	529	2180	0	39	294	122	565	328	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.17	0.34	0.00	0.01	0.09	0.08	0.18	0.10	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	1486	192	273	1900	556	485	111	37	10	334	419
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:	135	1486	192	273	1900	556	485	111	37	10	334	419
Added Vol:	0	8	1	0	60	0	1	1	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1494	193	273	1960	556	486	112	37	18	334	419
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	1494	193	273	1960	0	486	112	37	18	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1494	193	273	1960	0	486	112	37	18	334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	1494	193	273	1960	0	486	112	37	18	334	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.26	0.74	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3608	1192	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.12	0.09	0.41	0.00	0.15	0.03	0.03	0.01	0.10	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	121	1682	283	7	1306	551	87	76	50	229	172	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1682	283	7	1306	551	87	76	50	229	172	40
Added Vol:	1	0	0	0	0	68	9	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1682	283	7	1306	619	96	78	50	229	178	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:	122	1682	283	7	1306	619	96	78	50	229	178	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1682	283	7	1306	619	96	78	50	229	178	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:	122	1682	283	7	1306	619	96	78	50	229	178	40
OvlAdjVol:						571						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.22	0.78	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	1950	1250	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.18	0.00	0.27	0.39	0.03	0.04	0.04	0.07	0.06	0.03
OvlAdjV/S:						0.36						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	Level Of Service:	D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	646	0	364	1015	1077	0	0	1493	1050
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	646	0	364	1015	1077	0	0	1493	1050
Added Vol:	0	0	0	0	0	0	0	3	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	646	0	364	1015	1080	0	0	1511	1051
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	646	0	0	1015	1080	0	0	1511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	646	0	0	1015	1080	0	0	1511	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	646	0	0	1015	1080	0	0	1511	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.00	0.32	0.23	0.00	0.00	0.31	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	83	2	13	25	9	73	42	570	183	137	315	20
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:	83	2	13	25	9	73	42	570	183	137	315	20
Added Vol:	0	0	0	0	0	0	0	44	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	2	13	25	9	73	42	614	183	137	321	20
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:	83	2	13	25	9	73	42	614	183	137	321	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2	13	25	9	73	42	614	183	137	321	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
FinalVolume:	83	2	13	25	9	73	42	614	183	137	321	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.13	0.87	1.00	1.00	1.00	1.00	2.31	0.69	1.00	2.82	0.18
Final Sat.:	3200	213	1387	1600	1600	1600	1600	3698	1102	1600	4518	282
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.02	0.01	0.05	0.03	0.17	0.17	0.09	0.07	0.07
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	36	8	85	78	9	39	56	326	166	441	413	83
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:	36	8	85	78	9	39	56	326	166	441	413	83
Added Vol:	6	0	0	0	0	0	0	4	40	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	8	85	78	9	39	56	330	206	441	413	83
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:	42	8	85	78	9	39	56	330	206	441	413	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	8	85	78	9	39	56	330	206	441	413	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	8	85	78	9	39	56	330	206	441	413	83
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.00	1.00	2.00	2.50	0.50
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	3200	3997	803
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.05	0.05	0.01	0.02	0.04	0.10	0.13	0.14	0.10	0.10
OvlAdjV/S:			0.00									
Crit Moves:		****		****					****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	1	254	68	63	276	215	294	474	12	229	785	61
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:	1	254	68	63	276	215	294	474	12	229	785	61
Added Vol:	0	1	1	0	3	0	0	2	0	3	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	255	69	63	279	215	294	476	12	232	793	61
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:	1	255	69	63	279	215	294	476	12	232	793	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	255	69	63	279	215	294	476	12	232	793	61
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:	1	255	69	63	279	215	294	476	12	232	793	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.93	0.07	1.00	2.79	0.21
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4682	118	1600	4457	343
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.04	0.09	0.13	0.09	0.10	0.10	0.15	0.18	0.18
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	113	135	142	46	38	8	16	134	35	367	513	167
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:	113	135	142	46	38	8	16	134	35	367	513	167
Added Vol:	5	5	11	1	5	0	0	0	40	69	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	140	153	47	43	8	16	134	75	436	513	172
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:	118	140	153	47	43	8	16	134	75	436	513	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	140	153	47	43	8	16	134	75	436	513	172
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:	118	140	153	47	43	8	16	134	75	436	513	172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.28	0.72	2.00	1.50	0.50
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2052	1148	3200	2396	804
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.10	0.03	0.03	0.01	0.01	0.07	0.07	0.14	0.21	0.21
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
Added Vol:	0	0	0	8	0	0	0	9	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	278	114	183	170	276	779	2225	236	95	988	167
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:	176	278	114	183	170	276	779	2225	236	95	988	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	278	114	183	170	276	779	2225	236	95	988	167
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:	176	278	114	183	170	276	779	2225	236	95	988	167
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.40	0.60	1.56	1.44	2.00	2.00	3.00	1.00	1.00	3.42	0.58
Final Sat.:	1600	2235	965	2488	2312	3200	3200	4800	1600	1600	5475	925
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.07	0.07	0.09	0.24	0.46	0.15	0.06	0.18	0.18
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	431	0	375	0	2352	206	0	1002	368
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	431	0	375	0	2352	206	0	1002	368
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	440	0	375	0	2369	206	0	1005	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	440	0	375	0	2369	0	0	1005	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	440	0	375	0	2369	0	0	1005	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	440	0	375	0	2369	0	0	1005	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.23	0.00	0.74	0.00	0.00	0.21	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	1	1	0	1	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	1	79	4	305	312	2132	4	17	1433	68
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	1	79	4	305	312	2132	4	17	1433	68
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	79	4	305	312	2170	4	17	1440	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	305	312	2170	4	17	1440	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	305	312	2170	4	17	1440	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	305	312	2170	4	17	1440	68
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1600	1523	77	1600	1600	3194	6	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.19	0.20	0.68	0.68	0.01	0.30	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	15	42	2240	1	1	1533	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:	0	0	0	33	1	15	42	2240	1	1	1533	35
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	15	42	2278	1	1	1540	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	15	42	2278	1	1	1540	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	15	42	2278	1	1	1540	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	15	42	2278	1	1	1540	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.00	0.67	0.02	0.31	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1600	0	1078	33	490	1600	3199	1	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.03	0.71	0.71	0.00	0.32	0.02
Crit Moves:					****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	864	51	127	130	2138	25	42	1522	528
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:	16	61	29	864	51	127	130	2138	25	42	1522	528
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	876	51	127	130	2176	25	42	1529	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	876	51	127	130	2176	25	42	1529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	876	51	127	130	2176	25	42	1529	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	876	51	127	130	2176	25	42	1529	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.36	0.64	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	2169	1031	4800	1600	1600	3200	4745	55	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.18	0.03	0.08	0.04	0.46	0.46	0.03	0.32	0.00
Crit Moves:			****	****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	399	17	36	63	9	36	61	3124	352	62	1787	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:	399	17	36	63	9	36	61	3124	352	62	1787	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	17	36	63	9	36	61	3174	352	62	1797	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:	399	17	36	63	9	36	61	3174	352	62	1797	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	17	36	63	9	36	61	3174	352	62	1797	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:	399	17	36	63	9	36	61	3174	352	62	1797	14
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.65	0.11	0.24	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4237	181	382	1600	320	1280	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.03	0.03	0.04	0.66	0.22	0.04	0.28	0.01
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	51	0	102	274	1893	0	0	1615	227
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	51	0	102	274	1893	0	0	1615	227
Added Vol:	0	0	0	0	0	3	13	39	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	105	287	1932	0	0	1624	227
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	51	0	0	287	1932	0	0	1624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	0	287	1932	0	0	1624	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	51	0	0	287	1932	0	0	1624	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.09	0.40	0.00	0.00	0.34	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	78	106	121	53	43	53	222	1454	48	95	1524	197
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:	78	106	121	53	43	53	222	1454	48	95	1524	197
Added Vol:	0	0	0	3	0	9	39	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	106	121	56	43	62	261	1454	48	95	1524	215
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	106	121	56	43	0	261	1454	48	95	1524	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	106	121	56	43	0	261	1454	48	95	1524	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	106	121	56	43	0	261	1454	48	95	1524	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.13	0.87	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1810	1390	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.08	0.03	0.03	0.00	0.16	0.30	0.03	0.06	0.32	0.13
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	0	1 0	2 0	1	1 0	2 0 1
Volume Module:												
Base Vol:	106	0	27	41	5	14	16	1384	39	44	2507	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:	106	0	27	41	5	14	16	1384	39	44	2507	11
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	27	41	5	14	16	1387	39	44	2526	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	27	41	5	14	16	1387	39	44	2526	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	27	41	5	14	16	1387	39	44	2526	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
FinalVolume:	106	0	27	41	5	14	16	1387	39	44	2526	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.80	0.00	0.20	0.69	0.08	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1275	0	325	1093	133	373	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.04	0.04	0.04	0.01	0.43	0.02	0.03	0.79	0.01
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2 0 1		1	0 1 1 0
Volume Module:												
Base Vol:	120	73	56	53	67	127	48	1353	81	24	2323	145
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:	120	73	56	53	67	127	48	1353	81	24	2323	145
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	73	56	53	67	127	48	1356	81	24	2342	145
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:	120	73	56	53	67	127	48	1356	81	24	2342	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	73	56	53	67	127	48	1356	81	24	2342	145
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:	120	73	56	53	67	127	48	1356	81	24	2342	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	905	695	1600	553	1047	1600	3200	1600	1600	3013	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.12	0.12	0.03	0.42	0.05	0.02	0.78	0.78
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.171
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1 0	0	1	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	6	49	18	88	127	89	25	52	15	42	112	78
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:	6	49	18	88	127	89	25	52	15	42	112	78
Added Vol:	0	0	0	40	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	49	18	128	127	89	25	52	15	42	112	84
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:	6	49	18	128	127	89	25	52	15	42	112	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	49	18	128	127	89	25	52	15	42	112	84
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:	6	49	18	128	127	89	25	52	15	42	112	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.16	1.35	0.49	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	263	2148	789	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.06	0.02	0.02	0.01	0.03	0.04	0.05
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.250
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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	
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	48	147	127		60	54	21		13	52	17		132	165	126	
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:	48	147	127		60	54	21		13	52	17		132	165	126	
Added Vol:	0	1	0		40	1	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	148	127		100	55	21		13	52	17		132	165	131	
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:	48	148	127		100	55	21		13	52	17		132	165	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	148	127		100	55	21		13	52	17		132	165	131	
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:	48	148	127		100	55	21		13	52	17		132	165	131	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	2.00	1.00		0.32	1.27	0.41		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		507	2029	663		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.05	0.08		0.06	0.02	0.01		0.01	0.03	0.03		0.08	0.05	0.08	
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.186
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

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:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	167	68	276		4	24	1		6	98	125		68	41	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:	167	68	276		4	24	1		6	98	125		68	41	12	
Added Vol:	0	0	1		0	0	0		0	0	0		1	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	167	68	277		4	24	1		6	98	125		69	41	12	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	167	68	0		4	24	1		6	98	0		69	41	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	68	0		4	24	1		6	98	0		69	41	12	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	167	68	0		4	24	1		6	98	0		69	41	12	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	1.92	0.08		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3072	128		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.02	0.00		0.00	0.01	0.01		0.00	0.03	0.00		0.04	0.01	0.01	
Crit Moves:	****					****					****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	5	8	373	11	547	314	823	10	7	1351	614
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:	3	5	8	373	11	547	314	823	10	7	1351	614
Added Vol:	0	0	0	0	0	1	1	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	8	373	11	548	315	826	10	7	1368	614
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	5	8	373	11	0	315	826	10	7	1368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	8	373	11	0	315	826	10	7	1368	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	5	8	373	11	0	315	826	10	7	1368	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.12	0.01	0.00	0.20	0.17	0.01	0.00	0.28	0.00
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	357	43	87	45	43	113	75	383	164	91	643	82
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:	357	43	87	45	43	113	75	383	164	91	643	82
Added Vol:	0	0	0	0	0	0	0	2	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	43	87	45	43	113	75	385	164	91	654	82
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:	357	43	87	45	43	113	75	385	164	91	654	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	43	87	45	43	113	75	385	164	91	654	82
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:	357	43	87	45	43	113	75	385	164	91	654	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.79	0.21	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	2.67	0.33
Final Sat.:	2856	344	1600	1600	441	1159	1600	3200	1600	1600	4265	535
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.03	0.10	0.10	0.05	0.12	0.10	0.06	0.15	0.15
Crit Moves:		****			****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

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

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	29	0	273	0	0	0	0	1013	81	188	914	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:	29	0	273	0	0	0	0	1013	81	188	914	0
Added Vol:	0	0	0	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	273	0	0	0	0	1013	81	196	914	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:	29	0	273	0	0	0	0	1013	81	196	914	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	273	0	0	0	0	1013	81	196	914	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:	29	0	273	0	0	0	0	1013	81	196	914	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.78	0.22	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4722	378	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.21	0.06	0.18	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	57	0	242	0	0	0	0	1128	105	286	878	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:	57	0	242	0	0	0	0	1128	105	286	878	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	243	0	0	0	0	1128	105	286	886	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:	57	0	243	0	0	0	0	1128	105	286	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	243	0	0	0	0	1128	105	286	886	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:	57	0	243	0	0	0	0	1128	105	286	886	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.14	0.00	0.00	0.00	0.00	0.22	0.06	0.08	0.26	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	85	585	308		119	1709	227		196	403	13		29	388	215	
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:	85	585	308		119	1709	227		196	403	13		29	388	215	
Added Vol:	0	1	0		0	8	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	586	308		119	1717	227		196	403	13		29	388	215	
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:	85	586	308		119	1717	227		196	403	13		29	388	215	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	586	308		119	1717	227		196	403	13		29	388	215	
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:	85	586	308		119	1717	227		196	403	13		29	388	215	
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	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.18		0.07	0.51	0.13		0.12	0.12	0.01		0.02	0.11	0.13	
Crit Moves:	****					****			****						****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	71	906	299	35	1117	101	137	222	281	593	152	69
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:	71	906	299	35	1117	101	137	222	281	593	152	69
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	917	299	35	1123	101	137	222	281	593	152	69
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	917	0	35	1123	0	137	222	0	593	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	917	0	35	1123	0	137	222	0	593	152	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	917	0	35	1123	0	137	222	0	593	152	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.00	0.02	0.23	0.00	0.09	0.07	0.00	0.19	0.10	0.00
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	280	1112	39	645	1081	163	171	1092	304	236	666	421
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:	280	1112	39	645	1081	163	171	1092	304	236	666	421
Added Vol:	0	19	0	0	10	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1131	39	645	1091	163	171	1098	304	236	677	421
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	1131	0	645	1091	0	171	1098	0	236	677	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1131	0	645	1091	0	171	1098	0	236	677	421
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	1131	0	645	1091	0	171	1098	0	236	677	421
OvlAdjVol:												98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.00	0.20	0.23	0.00	0.05	0.23	0.00	0.07	0.14	0.26
OvlAdjV/S:												0.06
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 1	0 0	2	1 1	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	741	1551	863	0	1396	772	0	0	0	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:	741	1551	863	0	1396	772	0	0	0	0	0	0
Added Vol:	0	19	27	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	741	1570	890	0	1406	772	0	0	0	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:	741	1570	890	0	1406	772	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	1570	890	0	1406	772	0	0	0	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:	741	1570	890	0	1406	772	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.91	1.09	0.00	2.58	1.42	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3063	1737	0	4131	2269	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.51	0.51	0.00	0.34	0.34	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	4	1 0	0 0	3	0 0	1	1	1 0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	2201	115	0	1423	0	992	1033	1390	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:	0	2201	115	0	1423	0	992	1033	1390	0	0	0
Added Vol:	0	47	0	0	10	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2248	115	0	1433	0	992	1033	1404	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:	0	2248	115	0	1433	0	992	1033	1404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2248	115	0	1433	0	992	1033	1404	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:	0	2248	115	0	1433	0	992	1033	1404	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.76	0.24	0.00	3.00	0.00	1.47	1.53	2.00	0.00	0.00	0.00
Final Sat.:	0	7611	389	0	4800	0	2351	2449	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.30	0.00	0.42	0.42	0.44	0.00	0.00	0.00
Crit Moves:	****				****				****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	4 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	50	1949	52	128	2195	62	110	2	134	26	3	102
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:	50	1949	52	128	2195	62	110	2	134	26	3	102
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1996	52	128	2219	62	110	2	134	26	3	102
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:	50	1996	52	128	2219	62	110	2	134	26	3	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1996	52	128	2219	62	110	2	134	26	3	102
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:	50	1996	52	128	2219	62	110	2	134	26	3	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.90	0.10	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6238	163	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.08	0.35	0.04	0.03	0.00	0.08	0.02	0.00	0.06
Crit Moves:		****		****					****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

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			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	54	1762	380	197	1687	558	257	106	14	277	162	122
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:	54	1762	380	197	1687	558	257	106	14	277	162	122
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1809	380	197	1711	558	257	106	14	277	162	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	54	1809	380	197	1711	558	257	106	0	277	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1809	380	197	1711	558	257	106	0	277	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	54	1809	380	197	1711	558	257	106	0	277	162	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.89	1.11	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2266	934	1600	3029	1771	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.24	0.06	0.36	0.35	0.11	0.11	0.00	0.09	0.09	0.00
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	2 0	3	0 1	1 0	0	0 1	2 0	0	1 1
Volume Module:												
Base Vol:	0	1966	178	110	1828	67	40	0	20	205	1	140
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	1966	178	110	1828	67	40	0	20	205	1	140
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2013	178	110	1852	67	40	0	20	205	1	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2013	178	110	1852	67	40	0	0	205	1	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2013	178	110	1852	67	40	0	0	205	1	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	2013	178	110	1852	67	40	0	0	205	1	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.76	0.24	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.01	1.99
Final Sat.:	0	4410	390	3200	4800	1600	1600	0	1600	3200	23	3177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.03	0.39	0.04	0.03	0.00	0.00	0.06	0.04	0.04
Crit Moves:		****		****				****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 1	1	0 1	1 1	1	0 1
Volume Module:												
Base Vol:	383	1970	220	37	1979	110	61	237	375	155	196	45
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:	383	1970	220	37	1979	110	61	237	375	155	196	45
Added Vol:	3	47	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	2017	220	37	2003	110	61	237	378	155	196	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	386	2017	220	37	2003	110	61	237	0	155	196	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	2017	220	37	2003	110	61	237	0	155	196	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	386	2017	220	37	2003	110	61	237	0	155	196	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.70	0.30	1.00	3.00	1.00	1.00	2.00	1.00	1.32	1.68	1.00
Final Sat.:	3200	4328	472	1600	4800	1600	1600	3200	1600	2120	2680	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.47	0.02	0.42	0.07	0.04	0.07	0.00	0.07	0.07	0.03
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

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:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3 0 1	2	0	3 0 1	1	1	1 0 1	1	1	1 0 1
Volume Module:												
Base Vol:	53	1963	137	477	1751	127	162	45	39	172	36	114
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:	53	1963	137	477	1751	127	162	45	39	172	36	114
Added Vol:	0	8	0	26	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1971	137	503	1751	127	162	45	39	172	36	156
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	53	1971	0	503	1751	0	162	45	0	172	36	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1971	0	503	1751	0	162	45	0	172	36	156
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	53	1971	0	503	1751	0	162	45	0	172	36	156
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.00	0.16	0.36	0.00	0.05	0.03	0.00	0.05	0.02	0.10
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	1	0	2 0 1	3	0	3 1 0	2	0	4 0 1
Volume Module:												
Base Vol:	44	264	98	312	435	1620	944	1974	31	205	2283	266
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:	44	264	98	312	435	1620	944	1974	31	205	2283	266
Added Vol:	0	0	3	0	0	0	0	38	0	3	62	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	264	101	312	435	1620	944	2012	31	208	2345	274
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	44	264	101	312	435	0	944	2012	31	208	2345	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	264	101	312	435	0	944	2012	31	208	2345	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	44	264	101	312	435	0	944	2012	31	208	2345	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.45	0.55	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2315	885	1600	3200	1600	4800	6303	97	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.20	0.14	0.00	0.20	0.32	0.32	0.07	0.37	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

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:	Ignore				Ovl				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	196	2710	201		224	2976	331		196	193	215		368	271	141	
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:	196	2710	201		224	2976	331		196	193	215		368	271	141	
Added Vol:	0	52	0		0	24	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	196	2762	201		224	3000	331		196	193	215		368	271	141	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	196	2762	0		224	3000	331		196	193	0		368	271	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	196	2762	0		224	3000	331		196	193	0		368	271	141	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	196	2762	0		224	3000	331		196	193	0		368	271	141	
OvlAdjVol:							233								29	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.43	0.00		0.07	0.47	0.21		0.06	0.06	0.00		0.12	0.08	0.09	
OvlAdjV/S:							0.15								0.02	
Crit Moves:	****					****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	Level Of Service:	D

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:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	61	2615	480		775	2582	49		27	312	61		240	313	480	
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:	61	2615	480		775	2582	49		27	312	61		240	313	480	
Added Vol:	3	52	11		0	24	0		0	0	3		6	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	2667	491		775	2606	49		27	312	64		246	313	480	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	64	2667	0		775	2606	0		27	312	64		246	313	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	2667	0		775	2606	0		27	312	64		246	313	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	64	2667	0		775	2606	0		27	312	64		246	313	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.42	0.00		0.24	0.41	0.00		0.01	0.10	0.04		0.08	0.10	0.00	
Crit Moves:		****				****					****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3 0 1	2	0	3 0 1	2	0	2 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	113	2047	27	499	2078	286	642	358	163	47	315	525
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:	113	2047	27	499	2078	286	642	358	163	47	315	525
Added Vol:	0	64	8	0	34	0	1	1	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	2111	35	499	2112	286	643	359	163	51	315	525
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	2111	35	499	2112	0	643	359	163	51	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2111	35	499	2112	0	643	359	163	51	315	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	2111	35	499	2112	0	643	359	163	51	315	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	2.06	0.94	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3301	1499	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.02	0.16	0.44	0.00	0.20	0.11	0.11	0.03	0.10	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3 0 1	2	0	3 0 1	2	0	1 1 0	2	0	2 0 1
Volume Module:												
Base Vol:	123	1109	285	11	1667	511	913	488	199	220	245	27
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:	123	1109	285	11	1667	511	913	488	199	220	245	27
Added Vol:	1	0	0	0	0	37	73	11	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1109	285	11	1667	548	986	499	199	220	257	27
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:	124	1109	285	11	1667	548	986	499	199	220	257	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1109	285	11	1667	548	986	499	199	220	257	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1109	285	11	1667	548	986	499	199	220	257	27
OvlAdjVol:						55						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.43	0.57	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2288	912	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.18	0.00	0.35	0.34	0.31	0.22	0.22	0.07	0.08	0.02
OvlAdjV/S:						0.03						
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	988	0	1070	557	1765	0	0	1354	992
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	988	0	1070	557	1765	0	0	1354	992
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	988	0	1070	557	1787	0	0	1366	993
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	988	0	0	557	1787	0	0	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	988	0	0	557	1787	0	0	1366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	988	0	0	557	1787	0	0	1366	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.00	0.17	0.37	0.00	0.00	0.28	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	421	10	114	15	4	37	99	380	160	44	438	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:	421	10	114	15	4	37	99	380	160	44	438	19
Added Vol:	0	0	0	0	0	0	0	26	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	10	114	15	4	37	99	406	160	44	480	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	10	114	15	4	37	99	406	160	44	480	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	10	114	15	4	37	99	406	160	44	480	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	10	114	15	4	37	99	406	160	44	480	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.08	0.92	1.00	1.00	1.00	1.00	2.15	0.85	1.00	2.89	0.11
Final Sat.:	3200	129	1471	1600	1600	1600	1600	3443	1357	1600	4617	183
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.01	0.00	0.02	0.06	0.12	0.12	0.03	0.10	0.10
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	1 0		2	0 2	1 0	
Volume Module:																
Base Vol:	217	30	439		83	17	34		51	613	22		321	248	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:	217	30	439		83	17	34		51	613	22		321	248	43	
Added Vol:	42	0	0		0	0	0		0	8	18		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	259	30	439		83	17	34		51	621	40		321	248	43	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	259	30	439		83	17	34		51	621	40		321	248	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	259	30	439		83	17	34		51	621	40		321	248	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	259	30	439		83	17	34		51	621	40		321	248	43	
OvlAdjVol:			278													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	2.82	0.18		2.00	2.56	0.44	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4510	290		3200	4091	709	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.02	0.27		0.05	0.01	0.02		0.03	0.14	0.14		0.10	0.06	0.06	
OvlAdjV/S:			0.17													
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		2	0 2	1 0		1	0 2	1 0	
Volume Module:																
Base Vol:	9	461	287		91	233	88		384	775	7		246	526	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:	9	461	287		91	233	88		384	775	7		246	526	47	
Added Vol:	0	6	5		0	6	0		0	9	0		6	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	467	292		91	239	88		384	784	7		252	530	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	9	467	292		91	239	88		384	784	7		252	530	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	467	292		91	239	88		384	784	7		252	530	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	467	292		91	239	88		384	784	7		252	530	47	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	2.00	1.00		2.00	2.97	0.03		1.00	2.76	0.24	
Final Sat.:	1600	3200	1600		1600	3200	1600		3200	4758	42		1600	4409	391	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.15	0.18		0.06	0.07	0.06		0.12	0.16	0.16		0.16	0.12	0.12	
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	113	48	458	205	151	18	12	715	120	210	410	33
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:	113	48	458	205	151	18	12	715	120	210	410	33
Added Vol:	41	4	83	1	10	0	0	0	18	45	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	52	541	206	161	18	12	715	138	255	410	37
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:	154	52	541	206	161	18	12	715	138	255	410	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	52	541	206	161	18	12	715	138	255	410	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	52	541	206	161	18	12	715	138	255	410	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2682	518	3200	2935	265
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.34	0.13	0.10	0.01	0.01	0.27	0.27	0.08	0.14	0.14
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	286	221	79	232	259	811	319	1274	264	226	2238	171
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	221	79	232	259	811	319	1274	264	226	2238	171
Added Vol:	0	0	0	4	0	0	0	6	0	0	11	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	221	79	236	259	811	319	1280	264	226	2249	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:	286	221	79	236	259	811	319	1280	264	226	2249	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	221	79	236	259	811	319	1280	264	226	2249	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:	286	221	79	236	259	811	319	1280	264	226	2249	179
OvlAdjVol:						492						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.47	1.13	0.40	1.43	1.57	2.00	2.00	3.00	1.00	1.00	3.71	0.29
Final Sat.:	2347	1808	644	2288	2512	3200	3200	4800	1600	1600	5928	472
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.10	0.10	0.25	0.10	0.27	0.17	0.14	0.38	0.38
OvlAdjV/S:						0.15						
Crit Moves:			****			****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2	0 0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	709	0	584	0	1600	176	0	2012	509
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	709	0	584	0	1600	176	0	2012	509
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	715	0	584	0	1610	176	0	2031	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	715	0	584	0	1610	0	0	2031	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	715	0	584	0	1610	0	0	2031	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	715	0	584	0	1610	0	0	2031	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.37	0.00	0.50	0.00	0.00	0.42	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 1	0	1	0 3	0 1
Volume Module:												
Base Vol:	10	11	2	100	2	404	245	1748	5	11	2504	73
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:	10	11	2	100	2	404	245	1748	5	11	2504	73
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	2	100	2	404	245	1774	5	11	2549	73
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:	10	11	2	100	2	404	245	1774	5	11	2549	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	245	1774	5	11	2549	73
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:	10	11	2	100	2	404	245	1774	5	11	2549	73
OvlAdjVol:						159						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	696	765	139	1569	31	1600	1600	3191	9	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.25	0.15	0.56	0.56	0.01	0.53	0.05
OvlAdjV/S:						0.10						
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1 0	0	0	1! 0	0	1	0 1 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	1	2	55	0	27	95	1752	20	0	2586	52
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	1	2	55	0	27	95	1752	20	0	2586	52
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	27	95	1778	20	0	2631	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:	0	1	2	55	0	27	95	1778	20	0	2631	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	95	1778	20	0	2631	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:	0	1	2	55	0	27	95	1778	20	0	2631	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	0	533	1067	1073	0	527	1600	3164	36	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.06	0.56	0.56	0.00	0.55	0.03
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 0	3	0	1 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	42	41	975	61	147	181	1632	25	50	2484	1064
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:	35	42	41	975	61	147	181	1632	25	50	2484	1064
Added Vol:	0	0	0	12	0	0	0	26	0	0	45	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	987	61	147	181	1658	25	50	2529	1081
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	987	61	147	181	1658	25	50	2529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	987	61	147	181	1658	25	50	2529	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	987	61	147	181	1658	25	50	2529	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.01	0.99	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	1619	1581	4800	1600	1600	3200	4729	71	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.21	0.04	0.09	0.06	0.35	0.35	0.03	0.53	0.00
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0 1	0	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	489	17	29	98	11	59	74	2375	435	74	3465	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	17	29	98	11	59	74	2375	435	74	3465	29
Added Vol:	0	0	0	0	0	0	0	38	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	17	29	98	11	59	74	2413	435	74	3527	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	17	29	98	11	59	74	2413	435	74	3527	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	17	29	98	11	59	74	2413	435	74	3527	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	489	17	29	98	11	59	74	2413	435	74	3527	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.74	0.10	0.16	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4387	153	260	1600	251	1349	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.06	0.04	0.04	0.05	0.50	0.27	0.05	0.55	0.02
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	147	0	578	324	1992	0	0	2049	170
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	147	0	578	324	1992	0	0	2049	170
Added Vol:	0	0	0	0	0	16	10	31	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	147	0	594	334	2023	0	0	2105	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	147	0	0	334	2023	0	0	2105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	0	334	2023	0	0	2105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	147	0	0	334	2023	0	0	2105	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.10	0.42	0.00	0.00	0.44	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	D

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	109	90	163	319	130	299	125	2416	71	119	1697	125
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:	109	90	163	319	130	299	125	2416	71	119	1697	125
Added Vol:	0	0	0	22	0	56	31	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	90	163	341	130	355	156	2416	71	119	1697	137
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	90	163	341	130	0	156	2416	71	119	1697	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	90	163	341	130	0	156	2416	71	119	1697	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	90	163	341	130	0	156	2416	71	119	1697	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2317	883	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.10	0.15	0.15	0.00	0.10	0.50	0.04	0.07	0.35	0.09
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	110	0	25	47	5	23	39	2278	26	26	2118	13
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:	110	0	25	47	5	23	39	2278	26	26	2118	13
Added Vol:	0	0	0	0	0	0	0	22	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	25	47	5	23	39	2300	26	26	2131	13
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:	110	0	25	47	5	23	39	2300	26	26	2131	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	25	47	5	23	39	2300	26	26	2131	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
FinalVolume:	110	0	25	47	5	23	39	2300	26	26	2131	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.81	0.00	0.19	0.63	0.07	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1304	0	296	1003	107	491	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.05	0.05	0.05	0.02	0.72	0.02	0.02	0.67	0.01
Crit Moves:	****			****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	2	0 1
Volume Module:												
Base Vol:	94	71	76	104	84	78	55	2246	57	63	1757	38
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:	94	71	76	104	84	78	55	2246	57	63	1757	38
Added Vol:	0	0	0	0	0	0	0	22	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	71	76	104	84	78	55	2268	57	63	1770	38
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:	94	71	76	104	84	78	55	2268	57	63	1770	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	71	76	104	84	78	55	2268	57	63	1770	38
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:	94	71	76	104	84	78	55	2268	57	63	1770	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.52	0.48	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	773	827	1600	830	770	1600	3200	1600	1600	3133	67
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.07	0.10	0.10	0.03	0.71	0.04	0.04	0.57	0.56
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	1	0 1	1	0	2	0 1	1 0 2 0 1
Volume Module:												
Base Vol:	14	187	43	194	186	79	115	117	29	69	146	191
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	187	43	194	186	79	115	117	29	69	146	191
Added Vol:	0	0	0	18	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	187	43	212	186	79	115	117	29	69	146	233
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	187	43	212	186	79	115	117	29	69	146	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	187	43	212	186	79	115	117	29	69	146	233
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	187	43	212	186	79	115	117	29	69	146	233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.11	1.54	0.35	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	184	2452	564	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.13	0.12	0.05	0.07	0.04	0.02	0.04	0.05	0.15
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

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
Lanes:	1	0 2	0 1	1	0 2	0 1	0 1	0 1	0	1	0 2	0 1
Volume Module:												
Base Vol:	98	98	180	123	174	110	42	288	100	243	308	171
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	98	180	123	174	110	42	288	100	243	308	171
Added Vol:	0	1	0	18	1	0	0	0	0	0	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	99	180	141	175	110	42	288	100	243	308	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	99	180	141	175	110	42	288	100	243	308	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	99	180	141	175	110	42	288	100	243	308	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	99	180	141	175	110	42	288	100	243	308	212
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.20	1.34	0.46	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	313	2143	744	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.11	0.09	0.05	0.07	0.03	0.13	0.13	0.15	0.10	0.13
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	143	177	119	41	151	3	22	105	215	376	83	52
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:	143	177	119	41	151	3	22	105	215	376	83	52
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	177	120	41	151	3	22	105	215	377	83	52
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	177	0	41	151	3	22	105	0	377	83	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	177	0	41	151	3	22	105	0	377	83	52
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	177	0	41	151	3	22	105	0	377	83	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3138	62	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.00	0.03	0.05	0.05	0.01	0.03	0.00	0.24	0.03	0.03
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	7	1	587	8	435	604	1228	5	1	1040	603
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:	10	7	1	587	8	435	604	1228	5	1	1040	603
Added Vol:	0	0	0	0	0	3	3	19	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	1	587	8	438	607	1247	5	1	1050	603
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	7	1	587	8	0	607	1247	5	1	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	1	587	8	0	607	1247	5	1	1050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	7	1	587	8	0	607	1247	5	1	1050	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.18	0.01	0.00	0.38	0.26	0.00	0.00	0.22	0.00
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	204	37	86	76	87	43	19	711	339	97	471	27
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:	204	37	86	76	87	43	19	711	339	97	471	27
Added Vol:	0	0	0	0	0	0	0	14	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	37	86	76	87	43	19	725	339	97	480	27
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:	204	37	86	76	87	43	19	725	339	97	480	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	37	86	76	87	43	19	725	339	97	480	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	37	86	76	87	43	19	725	339	97	480	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.69	0.31	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	2709	491	1600	1600	1071	529	1600	3200	1600	1600	4544	256
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.05	0.05	0.08	0.08	0.01	0.23	0.21	0.06	0.11	0.11
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	1 0	2 0	3	0 0
Volume Module:												
Base Vol:	69	0	100	0	0	0	0	1051	50	320	829	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:	69	0	100	0	0	0	0	1051	50	320	829	0
Added Vol:	0	0	0	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	100	0	0	0	0	1051	50	324	829	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:	69	0	100	0	0	0	0	1051	50	324	829	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	100	0	0	0	0	1051	50	324	829	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:	69	0	100	0	0	0	0	1051	50	324	829	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4868	232	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.22	0.22	0.10	0.16	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	21	0	316	0	0	0	0	908	79	671	823	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:	21	0	316	0	0	0	0	908	79	671	823	0
Added Vol:	0	0	8	0	0	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	324	0	0	0	0	908	79	671	827	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:	21	0	324	0	0	0	0	908	79	671	827	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	324	0	0	0	0	908	79	671	827	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:	21	0	324	0	0	0	0	908	79	671	827	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.19	0.00	0.00	0.00	0.00	0.18	0.05	0.20	0.24	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	183	1497	349		76	953	76		368	584	109		231	541	109	
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:	183	1497	349		76	953	76		368	584	109		231	541	109	
Added Vol:	0	8	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	183	1505	349		76	957	76		368	584	109		231	541	109	
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:	183	1505	349		76	957	76		368	584	109		231	541	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	183	1505	349		76	957	76		368	584	109		231	541	109	
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:	183	1505	349		76	957	76		368	584	109		231	541	109	
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	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	5100	1700		1700	3400	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.21		0.04	0.28	0.04		0.22	0.17	0.06		0.14	0.16	0.06	
Crit Moves:	****					****			****					****		

Forecast General Plan Buildout Without Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

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				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	4	0 1	1	0	3	1 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	120	1500	110		250	1100	500		810	970	190		60	620	70	
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:	120	1500	110		250	1100	500		810	970	190		60	620	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	120	1500	110		250	1100	500		810	970	190		60	620	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	1500	110		250	1100	500		810	970	190		60	620	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	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	120	1500	110		250	1100	500		810	970	190		60	620	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		1.00	3.44	1.56		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3200	6400	1600		1600	5500	2500		3200	4800	1600		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.07		0.16	0.20	0.20		0.25	0.20	0.12		0.02	0.13	0.00	
Crit Moves:		****			****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

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:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	3	1 0	1	1	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	50	1330	130		250	820	280		510	550	50		50	330	20	
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:	50	1330	130		250	820	280		510	550	50		50	330	20	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	1330	0		250	820	280		510	550	50		50	330	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	1330	0		250	820	280		510	550	50		50	330	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	50	1330	0		250	820	280		510	550	50		50	330	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		1.00	3.00	1.00		1.38	1.49	0.13		1.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		2202	2381	217		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.00		0.16	0.17	0.17		0.23	0.23	0.23		0.03	0.10	0.00	
Crit Moves:		****			****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	140	1460	600	60	600	190	40	160	40	180	220	60
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:	140	1460	600	60	600	190	40	160	40	180	220	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	140	1460	0	60	600	0	40	160	0	180	220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1460	0	60	600	0	40	160	0	180	220	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	140	1460	0	60	600	0	40	160	0	180	220	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.00	0.04	0.13	0.00	0.03	0.05	0.00	0.06	0.14	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

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:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	140	1860	290	670	1780	330	190	320	30	850	770	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1860	290	670	1780	330	190	320	30	850	770	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1860	290	670	1780	330	190	320	30	850	770	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1860	290	670	1780	330	190	320	30	850	770	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1860	290	670	1780	330	190	320	30	850	770	200
OvlAdjVol:			0									0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	3.37	0.63	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	5399	1001	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.18	0.21	0.33	0.33	0.06	0.10	0.02	0.27	0.24	0.13
OvlAdjV/S:			0.00									0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	4	0 1	1 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	430	1900	70	10	2030	910	240	90	20	80	70	170
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:	430	1900	70	10	2030	910	240	90	20	80	70	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	430	1900	70	10	2030	0	240	90	0	80	70	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1900	70	10	2030	0	240	90	0	80	70	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	430	1900	70	10	2030	0	240	90	0	80	70	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.89	0.11	1.00	4.00	1.00	1.45	0.55	1.00	0.25	0.22	0.53
Final Sat.:	1600	4629	171	1600	6400	1600	2327	873	1600	400	350	850
Capacity Analysis Module:												
Vol/Sat:	0.27	0.41	0.41	0.01	0.32	0.00	0.10	0.10	0.00	0.20	0.20	0.20
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	Level Of Service:	D

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	3	0 3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	690	1720	130	380	1030	170	130	520	130	200	1910	590
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:	690	1720	130	380	1030	170	130	520	130	200	1910	590
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	690	1720	0	380	1030	0	130	520	0	200	1910	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	1720	0	380	1030	0	130	520	0	200	1910	590
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	690	1720	0	380	1030	0	130	520	0	200	1910	590
OvlAdjVol:												463
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	4800	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.00	0.08	0.21	0.00	0.04	0.11	0.00	0.06	0.40	0.37
OvlAdjV/S:												0.29
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0
Volume Module:																						
Base Vol:	0	0	80	0	0	0	0	3570	120	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:	0	0	80	0	0	0	0	3570	120	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:	0	0	80	0	0	0	0	3570	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	80	0	0	0	0	3570	120	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:	0	0	80	0	0	0	0	3570	120	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.56	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																						
Base Vol:	1120	3260	0	0	720	640	0	0	0	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:	1120	3260	0	0	720	640	0	0	0	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:	1120	3260	0	0	720	640	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	3260	0	0	720	640	0	0	0	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:	1120	3260	0	0	720	640	0	0	0	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	0.00	2.12	1.88	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	0	3388	3012	0	0	0	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.35	0.68	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	5	1 0	0 0	4	0 0	1 1	1	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	2100	60	0	690	0	2110	550	1000	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:	0	2100	60	0	690	0	2110	550	1000	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:	0	2100	60	0	690	0	2110	550	1000	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2100	60	0	690	0	2110	550	1000	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:	0	2100	60	0	690	0	2110	550	1000	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	5.83	0.17	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	9333	267	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.22	0.00	0.11	0.00	0.66	0.34	0.31	0.00	0.00	0.00
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	4	0 1	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	140	1970	90	130	1400	180	40	10	40	10	10	60
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:	140	1970	90	130	1400	180	40	10	40	10	10	60
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:	140	1970	90	130	1400	180	40	10	40	10	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1970	90	130	1400	180	40	10	40	10	10	60
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:	140	1970	90	130	1400	180	40	10	40	10	10	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.83	0.17	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6120	280	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.08	0.22	0.11	0.01	0.01	0.03	0.01	0.01	0.04
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	60 1610	250		140 1050	270		520	120	10	330	110	190
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:	60 1610	250		140 1050	270		520	120	10	330	110	190
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		0.00
PHF Volume:	60 1610	250		140 1050	270		520	120	10	330	110	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	60 1610	250		140 1050	270		520	120	10	330	110	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		0.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		0.00
FinalVolume:	60 1610	250		140 1050	270		520	120	10	330	110	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600		1600	1600 1600		1600
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 3.00	1.00		2.00 3.00	1.00		1.62 0.38		1.00	2.00 1.00		1.00
Final Sat.:	1600 4800	1600		3200 4800	1600		2600	600	1600	3200 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.34	0.16		0.04 0.22	0.17		0.20 0.20		0.01	0.10 0.07		0.00
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	1	1 0	0 0	1	2 0	0 0	2
Volume Module:												
Base Vol:	0 1630	340		90 1230	50		110	0	80	250	0	200
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 1630	340		90 1230	50		110	0	80	250	0	200
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	0 1630	340		90 1230	50		110	0	0	250	0	200
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	0 1630	340		90 1230	50		110	0	0	250	0	200
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	0 1630	340		90 1230	50		110	0	0	250	0	200
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600		1600	1600 1600		1600
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 3.00	1.00		2.00 3.00	1.00		1.00 0.00		1.00	2.00 0.00		2.00
Final Sat.:	0 4800	1600		3200 4800	1600		1600	0	1600	3200	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00 0.34	0.21		0.03 0.26	0.03		0.07 0.00		0.00	0.08 0.00		0.06
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	1 0	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	380	1770	210	60	1600	60	160	210	420	430	520	90
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:	380	1770	210	60	1600	60	160	210	420	430	520	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	380	1770	210	60	1600	60	160	210	0	430	520	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1770	210	60	1600	60	160	210	0	430	520	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	380	1770	210	60	1600	60	160	210	0	430	520	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.68	0.32	2.00	3.00	1.00	1.00	1.00	1.00	1.36	1.64	1.00
Final Sat.:	3200	4291	509	3200	4800	1600	1600	1600	1600	2173	2627	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.41	0.02	0.33	0.04	0.10	0.13	0.00	0.20	0.20	0.06
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	30	1400	160	620	1630	40	280	50	50	70	10	470
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:	30	1400	160	620	1630	40	280	50	50	70	10	470
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	1400	0	620	1630	40	280	50	50	70	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1400	0	620	1630	40	280	50	50	70	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	1400	0	620	1630	40	280	50	50	70	10	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.19	0.34	0.03	0.09	0.03	0.03	0.02	0.01	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	10	1620	190	410	1260	10	60	10	30	80	10	90
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:	10	1620	190	410	1260	10	60	10	30	80	10	90
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:	10	1620	190	410	1260	10	60	10	30	80	10	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1620	190	410	1260	10	60	10	30	80	10	90
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:	10	1620	190	410	1260	10	60	10	30	80	10	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.78	0.22	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	2844	356	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.12	0.13	0.26	0.01	0.04	0.01	0.02	0.03	0.03	0.06
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	3	0 3	1 0	2	0 4	0 1
Volume Module:												
Base Vol:	20	570	90	170	290	850	1310	2150	20	100	1130	110
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	570	90	170	290	850	1310	2150	20	100	1130	110
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	570	90	170	290	0	1310	2150	20	100	1130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	570	90	170	290	0	1310	2150	20	100	1130	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	570	90	170	290	0	1310	2150	20	100	1130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.73	0.27	1.00	2.00	1.00	3.00	3.96	0.04	2.00	4.00	1.00
Final Sat.:	1600	2764	436	1600	3200	1600	4800	6341	59	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.11	0.09	0.00	0.27	0.34	0.34	0.03	0.18	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	420	3610	200	50	2670	370	290	240	220	130	210	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:	420	3610	200	50	2670	370	290	240	220	130	210	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	420	3610	0	50	2670	370	290	240	0	130	210	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	3610	0	50	2670	370	290	240	0	130	210	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	420	3610	0	50	2670	370	290	240	0	130	210	10
OvlAdjVol:						225						0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.56	0.00	0.02	0.42	0.23	0.09	0.08	0.00	0.04	0.07	0.01
OvlAdjV/S:						0.14						0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	3 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	140	2120	130	360	2980	10	40	370	90	400	830	1650
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:	140	2120	130	360	2980	10	40	370	90	400	830	1650
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	2120	0	360	2980	0	40	370	90	400	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2120	0	360	2980	0	40	370	90	400	830	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	2120	0	360	2980	0	40	370	90	400	830	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	3.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	4800	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.00	0.08	0.47	0.00	0.01	0.12	0.06	0.13	0.26	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	3 0	3 0	1	3 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	70	1540	10	600	1790	1080	220	320	40	20	680	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1540	10	600	1790	1080	220	320	40	20	680	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	1540	10	600	1790	0	220	320	40	20	680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1540	10	600	1790	0	220	320	40	20	680	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1540	10	600	1790	0	220	320	40	20	680	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.97	0.03	3.00	3.00	1.00	3.00	2.67	0.33	1.00	2.00	1.00
Final Sat.:	3200	6359	41	4800	4800	1600	4800	4267	533	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.13	0.37	0.00	0.05	0.07	0.08	0.01	0.21	0.00
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	130	1510	350	10	1070	800	90	110	70	300	350	20
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:	130	1510	350	10	1070	800	90	110	70	300	350	20
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:	130	1510	350	10	1070	800	90	110	70	300	350	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1510	350	10	1070	800	90	110	70	300	350	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
FinalVolume:	130	1510	350	10	1070	800	90	110	70	300	350	20
OvlAdjVol:						755						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.22	0.78	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	1956	1244	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.22	0.00	0.22	0.50	0.03	0.06	0.06	0.09	0.11	0.01
OvlAdjV/S:						0.47						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	500	0	370	880	1110	0	0	1320	820
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	500	0	370	880	1110	0	0	1320	820
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	500	0	0	880	1110	0	0	1320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	500	0	0	880	1110	0	0	1320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	500	0	0	880	1110	0	0	1320	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.00	0.28	0.23	0.00	0.00	0.28	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	110	10	40	20	10	70	60	480	230	230	350	30
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:	110	10	40	20	10	70	60	480	230	230	350	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	10	40	20	10	70	60	480	230	230	350	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	10	40	20	10	70	60	480	230	230	350	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	10	40	20	10	70	60	480	230	230	350	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.20	0.80	1.00	1.00	1.00	1.00	2.03	0.97	1.00	2.76	0.24
Final Sat.:	3200	320	1280	1600	1600	1600	1600	3245	1555	1600	4421	379
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.04	0.04	0.15	0.15	0.14	0.08	0.08
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	40	20	180	110	20	20	40	320	100	750	530	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	180	110	20	20	40	320	100	750	530	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	180	110	20	20	40	320	100	750	530	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	180	110	20	20	40	320	100	750	530	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	180	110	20	20	40	320	100	750	530	110
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.29	0.71	2.00	2.48	0.52
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3657	1143	3200	3975	825
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.11	0.07	0.01	0.01	0.03	0.09	0.09	0.23	0.13	0.13
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	10	250	180	60	470	400	290	640	10	400	1340	100
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:	10	250	180	60	470	400	290	640	10	400	1340	100
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:	10	250	180	60	470	400	290	640	10	400	1340	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	250	180	60	470	400	290	640	10	400	1340	100
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:	10	250	180	60	470	400	290	640	10	400	1340	100
OvlAdjVol:						255						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.95	0.05	1.00	2.79	0.21
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4726	74	1600	4467	333
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.11	0.04	0.15	0.25	0.09	0.14	0.14	0.25	0.30	0.30
OvlAdjV/S:						0.16						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	140	160	80	50	60	20	10	140	30	560	550	210
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:	140	160	80	50	60	20	10	140	30	560	550	210
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:	140	160	80	50	60	20	10	140	30	560	550	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	160	80	50	60	20	10	140	30	560	550	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	160	80	50	60	20	10	140	30	560	550	210
OvlAdjVol:			0			10						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.65	0.35	2.00	1.45	0.55
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2635	565	3200	2316	884
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.05	0.03	0.04	0.01	0.01	0.05	0.05	0.17	0.24	0.24
OvlAdjV/S:			0.00			0.01						
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	180	510	150	120	130	10	500	2660	210	120	560	240
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:	180	510	150	120	130	10	500	2660	210	120	560	240
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:	180	510	150	120	130	10	500	2660	210	120	560	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	510	150	120	130	10	500	2660	210	120	560	240
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:	180	510	150	120	130	10	500	2660	210	120	560	240
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.47	0.53	1.44	1.56	2.00	2.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	1600	2348	852	2304	2496	3200	3200	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.18	0.05	0.05	0.00	0.16	0.55	0.13	0.08	0.09	0.15
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	1	0	2	1	0	3	1
Volume Module:												
Base Vol:	0	0	0	610	0	200	0	2090	150	0	930	890
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	610	0	200	0	2090	150	0	930	890
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	610	0	200	0	2090	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	200	0	2090	0	0	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	610	0	200	0	2090	0	0	930	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.13	0.00	0.65	0.00	0.00	0.19	0.00
Crit Moves:				****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	2	0	2	1	0	3	0	1
Volume Module:												
Base Vol:	10	0	0	90	10	370	220	2680	10	10	1680	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
OvlAdjVol:						260						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.90	0.10	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	0	0	1440	160	1600	3200	4782	18	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.06	0.06	0.23	0.07	0.56	0.56	0.01	0.35	0.03
OvlAdjV/S:						0.16						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	30	0	40	110	2650	10	0	1690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1600	686	0	914	1600	4782	18	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.04	0.07	0.55	0.55	0.00	0.35	0.03
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	30	1040	10	80	190	2590	10	10	1740	720
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	30	30	1040	10	80	190	2590	10	10	1740	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	30	30	1040	10	80	190	2590	10	10	1740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1040	10	80	190	2590	10	10	1740	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	30	30	1040	10	80	190	2590	10	10	1740	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	4800	1600	1600	3200	4782	18	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.22	0.01	0.05	0.06	0.54	0.54	0.01	0.36	0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.22	0.16	0.62	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	3559	248	993	1600	1600	1600	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.01	0.03	0.06	0.69	0.26	0.06	0.28	0.08
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	30	0	90	590	1980	0	0	1340	180
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	30	0	90	590	1980	0	0	1340	180
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	30	0	0	590	1980	0	0	1340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	0	590	1980	0	0	1340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	30	0	0	590	1980	0	0	1340	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.18	0.41	0.00	0.00	0.28	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	110	50	250	80	90	50	300	1680	80	130	1540	140
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:	110	50	250	80	90	50	300	1680	80	130	1540	140
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	50	250	80	90	0	300	1680	80	130	1540	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	50	250	80	90	0	300	1680	80	130	1540	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	50	250	80	90	0	300	1680	80	130	1540	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.16	0.05	0.06	0.00	0.19	0.35	0.05	0.08	0.32	0.09
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0	0 1!	0 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	0	24	61	0	60	30	1003	43	42	2633	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	0	24	61	0	60	30	1003	43	42	2633	13
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:	112	0	24	61	0	60	30	1003	43	42	2633	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	24	61	0	60	30	1003	43	42	2633	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
FinalVolume:	112	0	24	61	0	60	30	1003	43	42	2633	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.50	0.00	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	0	1600	807	0	793	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.08	0.00	0.08	0.02	0.31	0.03	0.03	0.82	0.01
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	60	180	90	210	80	40	70	1330	40	60	2000	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	180	90	210	80	40	70	1330	40	60	2000	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:	60	180	90	210	80	40	70	1330	40	60	2000	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	180	90	210	80	40	70	1330	40	60	2000	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:	60	180	90	210	80	40	70	1330	40	60	2000	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	1067	533	1600	1067	533	1600	3200	1600	1600	3137	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.13	0.07	0.08	0.04	0.42	0.03	0.04	0.64	0.64
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

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
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	80	140	20	20	80	40	40	50	170	10	30	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:	80	140	20	20	80	40	40	50	170	10	30	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	140	20	20	80	40	40	50	170	10	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	140	20	20	80	40	40	50	170	10	30	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	140	20	20	80	40	40	50	170	10	30	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.40	1.20	0.40
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	640	1920	640
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.01	0.01	0.03	0.03	0.03	0.03	0.11	0.01	0.02	0.02
Crit Moves:	****				****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.125
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	50	30	30	90	60	40	60	30	70	90	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	30	30	90	60	40	60	30	70	90	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:	10	50	30	30	90	60	40	60	30	70	90	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	30	30	90	60	40	60	30	70	90	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:	10	50	30	30	90	60	40	60	30	70	90	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.22	1.11	0.67	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	356	1778	1067	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.06	0.04	0.03	0.02	0.02	0.04	0.03	0.03
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.163
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	50	20	90	130	90	30	60	20	50	120	80
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:	10	50	20	90	130	90	30	60	20	50	120	80
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:	10	50	20	90	130	90	30	60	20	50	120	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	20	90	130	90	30	60	20	50	120	80
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:	10	50	20	90	130	90	30	60	20	50	120	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.25	1.25	0.50	0.82	1.18	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	1309	1891	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.06	0.02	0.02	0.01	0.03	0.04	0.05
Crit Moves:		****			****		****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.238
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

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
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	50	150	130	60	60	30	20	60	20	140	170	130
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:	50	150	130	60	60	30	20	60	20	140	170	130
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:	50	150	130	60	60	30	20	60	20	140	170	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	150	130	60	60	30	20	60	20	140	170	130
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:	50	150	130	60	60	30	20	60	20	140	170	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.40	1.20	0.40	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	640	1920	640	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.08	0.04	0.02	0.02	0.01	0.03	0.03	0.09	0.05	0.08
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.194
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	170	70	280	10	30	10	10	100	130	70	50	20
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:	170	70	280	10	30	10	10	100	130	70	50	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	70	0	10	30	10	10	100	0	70	50	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	70	0	10	30	10	10	100	0	70	50	20
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	70	0	10	30	10	10	100	0	70	50	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2400	800	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.00	0.01	0.01	0.01	0.01	0.03	0.00	0.04	0.02	0.01
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

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			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 0	0	0 3	0 1	1	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	140	1630	0	0	1040	250	480	0	170	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:	140	1630	0	0	1040	250	480	0	170	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:	140	1630	0	0	1040	250	480	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1630	0	0	1040	250	480	0	170	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:	140	1630	0	0	1040	250	480	0	170	0	0	0
OvlAdjVol:									30			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	0	4800	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.00	0.00	0.22	0.16	0.30	0.00	0.05	0.00	0.00	0.00
OvlAdjV/S:									0.01			
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	10	10	10	400	10	240	400	1020	10	10	1560	1120
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:	10	10	10	400	10	240	400	1020	10	10	1560	1120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	10	10	400	10	0	400	1020	10	10	1560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	400	10	0	400	1020	10	10	1560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	10	10	400	10	0	400	1020	10	10	1560	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.13	0.01	0.00	0.25	0.21	0.01	0.01	0.33	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	370	40	20	50	40	40	30	490	150	20	1170	80
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:	370	40	20	50	40	40	30	490	150	20	1170	80
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:	370	40	20	50	40	40	30	490	150	20	1170	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	40	20	50	40	40	30	490	150	20	1170	80
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:	370	40	20	50	40	40	30	490	150	20	1170	80
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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:	1.80	0.20	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2888	312	1600	1600	800	800	1600	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13 0.13		0.01	0.03 0.05		0.05	0.02 0.15		0.09	0.01 0.24		0.05
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.334
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	1 0	2	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	240	50	20	120	80	70	30	510	180	10	350	30
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:	240	50	20	120	80	70	30	510	180	10	350	30
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	240	50	20	120	80	70	30	510	180	10	350	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	50	20	120	80	70	30	510	180	10	350	30
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	240	50	20	120	80	70	30	510	180	10	350	30
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	2.00	0.71	0.29	2.00	0.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1143	457	3200	853	747	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08 0.04		0.04	0.04 0.09		0.09	0.02 0.16		0.11	0.01 0.11		0.02
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	58	0	569	0	0	0	0	1261	64	106	822	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:	58	0	569	0	0	0	0	1261	64	106	822	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:	58	0	569	0	0	0	0	1261	64	106	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	569	0	0	0	0	1261	64	106	822	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:	58	0	569	0	0	0	0	1261	64	106	822	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4854	246	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.33	0.00	0.00	0.00	0.00	0.26	0.26	0.03	0.16	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	16	0	307	0	0	0	0	1763	93	667	744	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:	16	0	307	0	0	0	0	1763	93	667	744	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:	16	0	307	0	0	0	0	1763	93	667	744	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	307	0	0	0	0	1763	93	667	744	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:	16	0	307	0	0	0	0	1763	93	667	744	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.35	0.05	0.20	0.15	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	128	629	428	116	1864	239	240	556	21	35	443	201
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:	128	629	428	116	1864	239	240	556	21	35	443	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	629	428	116	1864	239	240	556	21	35	443	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	629	428	116	1864	239	240	556	21	35	443	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	629	428	116	1864	239	240	556	21	35	443	201
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	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.25	0.03	0.37	0.14	0.07	0.16	0.01	0.01	0.13	0.12
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	1 0	3 1	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	280	1500	80	160	1380	920	490	680	130	160	1440	190
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:	280	1500	80	160	1380	920	490	680	130	160	1440	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	280	1500	80	160	1380	920	490	680	130	160	1440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1500	80	160	1380	920	490	680	130	160	1440	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	280	1500	80	160	1380	920	490	680	130	160	1440	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	1.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	1600	4800	3200	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.05	0.10	0.29	0.29	0.15	0.14	0.08	0.05	0.30	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	Level Of Service:	D

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	170	1030	60	140	1200	280	410	460	60	130	980	350
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:	170	1030	60	140	1200	280	410	460	60	130	980	350
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	1030	0	140	1200	280	410	460	60	130	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1030	0	140	1200	280	410	460	60	130	980	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	1030	0	140	1200	280	410	460	60	130	980	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.24	0.76	1.32	1.49	0.19	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5189	1211	2111	2378	311	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.00	0.09	0.23	0.23	0.19	0.19	0.19	0.08	0.31	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	2	0 1	2	0	1	0 1
Volume Module:																
Base Vol:	60	910	190		110	1210	110		140	300	120		840	210	110	
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:	60	910	190		110	1210	110		140	300	120		840	210	110	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	60	910	0		110	1210	0		140	300	0		840	210	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	910	0		110	1210	0		140	300	0		840	210	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	60	910	0		110	1210	0		140	300	0		840	210	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	3200	1600		3200	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.19	0.00		0.07	0.25	0.00		0.09	0.09	0.00		0.26	0.13	0.00	
Crit Moves:	****				****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	4	0 1	2	0	3	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	160	1950	750		480	2610	270		610	850	20		360	660	530	
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:	160	1950	750		480	2610	270		610	850	20		360	660	530	
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:	160	1950	750		480	2610	270		610	850	20		360	660	530	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	1950	750		480	2610	270		610	850	20		360	660	530	
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:	160	1950	750		480	2610	270		610	850	20		360	660	530	
OvlAdjVol:			570												290	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	3.62	0.38		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	5800	600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.30	0.47		0.15	0.45	0.45		0.19	0.27	0.01		0.11	0.21	0.33	
OvlAdjV/S:			0.36												0.18	
Crit Moves:			****		****					****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	4 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	170	1890	30	90	2030	400	700	20	460	60	80	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:	170	1890	30	90	2030	400	700	20	460	60	80	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	1890	30	90	2030	0	700	20	0	60	80	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1890	30	90	2030	0	700	20	0	60	80	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	1890	30	90	2030	0	700	20	0	60	80	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.95	0.05	1.00	4.00	1.00	1.94	0.06	1.00	0.40	0.53	0.07
Final Sat.:	1600	4725	75	1600	6400	1600	3111	89	1600	640	853	107
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.40	0.06	0.32	0.00	0.23	0.22	0.00	0.09	0.09	0.09
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	D

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	3 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	220	1440	50	900	1620	170	270	1580	500	240	830	540
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:	220	1440	50	900	1620	170	270	1580	500	240	830	540
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	1440	0	900	1620	0	270	1580	0	240	830	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1440	0	900	1620	0	270	1580	0	240	830	540
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	220	1440	0	900	1620	0	270	1580	0	240	830	540
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	4800	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.19	0.34	0.00	0.08	0.33	0.00	0.08	0.17	0.34
OvlAdjV/S:												0.15
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0
Volume Module:																						
Base Vol:	0	0	360	0	0	0	0	3200	10	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:	0	0	360	0	0	0	0	3200	10	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:	0	0	360	0	0	0	0	3200	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	360	0	0	0	0	3200	10	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:	0	0	360	0	0	0	0	3200	10	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.50	0.01	0.00	0.00	0.00
Crit Moves:			****					****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																						
Base Vol:	930	2500	0	0	1460	960	0	0	0	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:	930	2500	0	0	1460	960	0	0	0	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:	930	2500	0	0	1460	960	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	930	2500	0	0	1460	960	0	0	0	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:	930	2500	0	0	1460	960	0	0	0	0	0	0
Saturation Flow Module:																						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	0.00	2.41	1.59	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	0	3861	2539	0	0	0	0	0	0
Capacity Analysis Module:																						
Vol/Sat:	0.29	0.52	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 5	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	2340	110	0	1490	0	1090	1500	980	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:	0	2340	110	0	1490	0	1090	1500	980	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:	0	2340	110	0	1490	0	1090	1500	980	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2340	110	0	1490	0	1090	1500	980	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:	0	2340	110	0	1490	0	1090	1500	980	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	5.73	0.27	0.00	4.00	0.00	1.26	1.74	2.00	0.00	0.00	0.00
Final Sat.:	0	9169	431	0	6400	0	2020	2780	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.23	0.00	0.54	0.54	0.31	0.00	0.00	0.00
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	70	2200	90	160	2240	80	90	10	180	50	10	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2200	90	160	2240	80	90	10	180	50	10	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2200	90	160	2240	80	90	10	180	50	10	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2200	90	160	2240	80	90	10	180	50	10	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2200	90	160	2240	80	90	10	180	50	10	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.84	0.16	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6148	252	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.10	0.35	0.05	0.03	0.01	0.11	0.03	0.01	0.10
Crit Moves:		****			****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	2 0	3	0 1	1 1	0	0 1	1 1	1	0 1
Volume Module:												
Base Vol:	50	1900	360	210	1920	360	210	100	10	300	130	230
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:	50	1900	360	210	1920	360	210	100	10	300	130	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1900	360	210	1920	360	210	100	10	300	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1900	360	210	1920	360	210	100	10	300	130	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1900	360	210	1920	360	210	100	10	300	130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.35	0.65	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2168	1032	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.23	0.07	0.40	0.23	0.10	0.10	0.01	0.09	0.08	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3	0 1	2 0	3	0 1	1 0	0	0 1	2 0	0	0 2
Volume Module:												
Base Vol:	0	1870	250	140	1800	90	40	0	20	460	0	180
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	1870	250	140	1800	90	40	0	20	460	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1870	250	140	1800	90	40	0	0	460	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1870	250	140	1800	90	40	0	0	460	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1870	250	140	1800	90	40	0	0	460	0	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	1600	1600	0	1600	3200	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.16	0.04	0.38	0.06	0.03	0.00	0.00	0.14	0.00	0.06
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

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				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	1 0	2	0	3	0 1	1	0	1	0 1	1	1	1	0 1
Volume Module:																
Base Vol:	390	2050	390		60	2270	90		50	130	360		260	150	20	
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:	390	2050	390		60	2270	90		50	130	360		260	150	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	390	2050	390		60	2270	90		50	130	0		260	150	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	390	2050	390		60	2270	90		50	130	0		260	150	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	390	2050	390		60	2270	90		50	130	0		260	150	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.52	0.48		2.00	3.00	1.00		1.00	1.00	1.00		1.90	1.10	1.00	
Final Sat.:	3200	4033	767		3200	4800	1600		1600	1600	1600		3044	1756	1600	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.51	0.51		0.02	0.47	0.06		0.03	0.08	0.00		0.09	0.09	0.01	
Crit Moves:	****				****				****				****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

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:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	2	0	3	0 1	1	1	1	0 1	2	0	1	0 1
Volume Module:																
Base Vol:	80	1960	130		610	2340	200		90	30	40		250	60	720	
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	1960	130		610	2340	200		90	30	40		250	60	720	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	80	1960	0		610	2340	200		90	30	40		250	60	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	1960	0		610	2340	200		90	30	40		250	60	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	80	1960	0		610	2340	200		90	30	40		250	60	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		2.00	3.00	1.00		2.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	1600	1600		3200	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.41	0.00		0.19	0.49	0.13		0.03	0.02	0.03		0.08	0.04	0.00	
Crit Moves:		****			****				****				****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	10	1830	90	310	2030	30	20	10	20	470	10	420
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:	10	1830	90	310	2030	30	20	10	20	470	10	420
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:	10	1830	90	310	2030	30	20	10	20	470	10	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1830	90	310	2030	30	20	10	20	470	10	420
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:	10	1830	90	310	2030	30	20	10	20	470	10	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	3133	67	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.06	0.10	0.42	0.02	0.01	0.01	0.01	0.15	0.15	0.26
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	3	0 3	1 0	2	0 4	0 1
Volume Module:												
Base Vol:	40	380	120	130	640	1800	870	1600	10	230	2310	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	380	120	130	640	1800	870	1600	10	230	2310	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	380	120	130	640	0	870	1600	10	230	2310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	380	120	130	640	0	870	1600	10	230	2310	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	380	120	130	640	0	870	1600	10	230	2310	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.52	0.48	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2432	768	1600	3200	1600	4800	6360	40	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.20	0.00	0.18	0.25	0.25	0.07	0.36	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

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:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	300	2620	120	20	3050	440	310	190	110	210	320	20
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:	300	2620	120	20	3050	440	310	190	110	210	320	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	300	2620	0	20	3050	440	310	190	0	210	320	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2620	0	20	3050	440	310	190	0	210	320	20
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	300	2620	0	20	3050	440	310	190	0	210	320	20
OvlAdjVol:						285						10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.00	0.01	0.48	0.28	0.10	0.06	0.00	0.07	0.10	0.01
OvlAdjV/S:						0.18						0.01
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

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:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	3 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	80	2430	540	1040	2450	60	10	610	110	280	380	700
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	2430	540	1040	2450	60	10	610	110	280	380	700
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	2430	0	1040	2450	0	10	610	110	280	380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2430	0	1040	2450	0	10	610	110	280	380	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	2430	0	1040	2450	0	10	610	110	280	380	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	3.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	4800	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.00	0.22	0.38	0.00	0.00	0.19	0.07	0.09	0.12	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	1 0	3	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	20	1800	20	930	1850	470	1050	630	100	20	360	530
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	1800	20	930	1850	470	1050	630	100	20	360	530
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1800	20	930	1850	0	1050	630	100	20	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1800	20	930	1850	0	1050	630	100	20	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1800	20	930	1850	0	1050	630	100	20	360	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.96	0.04	3.00	3.00	1.00	3.00	2.59	0.41	1.00	2.00	1.00
Final Sat.:	3200	6330	70	4800	4800	1600	4800	4142	658	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.19	0.39	0.00	0.22	0.15	0.15	0.01	0.11	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	200	880	450	10	1400	560	960	510	150	300	300	30
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:	200	880	450	10	1400	560	960	510	150	300	300	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	880	450	10	1400	560	960	510	150	300	300	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	880	450	10	1400	560	960	510	150	300	300	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	880	450	10	1400	560	960	510	150	300	300	30
OvlAdjVol:						80						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.55	0.45	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2473	727	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.28	0.00	0.29	0.35	0.30	0.21	0.21	0.09	0.09	0.02
OvlAdjV/S:						0.05						
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	700	0	780	640	1540	0	0	1670	540
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	700	0	780	640	1540	0	0	1670	540
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	700	0	0	640	1540	0	0	1670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	700	0	0	640	1540	0	0	1670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	700	0	0	640	1540	0	0	1670	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.20	0.32	0.00	0.00	0.35	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	410	10	190	10	10	60	100	400	260	30	540	30
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:	410	10	190	10	10	60	100	400	260	30	540	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	10	190	10	10	60	100	400	260	30	540	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	10	190	10	10	60	100	400	260	30	540	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	10	190	10	10	60	100	400	260	30	540	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.05	0.95	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	3200	80	1520	1600	1600	1600	1600	3200	1600	1600	4547	253
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.01	0.04	0.06	0.13	0.16	0.02	0.12	0.12
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	180	30	740	100	10	50	50	590	100	420	260	90
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:	180	30	740	100	10	50	50	590	100	420	260	90
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:	180	30	740	100	10	50	50	590	100	420	260	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	30	740	100	10	50	50	590	100	420	260	90
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:	180	30	740	100	10	50	50	590	100	420	260	90
OvlAdjVol:			530									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	2.57	0.43	2.00	2.23	0.77
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4104	696	3200	3566	1234
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.46	0.06	0.01	0.03	0.03	0.14	0.14	0.13	0.07	0.07
OvlAdjV/S:			0.33									
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	10	580	350	140	330	140	460	920	10	270	670	70
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:	10	580	350	140	330	140	460	920	10	270	670	70
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:	10	580	350	140	330	140	460	920	10	270	670	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	580	350	140	330	140	460	920	10	270	670	70
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:	10	580	350	140	330	140	460	920	10	270	670	70
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	2.00	2.97	0.03	1.00	2.72	0.28
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	4748	52	1600	4346	454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.22	0.09	0.10	0.09	0.14	0.19	0.19	0.17	0.15	0.15
OvlAdjV/S:						0.00						
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	70	30	630	240	190	10	10	700	130	360	640	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	30	630	240	190	10	10	700	130	360	640	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	30	630	240	190	10	10	700	130	360	640	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	30	630	240	190	10	10	700	130	360	640	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	30	630	240	190	10	10	700	130	360	640	70
OvlAdjVol:			450			0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.69	0.31	2.00	1.80	0.20
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2699	501	3200	2885	315
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.39	0.15	0.12	0.01	0.01	0.26	0.26	0.11	0.22	0.22
OvlAdjV/S:			0.28			0.00						
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	350	190	150	250	400	390	50	1440	290	270	2710	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	190	150	250	400	390	50	1440	290	270	2710	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	190	150	250	400	390	50	1440	290	270	2710	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	190	150	250	400	390	50	1440	290	270	2710	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	190	150	250	400	390	50	1440	290	270	2710	200
OvlAdjVol:						340						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.52	0.83	0.65	1.15	1.85	2.00	2.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	2434	1322	1044	1846	2954	3200	3200	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.12	0.02	0.30	0.18	0.17	0.42	0.13
OvlAdjV/S:						0.11						
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	2	0	0 0 1	0	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	770	0	410	0	1310	180	0	2300	1350
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	770	0	410	0	1310	180	0	2300	1350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	770	0	410	0	1310	0	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	410	0	1310	0	0	2300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	770	0	410	0	1310	0	0	2300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.26	0.00	0.41	0.00	0.00	0.48	0.00
Crit Moves:						****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	20	10	10	110	10	400	340	2220	10	10	2920	50
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	10	10	110	10	400	340	2220	10	10	2920	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	10	110	10	400	340	2220	10	10	2920	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	110	10	400	340	2220	10	10	2920	50
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	10	10	110	10	400	340	2220	10	10	2920	50
OvlAdjVol:						230						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.25	0.25	0.92	0.08	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	800	400	400	1467	133	1600	3200	4778	22	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.07	0.08	0.25	0.11	0.46	0.46	0.01	0.61	0.03
OvlAdjV/S:						0.14						
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
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	10	50	0	60	160	2070	10	0	2860	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	60	160	2070	10	0	2860	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
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	10	50	0	60	160	2070	10	0	2860	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.45	0.00	0.55	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1600	727	0	873	1600	4777	23	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.03	0.00	0.07	0.10	0.43	0.43	0.00	0.60	0.07
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	20	10	990	20	100	130	2070	20	10	3070	1130
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	20	10	990	20	100	130	2070	20	10	3070	1130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	20	10	990	20	100	130	2070	20	10	3070	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	10	990	20	100	130	2070	20	10	3070	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	20	10	990	20	100	130	2070	20	10	3070	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	4800	1600	1600	3200	4754	46	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.01	0.06	0.04	0.44	0.44	0.01	0.64	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.52	0.24	0.24	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4022	389	389	1600	1600	1600	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.09	0.01	0.08	0.09	0.47	0.39	0.04	0.60	0.03
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	280	0	840	360	1710	0	0	2040	160
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	280	0	840	360	1710	0	0	2040	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	280	0	0	360	1710	0	0	2040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	0	360	1710	0	0	2040	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	280	0	0	360	1710	0	0	2040	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.11	0.36	0.00	0.00	0.43	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	160	110	160	370	150	300	170	1760	80	190	1810	60
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:	160	110	160	370	150	300	170	1760	80	190	1810	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	110	160	370	150	0	170	1760	80	190	1810	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	110	160	370	150	0	170	1760	80	190	1810	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	110	160	370	150	0	170	1760	80	190	1810	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.42	0.58	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2277	923	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.10	0.16	0.16	0.00	0.11	0.37	0.05	0.12	0.38	0.04
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0	0 1!	0 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	0	21	36	0	27	33	1869	53	22	1658	13
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:	84	0	21	36	0	27	33	1869	53	22	1658	13
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:	84	0	21	36	0	27	33	1869	53	22	1658	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	21	36	0	27	33	1869	53	22	1658	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
FinalVolume:	84	0	21	36	0	27	33	1869	53	22	1658	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	0	1600	914	0	686	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.04	0.00	0.04	0.02	0.58	0.03	0.01	0.52	0.01
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	90	200	40	250	130	40	60	1830	80	140	1500	70
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	200	40	250	130	40	60	1830	80	140	1500	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	200	40	250	130	40	60	1830	80	140	1500	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	200	40	250	130	40	60	1830	80	140	1500	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	200	40	250	130	40	60	1830	80	140	1500	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	0.76	0.24	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1333	267	1600	1224	376	1600	3200	1600	1600	3057	143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.16	0.11	0.11	0.04	0.57	0.05	0.09	0.49	0.49
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec):	100	Critical Vol./Cap.(X):	0.263
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	160	110	40	50	180	70	40	120	140	30	70	30
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:	160	110	40	50	180	70	40	120	140	30	70	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	110	40	50	180	70	40	120	140	30	70	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	110	40	50	180	70	40	120	140	30	70	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	110	40	50	180	70	40	120	140	30	70	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.46	1.08	0.46
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	738	1723	738
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.03	0.03	0.06	0.04	0.03	0.08	0.09	0.02	0.04	0.04
Crit Moves:	****				****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.231
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	50	150	80	40	130	110	100	110	50	120	110	90
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:	50	150	80	40	130	110	100	110	50	120	110	90
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:	50	150	80	40	130	110	100	110	50	120	110	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	150	80	40	130	110	100	110	50	120	110	90
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:	50	150	80	40	130	110	100	110	50	120	110	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.36	1.07	0.57	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	571	1714	914	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.03	0.08	0.07	0.06	0.03	0.03	0.08	0.03	0.06
Crit Moves:	****			****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	20	190	50	200	190	80	120	120	30	70	150	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	190	50	200	190	80	120	120	30	70	150	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	190	50	200	190	80	120	120	30	70	150	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	190	50	200	190	80	120	120	30	70	150	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	190	50	200	190	80	120	120	30	70	150	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.47	0.38	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	2338	615	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.13	0.12	0.05	0.08	0.04	0.02	0.04	0.05	0.13
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	100	100	180	130	180	110	50	290	100	250	310	180
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:	100	100	180	130	180	110	50	290	100	250	310	180
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:	100	100	180	130	180	110	50	290	100	250	310	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	100	180	130	180	110	50	290	100	250	310	180
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:	100	100	180	130	180	110	50	290	100	250	310	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	0.23	1.32	0.45	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	364	2109	727	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.11	0.08	0.06	0.07	0.03	0.14	0.14	0.16	0.10	0.11
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	150	180	120	50	160	10	30	110	220	380	90	60
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:	150	180	120	50	160	10	30	110	220	380	90	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	180	0	50	160	10	30	110	0	380	90	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	180	0	50	160	10	30	110	0	380	90	60
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	180	0	50	160	10	30	110	0	380	90	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3012	188	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.00	0.03	0.05	0.05	0.02	0.03	0.00	0.24	0.03	0.04
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

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			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	120	980	0	0	1140	460	270	0	190	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:	120	980	0	0	1140	460	270	0	190	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:	120	980	0	0	1140	460	270	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	980	0	0	1140	460	270	0	190	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:	120	980	0	0	1140	460	270	0	190	0	0	0
OvlAdjVol:									70			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	0	4800	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.00	0.00	0.24	0.29	0.17	0.00	0.06	0.00	0.00	0.00
OvlAdjV/S:									0.02			
Crit Moves:	****					****	****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	10	10	1150	10	340	200	1620	10	10	1220	500
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:	10	10	10	1150	10	340	200	1620	10	10	1220	500
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	10	10	1150	10	0	200	1620	10	10	1220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	1150	10	0	200	1620	10	10	1220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	10	10	1150	10	0	200	1620	10	10	1220	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.36	0.01	0.00	0.13	0.34	0.01	0.01	0.25	0.00
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	0	1	1	0	0 1	0	1	0	2 0	1	1	0	3 0	1
Volume Module:																
Base Vol:	240	60	70		70	50	40		40	970	420		110	710	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	60	70		70	50	40		40	970	420		110	710	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:	240	60	70		70	50	40		40	970	420		110	710	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	60	70		70	50	40		40	970	420		110	710	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:	240	60	70		70	50	40		40	970	420		110	710	40	
OvlAdjVol:											270					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	1.60	0.40	1.00		1.00	0.56	0.44		1.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	2560	640	1600		1600	889	711		1600	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.04		0.04	0.06	0.06		0.03	0.30	0.26		0.07	0.15	0.03	
OvlAdjV/S:											0.17					
Crit Moves:		****					****			****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	1	0	2	0	0 1	0	1	0	2 0	1	1	0	2 0	1
Volume Module:																
Base Vol:	160	60	10		80	30	40		50	530	170		40	440	100	
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:	160	60	10		80	30	40		50	530	170		40	440	100	
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:	160	60	10		80	30	40		50	530	170		40	440	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	60	10		80	30	40		50	530	170		40	440	100	
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:	160	60	10		80	30	40		50	530	170		40	440	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.86	0.14		2.00	0.43	0.57		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	1371	229		3200	686	914		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.04	0.04		0.03	0.04	0.04		0.03	0.17	0.11		0.03	0.14	0.06	
Crit Moves:	****					****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - COI Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	106	0	537	0	0	0	0	1203	16	284	774	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:	106	0	537	0	0	0	0	1203	16	284	774	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:	106	0	537	0	0	0	0	1203	16	284	774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	537	0	0	0	0	1203	16	284	774	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:	106	0	537	0	0	0	0	1203	16	284	774	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5033	67	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.32	0.00	0.00	0.00	0.00	0.24	0.24	0.08	0.15	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - COI Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	8	0	357	0	0	0	0	1563	81	1229	792	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:	8	0	357	0	0	0	0	1563	81	1229	792	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:	8	0	357	0	0	0	0	1563	81	1229	792	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	357	0	0	0	0	1563	81	1229	792	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:	8	0	357	0	0	0	0	1563	81	1229	792	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.31	0.05	0.36	0.16	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - COI Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	272	1662	405	83	941	106	423	681	125	243	742	115
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:	272	1662	405	83	941	106	423	681	125	243	742	115
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:	272	1662	405	83	941	106	423	681	125	243	742	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1662	405	83	941	106	423	681	125	243	742	115
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:	272	1662	405	83	941	106	423	681	125	243	742	115
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	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.24	0.02	0.18	0.06	0.12	0.20	0.07	0.07	0.22	0.07
Crit Moves:		****			****			****			****	

Forecast General Plan Buildout With Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	1 0	3 1	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	120	1500	110	250	1100	500	810	970	190	60	620	70
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:	120	1500	110	250	1100	500	810	970	190	60	620	70
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1502	110	250	1109	500	810	970	190	60	620	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	120	1502	110	250	1109	500	810	970	190	60	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1502	110	250	1109	500	810	970	190	60	620	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	120	1502	110	250	1109	500	810	970	190	60	620	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	1.00	3.45	1.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	1600	5514	2486	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.16	0.20	0.20	0.25	0.20	0.12	0.02	0.13	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	1330	130	250	820	280	510	550	50	50	330	20
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:	50	1330	130	250	820	280	510	550	50	50	330	20
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1332	130	250	829	280	510	550	50	50	330	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1332	0	250	829	280	510	550	50	50	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1332	0	250	829	280	510	550	50	50	330	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1332	0	250	829	280	510	550	50	50	330	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.38	1.49	0.13	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2202	2381	217	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.16	0.17	0.17	0.23	0.23	0.23	0.03	0.10	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	140	1460	600	60	600	190	40	160	40	180	220	60
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:	140	1460	600	60	600	190	40	160	40	180	220	60
Added Vol:	0	2	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1462	600	60	609	190	40	160	40	180	220	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	140	1462	0	60	609	0	40	160	0	180	220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1462	0	60	609	0	40	160	0	180	220	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	140	1462	0	60	609	0	40	160	0	180	220	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.00	0.04	0.13	0.00	0.03	0.05	0.00	0.06	0.14	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 170 Level Of Service: D

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:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	140	1860	290	670	1780	330	190	320	30	850	770	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1860	290	670	1780	330	190	320	30	850	770	200
Added Vol:	0	3	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1863	290	670	1797	330	190	320	30	850	770	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1863	290	670	1797	330	190	320	30	850	770	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1863	290	670	1797	330	190	320	30	850	770	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1863	290	670	1797	330	190	320	30	850	770	200
OvlAdjVol:			0									0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	3.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	5407	993	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.18	0.21	0.33	0.33	0.06	0.10	0.02	0.27	0.24	0.13
OvlAdjV/S:			0.00									0.00
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	4	0 1	1 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	430	1900	70	10	2030	910	240	90	20	80	70	170
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:	430	1900	70	10	2030	910	240	90	20	80	70	170
Added Vol:	0	3	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	1903	70	10	2047	910	240	90	20	80	70	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	430	1903	70	10	2047	0	240	90	0	80	70	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1903	70	10	2047	0	240	90	0	80	70	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	430	1903	70	10	2047	0	240	90	0	80	70	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.89	0.11	1.00	4.00	1.00	1.45	0.55	1.00	0.25	0.22	0.53
Final Sat.:	1600	4630	170	1600	6400	1600	2327	873	1600	400	350	850
Capacity Analysis Module:												
Vol/Sat:	0.27	0.41	0.41	0.01	0.32	0.00	0.10	0.10	0.00	0.20	0.20	0.20
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	179	Level Of Service:	D

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	3 0	3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	690	1720	130	380	1030	170	130	520	130	200	1910	590
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:	690	1720	130	380	1030	170	130	520	130	200	1910	590
Added Vol:	0	3	0	0	17	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	690	1723	130	380	1047	170	130	529	130	200	1912	590
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	690	1723	0	380	1047	0	130	529	0	200	1912	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	1723	0	380	1047	0	130	529	0	200	1912	590
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	690	1723	0	380	1047	0	130	529	0	200	1912	590
OvlAdjVol:												463
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	4800	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.00	0.08	0.22	0.00	0.04	0.11	0.00	0.06	0.40	0.37
OvlAdjV/S:												0.29
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 2	0	0	0	0 0	0	0	4	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	80		0	0	0		0	3570	120		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:	0	0	80		0	0	0		0	3570	120		0	0	0	
Added Vol:	0	0	0		0	0	0		0	25	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	80		0	0	0		0	3595	120		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:	0	0	80		0	0	0		0	3595	120		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	80		0	0	0		0	3595	120		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:	0	0	80		0	0	0		0	3595	120		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	2.00		0.00	0.00	0.00		0.00	4.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	3200		0	0	0		0	6400	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.03		0.00	0.00	0.00		0.00	0.56	0.08		0.00	0.00	0.00	
Crit Moves:			****							****						

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	1 0	0	0	2	1 1	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	1120	3260			0		0	720	640		0	0	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:	1120	3260			0		0	720	640		0	0	0		0	0
Added Vol:	0	3	4		0		17	0	0		0	0	0		0	0
PasserByVol:	0	0	0		0		0	0	0		0	0	0		0	0
Initial Fut:	1120	3263			4		0	737	640		0	0	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:	1120	3263			4		0	737	640		0	0	0		0	0
Reduct Vol:	0	0			0		0	0	0		0	0	0		0	0
Reduced Vol:	1120	3263			4		0	737	640		0	0	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:	1120	3263			4		0	737	640		0	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.99	0.01		0.00	2.14	1.86		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	3200	4794	6		0	3425	2975		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.68	0.68		0.00	0.22	0.22		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****											

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 5	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2100	60	0	690	0	2110	550	1000	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:	0	2100	60	0	690	0	2110	550	1000	0	0	0
Added Vol:	0	7	0	0	17	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2107	60	0	707	0	2110	550	1025	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:	0	2107	60	0	707	0	2110	550	1025	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2107	60	0	707	0	2110	550	1025	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:	0	2107	60	0	707	0	2110	550	1025	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	5.83	0.17	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	9334	266	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.11	0.00	0.66	0.34	0.32	0.00	0.00	0.00
Crit Moves:		****		****			****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	140	1970	90	130	1400	180	40	10	40	10	10	60
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:	140	1970	90	130	1400	180	40	10	40	10	10	60
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1977	90	130	1443	180	40	10	40	10	10	60
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:	140	1977	90	130	1443	180	40	10	40	10	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1977	90	130	1443	180	40	10	40	10	10	60
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:	140	1977	90	130	1443	180	40	10	40	10	10	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.83	0.17	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6121	279	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.08	0.23	0.11	0.01	0.01	0.03	0.01	0.01	0.04
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	1	0	1
Volume Module:																				
Base Vol:	60	1610	250	140	1050	270	520	120	10	330	110	190
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:	60	1610	250	140	1050	270	520	120	10	330	110	190
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1617	250	140	1093	270	520	120	10	330	110	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	1617	250	140	1093	270	520	120	10	330	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1617	250	140	1093	270	520	120	10	330	110	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	1617	250	140	1093	270	520	120	10	330	110	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.62	0.38	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2600	600	1600	3200	1600	1600
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.34	0.16	0.04	0.23	0.17	0.20	0.20	0.01	0.10	0.07	0.00
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	1	2	0	3	0	1	1	0	0	0	1	2	0	0	0	2
Volume Module:																				
Base Vol:	0	1630	340	90	1230	50	110	0	80	250	0	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1630	340	90	1230	50	110	0	80	250	0	200
Added Vol:	0	7	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1637	340	90	1273	50	110	0	80	250	0	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1637	340	90	1273	50	110	0	0	250	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1637	340	90	1273	50	110	0	0	250	0	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1637	340	90	1273	50	110	0	0	250	0	200
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	1600	1600	0	1600	3200	0	3200
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.34	0.21	0.03	0.27	0.03	0.07	0.00	0.00	0.08	0.00	0.06
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	1 0	2	0 3	0 1	1	0 1	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	380	1770	210	60	1600	60	160	210	420	430	520	90
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:	380	1770	210	60	1600	60	160	210	420	430	520	90
Added Vol:	1	7	0	0	43	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	1777	210	60	1643	60	160	210	421	430	520	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	381	1777	210	60	1643	60	160	210	0	430	520	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	1777	210	60	1643	60	160	210	0	430	520	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	381	1777	210	60	1643	60	160	210	0	430	520	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.68	0.32	2.00	3.00	1.00	1.00	1.00	1.00	1.36	1.64	1.00
Final Sat.:	3200	4293	507	3200	4800	1600	1600	1600	1600	2173	2627	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.41	0.02	0.34	0.04	0.10	0.13	0.00	0.20	0.20	0.06
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	30	1400	160	620	1630	40	280	50	50	70	10	470
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:	30	1400	160	620	1630	40	280	50	50	70	10	470
Added Vol:	0	1	0	44	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1401	160	664	1630	40	280	50	50	70	10	476
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	1401	0	664	1630	40	280	50	50	70	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1401	0	664	1630	40	280	50	50	70	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	1401	0	664	1630	40	280	50	50	70	10	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.21	0.34	0.03	0.09	0.03	0.03	0.02	0.01	0.00
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	10	1620	190	410	1260	10	60	10	30	80	10	90
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:	10	1620	190	410	1260	10	60	10	30	80	10	90
Added Vol:	0	1	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:	10	1621	190	410	1260	10	60	10	30	80	10	90
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:	10	1621	190	410	1260	10	60	10	30	80	10	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1621	190	410	1260	10	60	10	30	80	10	90
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:	10	1621	190	410	1260	10	60	10	30	80	10	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.78	0.22	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	2844	356	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.12	0.13	0.26	0.01	0.04	0.01	0.02	0.03	0.03	0.06
Crit Moves:		****		****			****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	3	0 3	1 0	2	0 4	0 1
Volume Module:												
Base Vol:	20	570	90	170	290	850	1310	2150	20	100	1130	110
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	570	90	170	290	850	1310	2150	20	100	1130	110
Added Vol:	0	0	1	0	0	0	0	50	0	1	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	570	91	170	290	850	1310	2200	20	101	1140	111
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	570	91	170	290	0	1310	2200	20	101	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	570	91	170	290	0	1310	2200	20	101	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	570	91	170	290	0	1310	2200	20	101	1140	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	3.00	3.96	0.04	2.00	4.00	1.00
Final Sat.:	1600	2759	441	1600	3200	1600	4800	6342	58	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.11	0.09	0.00	0.27	0.35	0.35	0.03	0.18	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

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:	Ignore				Ovl				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	420	3610	200		50	2670	370		290	240	220		130	210	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:	420	3610	200		50	2670	370		290	240	220		130	210	10	
Added Vol:	0	7	0		0	49	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	420	3617	200		50	2719	370		290	240	220		130	210	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	420	3617	0		50	2719	370		290	240	0		130	210	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	420	3617	0		50	2719	370		290	240	0		130	210	10	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	420	3617	0		50	2719	370		290	240	0		130	210	10	
OvlAdjVol:							225								0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.57	0.00		0.02	0.42	0.23		0.09	0.08	0.00		0.04	0.07	0.01	
OvlAdjV/S:							0.14								0.00	
Crit Moves:		****				****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

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:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	3	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	140	2120	130		360	2980	10		40	370	90		400	830	1650	
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:	140	2120	130		360	2980	10		40	370	90		400	830	1650	
Added Vol:	1	7	2		0	49	0		0	0	1		9	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	141	2127	132		360	3029	10		40	370	91		409	830	1650	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	141	2127	0		360	3029	0		40	370	91		409	830	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	2127	0		360	3029	0		40	370	91		409	830	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	141	2127	0		360	3029	0		40	370	91		409	830	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		3.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		4800	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.00		0.08	0.47	0.00		0.01	0.12	0.06		0.13	0.26	0.00	
Crit Moves:	****					****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	1 0	3	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	70	1540	10	600	1790	1080	220	320	40	20	680	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1540	10	600	1790	1080	220	320	40	20	680	1040
Added Vol:	0	8	1	0	60	0	1	1	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1548	11	600	1850	1080	221	321	40	28	680	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	1548	11	600	1850	0	221	321	40	28	680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1548	11	600	1850	0	221	321	40	28	680	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1548	11	600	1850	0	221	321	40	28	680	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.97	0.03	3.00	3.00	1.00	3.00	2.67	0.33	1.00	2.00	1.00
Final Sat.:	3200	6355	45	4800	4800	1600	4800	4268	532	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.13	0.39	0.00	0.05	0.08	0.08	0.02	0.21	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	130	1510	350	10	1070	800	90	110	70	300	350	20
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:	130	1510	350	10	1070	800	90	110	70	300	350	20
Added Vol:	1	0	0	0	0	68	9	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1510	350	10	1070	868	99	112	70	300	356	20
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:	131	1510	350	10	1070	868	99	112	70	300	356	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1510	350	10	1070	868	99	112	70	300	356	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
FinalVolume:	131	1510	350	10	1070	868	99	112	70	300	356	20
OvlAdjVol:						819						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.23	0.77	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	1969	1231	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.22	0.00	0.22	0.54	0.03	0.06	0.06	0.09	0.11	0.01
OvlAdjV/S:						0.51						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	500	0	370	880	1110	0	0	1320	820
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	500	0	370	880	1110	0	0	1320	820
Added Vol:	0	0	0	0	0	0	0	3	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	500	0	370	880	1113	0	0	1338	821
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	500	0	0	880	1113	0	0	1338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	500	0	0	880	1113	0	0	1338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	500	0	0	880	1113	0	0	1338	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.00	0.28	0.23	0.00	0.00	0.28	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	110	10	40	20	10	70	60	480	230	230	350	30
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:	110	10	40	20	10	70	60	480	230	230	350	30
Added Vol:	0	0	0	0	0	0	0	44	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	10	40	20	10	70	60	524	230	230	356	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	10	40	20	10	70	60	524	230	230	356	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	10	40	20	10	70	60	524	230	230	356	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	10	40	20	10	70	60	524	230	230	356	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.20	0.80	1.00	1.00	1.00	1.00	2.08	0.92	1.00	2.77	0.23
Final Sat.:	3200	320	1280	1600	1600	1600	1600	3336	1464	1600	4427	373
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.04	0.04	0.16	0.16	0.14	0.08	0.08
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	1	0	2	0 2	1	0
Volume Module:																
Base Vol:	40	20	180		110	20	20		40	320	100		750	530	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	20	180		110	20	20		40	320	100		750	530	110	
Added Vol:	6	0	0		0	0	0		0	4	40		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	20	180		110	20	20		40	324	140		750	530	110	
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:	46	20	180		110	20	20		40	324	140		750	530	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	46	20	180		110	20	20		40	324	140		750	530	110	
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:	46	20	180		110	20	20		40	324	140		750	530	110	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	2.09	0.91		2.00	2.48	0.52	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	3352	1448		3200	3975	825	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.01	0.11		0.07	0.01	0.01		0.03	0.10	0.10		0.23	0.13	0.13	
OvlAdjV/S:			0.00													
Crit Moves:		****				****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	2	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	10	250	180		60	470	400		290	640	10		400	1340	100	
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:	10	250	180		60	470	400		290	640	10		400	1340	100	
Added Vol:	0	1	1		0	3	0		0	2	0		3	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	251	181		60	473	400		290	642	10		403	1348	100	
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:	10	251	181		60	473	400		290	642	10		403	1348	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	251	181		60	473	400		290	642	10		403	1348	100	
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:	10	251	181		60	473	400		290	642	10		403	1348	100	
OvlAdjVol:							255									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	2.00	1.00		2.00	2.95	0.05		1.00	2.79	0.21	
Final Sat.:	1600	3200	1600		1600	3200	1600		3200	4726	74		1600	4469	331	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.11		0.04	0.15	0.25		0.09	0.14	0.14		0.25	0.30	0.30	
OvlAdjV/S:							0.16									
Crit Moves:	****						****			****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	140	160	80	50	60	20	10	140	30	560	550	210
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:	140	160	80	50	60	20	10	140	30	560	550	210
Added Vol:	5	5	11	1	5	0	0	0	40	69	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	165	91	51	65	20	10	140	70	629	550	215
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:	145	165	91	51	65	20	10	140	70	629	550	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	165	91	51	65	20	10	140	70	629	550	215
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:	145	165	91	51	65	20	10	140	70	629	550	215
OvlAdjVol:			0			10						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.33	0.67	2.00	1.44	0.56
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2133	1067	3200	2301	899
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.06	0.03	0.04	0.01	0.01	0.07	0.07	0.20	0.24	0.24
OvlAdjV/S:			0.00			0.01						
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	180	510	150	120	130	10	500	2660	210	120	560	240
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:	180	510	150	120	130	10	500	2660	210	120	560	240
Added Vol:	0	0	0	8	0	0	0	9	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	510	150	128	130	10	500	2669	210	120	562	241
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:	180	510	150	128	130	10	500	2669	210	120	562	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	510	150	128	130	10	500	2669	210	120	562	241
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:	180	510	150	128	130	10	500	2669	210	120	562	241
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.47	0.53	1.49	1.51	2.00	2.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	1600	2348	852	2381	2419	3200	3200	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.18	0.05	0.05	0.00	0.16	0.56	0.13	0.08	0.09	0.15
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	1	0	2	1	0	3	1
Volume Module:												
Base Vol:	0	0	0	610	0	200	0	2090	150	0	930	890
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	610	0	200	0	2090	150	0	930	890
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	619	0	200	0	2107	150	0	933	892
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	619	0	200	0	2107	0	0	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	619	0	200	0	2107	0	0	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	619	0	200	0	2107	0	0	933	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.13	0.00	0.66	0.00	0.00	0.19	0.00
Crit Moves:				****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	2	0	2	1	0	3	0	1
Volume Module:												
Base Vol:	10	0	0	90	10	370	220	2680	10	10	1680	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	90	10	370	220	2680	10	10	1680	40
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	90	10	370	220	2718	10	10	1687	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:	10	0	0	90	10	370	220	2718	10	10	1687	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	370	220	2718	10	10	1687	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:	10	0	0	90	10	370	220	2718	10	10	1687	40
OvlAdjVol:						260						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.90	0.10	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	0	0	1440	160	1600	3200	4782	18	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.06	0.06	0.23	0.07	0.57	0.57	0.01	0.35	0.03
OvlAdjV/S:						0.16						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	30	0	40	110	2650	10	0	1690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	30	0	40	110	2650	10	0	1690	40
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	30	0	40	110	2688	10	0	1697	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:	0	0	10	30	0	40	110	2688	10	0	1697	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	110	2688	10	0	1697	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:	0	0	10	30	0	40	110	2688	10	0	1697	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1600	686	0	914	1600	4782	18	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.04	0.07	0.56	0.56	0.00	0.35	0.03
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	30	1040	10	80	190	2590	10	10	1740	720
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	30	30	1040	10	80	190	2590	10	10	1740	720
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	30	1052	10	80	190	2628	10	10	1747	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	30	30	1052	10	80	190	2628	10	10	1747	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1052	10	80	190	2628	10	10	1747	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	30	30	1052	10	80	190	2628	10	10	1747	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	4800	1600	1600	3200	4782	18	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.22	0.01	0.05	0.06	0.55	0.55	0.01	0.36	0.00
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	30	120	50	20	50	90	3370	410	90	1770	130
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:	430	30	120	50	20	50	90	3370	410	90	1770	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	30	120	50	20	50	90	3370	410	90	1770	130
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:	430	30	120	50	20	50	90	3370	410	90	1770	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.22	0.16	0.62	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	3559	248	993	1600	1600	1600	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.01	0.03	0.06	0.70	0.26	0.06	0.28	0.08
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	30	0	90	590	1980	0	0	1340	180
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	30	0	90	590	1980	0	0	1340	180
Added Vol:	0	0	0	0	0	3	13	39	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	93	603	2019	0	0	1349	180
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	30	0	0	603	2019	0	0	1349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	0	603	2019	0	0	1349	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	30	0	0	603	2019	0	0	1349	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.19	0.42	0.00	0.00	0.28	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	110	50	250	80	90	50	300	1680	80	130	1540	140
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:	110	50	250	80	90	50	300	1680	80	130	1540	140
Added Vol:	0	0	0	3	0	9	39	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	50	250	83	90	59	339	1680	80	130	1540	158
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	50	250	83	90	0	339	1680	80	130	1540	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	50	250	83	90	0	339	1680	80	130	1540	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	50	250	83	90	0	339	1680	80	130	1540	158
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.16	0.05	0.06	0.00	0.21	0.35	0.05	0.08	0.32	0.10
Crit Moves:			****		****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0	0 1!	0 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	0	24	61	0	60	30	1003	43	42	2633	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	0	24	61	0	60	30	1003	43	42	2633	13
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	0	24	61	0	60	30	1006	43	42	2652	13
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:	112	0	24	61	0	60	30	1006	43	42	2652	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	24	61	0	60	30	1006	43	42	2652	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
FinalVolume:	112	0	24	61	0	60	30	1006	43	42	2652	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.50	0.00	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	0	1600	807	0	793	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.08	0.00	0.08	0.02	0.31	0.03	0.03	0.83	0.01
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	60	180	90	210	80	40	70	1330	40	60	2000	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	180	90	210	80	40	70	1330	40	60	2000	40
Added Vol:	0	0	0	0	0	0	0	3	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	180	90	210	80	40	70	1333	40	60	2019	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:	60	180	90	210	80	40	70	1333	40	60	2019	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	180	90	210	80	40	70	1333	40	60	2019	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:	60	180	90	210	80	40	70	1333	40	60	2019	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	1067	533	1600	1067	533	1600	3200	1600	1600	3138	62
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.13	0.07	0.08	0.04	0.42	0.03	0.04	0.64	0.64
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	80	140	20	20	80	40	40	50	170	10	30	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:	80	140	20	20	80	40	40	50	170	10	30	10
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:	80	140	20	20	80	40	40	50	170	10	30	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	140	20	20	80	40	40	50	170	10	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	140	20	20	80	40	40	50	170	10	30	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	140	20	20	80	40	40	50	170	10	30	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.40	1.20	0.40
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	640	1920	640
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.01	0.01	0.03	0.03	0.03	0.03	0.11	0.01	0.02	0.02
Crit Moves:	****				****				****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.125
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	50	30	30	90	60	40	60	30	70	90	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	30	30	90	60	40	60	30	70	90	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:	10	50	30	30	90	60	40	60	30	70	90	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:	10	50	30	30	90	60	40	60	30	70	90	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	30	30	90	60	40	60	30	70	90	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:	10	50	30	30	90	60	40	60	30	70	90	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.22	1.11	0.67	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	356	1778	1067	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.02	0.06	0.04	0.03	0.02	0.02	0.04	0.03	0.03
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.179
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	50	20	90	130	90	30	60	20	50	120	80
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:	10	50	20	90	130	90	30	60	20	50	120	80
Added Vol:	0	0	0	40	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	20	130	130	90	30	60	20	50	120	86
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:	10	50	20	130	130	90	30	60	20	50	120	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	20	130	130	90	30	60	20	50	120	86
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:	10	50	20	130	130	90	30	60	20	50	120	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.25	1.25	0.50	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.06	0.02	0.02	0.01	0.03	0.04	0.05
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.262
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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	
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	50	150	130		60	60	30		20	60	20		140	170	130	
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:	50	150	130		60	60	30		20	60	20		140	170	130	
Added Vol:	0	1	0		40	1	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	151	130		100	61	30		20	60	20		140	170	135	
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:	50	151	130		100	61	30		20	60	20		140	170	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	151	130		100	61	30		20	60	20		140	170	135	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	50	151	130		100	61	30		20	60	20		140	170	135	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	2.00	1.00		0.40	1.20	0.40		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		640	1920	640		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.05	0.08		0.06	0.02	0.02		0.01	0.03	0.03		0.09	0.05	0.08	
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.194
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

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:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	170	70	280		10	30	10		10	100	130		70	50	20	
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:	170	70	280		10	30	10		10	100	130		70	50	20	
Added Vol:	0	0	1		0	0	0		0	0	0		1	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	170	70	281		10	30	10		10	100	130		71	50	20	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	170	70	0		10	30	10		10	100	0		71	50	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	70	0		10	30	10		10	100	0		71	50	20	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	170	70	0		10	30	10		10	100	0		71	50	20	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	1.50	0.50		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	2400	800		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.02	0.00		0.01	0.01	0.01		0.01	0.03	0.00		0.04	0.02	0.01	
Crit Moves:	****					****					****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

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			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 0	0	0 3	0 1	1	0 0	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	140	1630	0	0	1040	250	480	0	170	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:	140	1630	0	0	1040	250	480	0	170	0	0	0
Added Vol:	1	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1630	0	0	1040	250	480	0	171	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:	141	1630	0	0	1040	250	480	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1630	0	0	1040	250	480	0	171	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:	141	1630	0	0	1040	250	480	0	171	0	0	0
OvlAdjVol:									30			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	0	4800	1600	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.00	0.00	0.22	0.16	0.30	0.00	0.05	0.00	0.00	0.00
OvlAdjV/S:									0.01			
Crit Moves:		****			****			****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	10	10	10	400	10	240	400	1020	10	10	1560	1120
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:	10	10	10	400	10	240	400	1020	10	10	1560	1120
Added Vol:	0	0	0	0	0	1	1	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	400	10	241	401	1023	10	10	1577	1120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	10	10	400	10	0	401	1023	10	10	1577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	400	10	0	401	1023	10	10	1577	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	10	10	400	10	0	401	1023	10	10	1577	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.13	0.01	0.00	0.25	0.21	0.01	0.01	0.33	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	370	40	20	50	40	40	30	490	150	20	1170	80
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:	370	40	20	50	40	40	30	490	150	20	1170	80
Added Vol:	0	0	0	0	0	0	0	2	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	40	20	50	40	40	30	492	150	20	1181	80
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:	370	40	20	50	40	40	30	492	150	20	1181	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	40	20	50	40	40	30	492	150	20	1181	80
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:	370	40	20	50	40	40	30	492	150	20	1181	80
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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:	1.80 0.20		1.00	1.00 0.50		0.50	1.00 2.00		1.00	1.00 3.00		1.00
Final Sat.:	2888	312	1600	1600	800	800	1600 3200		1600	1600 4800		1600
Capacity Analysis Module:												
Vol/Sat:	0.13 0.13		0.01	0.03 0.05		0.05	0.02 0.15		0.09	0.01 0.25		0.05
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	1 0	2	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	240	50	20	120	80	70	30	510	180	10	350	30
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:	240	50	20	120	80	70	30	510	180	10	350	30
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	50	20	120	80	70	30	511	180	10	351	30
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	240	50	20	120	80	70	30	511	180	10	351	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	50	20	120	80	70	30	511	180	10	351	30
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	240	50	20	120	80	70	30	511	180	10	351	30
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	2.00 0.71		0.29	2.00 0.53		0.47	1.00 2.00		1.00	1.00 2.00		1.00
Final Sat.:	3200 1143		457	3200	853	747	1600 3200		1600	1600 3200		1600
Capacity Analysis Module:												
Vol/Sat:	0.08 0.04		0.04	0.04 0.09		0.09	0.02 0.16		0.11	0.01 0.11		0.02
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0
Volume Module:												
Base Vol:	58	0	569	0	0	0	0	1261	64	106	822	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:	58	0	569	0	0	0	0	1261	64	106	822	0
Added Vol:	0	0	0	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	569	0	0	0	0	1261	64	114	822	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:	58	0	569	0	0	0	0	1261	64	114	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	569	0	0	0	0	1261	64	114	822	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:	58	0	569	0	0	0	0	1261	64	114	822	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4854	246	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.33	0.00	0.00	0.00	0.00	0.26	0.26	0.03	0.16	0.00
Crit Moves:			****					****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 3	0 1	2	0 3	0 0
Volume Module:												
Base Vol:	16	0	307	0	0	0	0	1763	93	667	744	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:	16	0	307	0	0	0	0	1763	93	667	744	0
Added Vol:	0	0	1	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	308	0	0	0	0	1763	93	667	752	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:	16	0	308	0	0	0	0	1763	93	667	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	308	0	0	0	0	1763	93	667	752	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:	16	0	308	0	0	0	0	1763	93	667	752	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.35	0.05	0.20	0.15	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****								****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - COI Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	128	629	428	116	1864	239	240	556	21	35	443	201
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:	128	629	428	116	1864	239	240	556	21	35	443	201
Added Vol:	0	1	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	630	428	116	1872	239	240	556	21	35	443	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	630	428	116	1872	239	240	556	21	35	443	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	630	428	116	1872	239	240	556	21	35	443	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	630	428	116	1872	239	240	556	21	35	443	201
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	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.25	0.03	0.37	0.14	0.07	0.16	0.01	0.01	0.13	0.12
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #301 Macarthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	1 0	3 1	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	280	1500	80	160	1380	920	490	680	130	160	1440	190
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:	280	1500	80	160	1380	920	490	680	130	160	1440	190
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1511	80	160	1386	920	490	680	130	160	1440	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	280	1511	80	160	1386	920	490	680	130	160	1440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1511	80	160	1386	920	490	680	130	160	1440	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	280	1511	80	160	1386	920	490	680	130	160	1440	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	1.00	3.01	1.99	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	1600	4808	3192	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.05	0.10	0.29	0.29	0.15	0.14	0.08	0.05	0.30	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #302 Macarthur/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	Level Of Service:	D

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	170	1030	60	140	1200	280	410	460	60	130	980	350
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:	170	1030	60	140	1200	280	410	460	60	130	980	350
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1041	60	140	1206	280	410	460	60	130	980	350
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	1041	0	140	1206	280	410	460	60	130	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1041	0	140	1206	280	410	460	60	130	980	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	1041	0	140	1206	280	410	460	60	130	980	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.25	0.75	1.32	1.49	0.19	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5194	1206	2111	2378	311	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.00	0.09	0.23	0.23	0.19	0.19	0.19	0.08	0.31	0.00
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #303 Macarthur/Von Karmen

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

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:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	60	910	190	110	1210	110	140	300	120	840	210	110
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:	60	910	190	110	1210	110	140	300	120	840	210	110
Added Vol:	0	11	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	921	190	110	1216	110	140	300	120	840	210	110
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	60	921	0	110	1216	0	140	300	0	840	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	921	0	110	1216	0	140	300	0	840	210	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	60	921	0	110	1216	0	140	300	0	840	210	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.00	0.07	0.25	0.00	0.09	0.09	0.00	0.26	0.13	0.00
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #304 Jamboree Rd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	160	1950	750	480	2610	270	610	850	20	360	660	530
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:	160	1950	750	480	2610	270	610	850	20	360	660	530
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1969	750	480	2620	270	610	850	20	360	660	530
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:	160	1969	750	480	2620	270	610	850	20	360	660	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1969	750	480	2620	270	610	850	20	360	660	530
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:	160	1969	750	480	2620	270	610	850	20	360	660	530
OvlAdjVol:			570									290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	2.00	3.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	5802	598	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.47	0.15	0.45	0.45	0.19	0.27	0.01	0.11	0.21	0.33
OvlAdjV/S:			0.36									0.18
Crit Moves:			****	****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #305 Jamboree Rd/Birch St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	4	0 1	1 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	170	1890	30	90	2030	400	700	20	460	60	80	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:	170	1890	30	90	2030	400	700	20	460	60	80	10
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1909	30	90	2040	400	700	20	460	60	80	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	1909	30	90	2040	0	700	20	0	60	80	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1909	30	90	2040	0	700	20	0	60	80	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	1909	30	90	2040	0	700	20	0	60	80	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.95	0.05	1.00	4.00	1.00	1.94	0.06	1.00	0.40	0.53	0.07
Final Sat.:	1600	4726	74	1600	6400	1600	3111	89	1600	640	853	107
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.40	0.06	0.32	0.00	0.23	0.22	0.00	0.09	0.09	0.09
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	220	1440	50	900	1620	170	270	1580	500	240	830	540
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:	220	1440	50	900	1620	170	270	1580	500	240	830	540
Added Vol:	0	19	0	0	10	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1459	50	900	1630	170	270	1586	500	240	841	540
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	1459	0	900	1630	0	270	1586	0	240	841	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1459	0	900	1630	0	270	1586	0	240	841	540
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	220	1459	0	900	1630	0	270	1586	0	240	841	540
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	4.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	4800	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.19	0.34	0.00	0.08	0.33	0.00	0.08	0.18	0.34
OvlAdjV/S:												0.15
Crit Moves:		****		****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #307 Bayview/Bristol S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 2	0	0	0	0 0	0	0	4	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	360		0	0	0		0	3200	10		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:	0	0	360		0	0	0		0	3200	10		0	0	0	
Added Vol:	0	0	0		0	0	0		0	14	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	360		0	0	0		0	3214	10		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:	0	0	360		0	0	0		0	3214	10		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	360		0	0	0		0	3214	10		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:	0	0	360		0	0	0		0	3214	10		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	2.00		0.00	0.00	0.00		0.00	4.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	0	3200		0	0	0		0	6400	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.11		0.00	0.00	0.00		0.00	0.50	0.01		0.00	0.00	0.00	
Crit Moves:			****							****						

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #308 Jamboree/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	1 0	0	0	2	1 1	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	930	2500	0		0	1460	960		0	0	0		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:	930	2500	0		0	1460	960		0	0	0		0	0	0	
Added Vol:	0	19	27		0	10	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	930	2519	27		0	1470	960		0	0	0		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:	930	2519	27		0	1470	960		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	930	2519	27		0	1470	960		0	0	0		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:	930	2519	27		0	1470	960		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.97	0.03		0.00	2.42	1.58		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	3200	4749	51		0	3872	2528		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.53	0.53		0.00	0.38	0.38		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****										

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #309 Jamboree Rd/Bristol Rd (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 5	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2340	110	0	1490	0	1090	1500	980	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:	0	2340	110	0	1490	0	1090	1500	980	0	0	0
Added Vol:	0	47	0	0	10	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2387	110	0	1500	0	1090	1500	994	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:	0	2387	110	0	1500	0	1090	1500	994	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2387	110	0	1500	0	1090	1500	994	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:	0	2387	110	0	1500	0	1090	1500	994	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	5.74	0.26	0.00	4.00	0.00	1.26	1.74	2.00	0.00	0.00	0.00
Final Sat.:	0	9177	423	0	6400	0	2020	2780	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.23	0.00	0.54	0.54	0.31	0.00	0.00	0.00
Crit Moves:		****		****			****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #310 Jamboree/Bayview

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	70	2200	90	160	2240	80	90	10	180	50	10	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2200	90	160	2240	80	90	10	180	50	10	160
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2247	90	160	2264	80	90	10	180	50	10	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2247	90	160	2264	80	90	10	180	50	10	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2247	90	160	2264	80	90	10	180	50	10	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2247	90	160	2264	80	90	10	180	50	10	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.85	0.15	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6154	246	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.10	0.35	0.05	0.03	0.01	0.11	0.03	0.01	0.10
Crit Moves:		****		****					****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #311 Jamboree/Eastbluff-University

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	0 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	50	1900	360	210	1920	360	210	100	10	300	130	230
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:	50	1900	360	210	1920	360	210	100	10	300	130	230
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1947	360	210	1944	360	210	100	10	300	130	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1947	360	210	1944	360	210	100	10	300	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1947	360	210	1944	360	210	100	10	300	130	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1947	360	210	1944	360	210	100	10	300	130	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.35	0.65	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2168	1032	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.23	0.07	0.41	0.23	0.10	0.10	0.01	0.09	0.08	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #312 Jamboree/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	1	1 0	0 0	1	2 0	0 0	2
Volume Module:												
Base Vol:	0	1870	250	140	1800	90	40	0	20	460	0	180
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	1870	250	140	1800	90	40	0	20	460	0	180
Added Vol:	0	47	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1917	250	140	1824	90	40	0	20	460	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1917	250	140	1824	90	40	0	0	460	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1917	250	140	1824	90	40	0	0	460	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1917	250	140	1824	90	40	0	0	460	0	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	1600	1600	0	1600	3200	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.16	0.04	0.38	0.06	0.03	0.00	0.00	0.14	0.00	0.06
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #313 Jamboree/Eastbluff-Ford

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	1 0	1 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	390	2050	390	60	2270	90	50	130	360	260	150	20
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:	390	2050	390	60	2270	90	50	130	360	260	150	20
Added Vol:	3	47	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	2097	390	60	2294	90	50	130	363	260	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	393	2097	390	60	2294	90	50	130	0	260	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	2097	390	60	2294	90	50	130	0	260	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	393	2097	390	60	2294	90	50	130	0	260	150	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.53	0.47	2.00	3.00	1.00	1.00	1.00	1.00	1.90	1.10	1.00
Final Sat.:	3200	4047	753	3200	4800	1600	1600	1600	1600	3044	1756	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.52	0.52	0.02	0.48	0.06	0.03	0.08	0.00	0.09	0.09	0.01
Crit Moves:	****				****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #314 Jamboree Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

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:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 1	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	80	1960	130	610	2340	200	90	30	40	250	60	720
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	1960	130	610	2340	200	90	30	40	250	60	720
Added Vol:	0	8	0	26	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1968	130	636	2340	200	90	30	40	250	60	762
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	1968	0	636	2340	200	90	30	40	250	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1968	0	636	2340	200	90	30	40	250	60	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	1968	0	636	2340	200	90	30	40	250	60	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.00	0.20	0.49	0.13	0.03	0.02	0.03	0.08	0.04	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #315 Jamboree/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1830	90	310	2030	30	20	10	20	470	10	420
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:	10	1830	90	310	2030	30	20	10	20	470	10	420
Added Vol:	0	8	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:	10	1838	90	310	2030	30	20	10	20	470	10	420
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:	10	1838	90	310	2030	30	20	10	20	470	10	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1838	90	310	2030	30	20	10	20	470	10	420
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:	10	1838	90	310	2030	30	20	10	20	470	10	420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	1600	1600	1600	3133	67	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.06	0.10	0.42	0.02	0.01	0.01	0.01	0.15	0.15	0.26
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #316 Jamboree/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	3 0	3 1	0	2 0	4 0	1
Volume Module:												
Base Vol:	40	380	120	130	640	1800	870	1600	10	230	2310	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	380	120	130	640	1800	870	1600	10	230	2310	120
Added Vol:	0	0	3	0	0	0	0	38	0	3	62	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	380	123	130	640	1800	870	1638	10	233	2372	128
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	380	123	130	640	0	870	1638	10	233	2372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	380	123	130	640	0	870	1638	10	233	2372	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	380	123	130	640	0	870	1638	10	233	2372	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.51	0.49	1.00	2.00	1.00	3.00	3.98	0.02	2.00	4.00	1.00
Final Sat.:	1600	2417	783	1600	3200	1600	4800	6361	39	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.20	0.00	0.18	0.26	0.26	0.07	0.37	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #317 MacArthur/Bison

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

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:	Ignore				Ovl				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	2	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	300	2620	120		20	3050	440		310	190	110		210	320	20	
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:	300	2620	120		20	3050	440		310	190	110		210	320	20	
Added Vol:	0	52	0		0	24	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	300	2672	120		20	3074	440		310	190	110		210	320	20	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	300	2672	0		20	3074	440		310	190	0		210	320	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	300	2672	0		20	3074	440		310	190	0		210	320	20	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	300	2672	0		20	3074	440		310	190	0		210	320	20	
OvlAdjVol:							285								10	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		2.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.42	0.00		0.01	0.48	0.28		0.10	0.06	0.00		0.07	0.10	0.01	
OvlAdjV/S:							0.18								0.01	
Crit Moves:	****					****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #318 Macarthur Blvd/Bonita Canyon Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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:	Ignore				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 4	0	1	3	0 4	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	80	2430	540		1040	2450	60		10	610	110		280	380	700	
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	2430	540		1040	2450	60		10	610	110		280	380	700	
Added Vol:	3	52	11		0	24	0		0	0	3		6	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	83	2482	551		1040	2474	60		10	610	113		286	380	700	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	83	2482	0		1040	2474	0		10	610	113		286	380	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	2482	0		1040	2474	0		10	610	113		286	380	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	83	2482	0		1040	2474	0		10	610	113		286	380	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	4.00	1.00		3.00	4.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		4800	6400	1600		3200	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.39	0.00		0.22	0.39	0.00		0.00	0.19	0.07		0.09	0.12	0.00	
Crit Moves:		****				****					****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #319 Macarthur Blvd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	1 0	3	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	20	1800	20	930	1850	470	1050	630	100	20	360	530
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	1800	20	930	1850	470	1050	630	100	20	360	530
Added Vol:	0	64	8	0	34	0	1	1	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1864	28	930	1884	470	1051	631	100	24	360	530
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	1864	28	930	1884	0	1051	631	100	24	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1864	28	930	1884	0	1051	631	100	24	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	1864	28	930	1884	0	1051	631	100	24	360	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.94	0.06	3.00	3.00	1.00	3.00	2.59	0.41	1.00	2.00	1.00
Final Sat.:	3200	6305	95	4800	4800	1600	4800	4143	657	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.19	0.39	0.00	0.22	0.15	0.15	0.02	0.11	0.00
Crit Moves:		****		****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	200	880	450	10	1400	560	960	510	150	300	300	30
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:	200	880	450	10	1400	560	960	510	150	300	300	30
Added Vol:	1	0	0	0	0	37	73	11	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	880	450	10	1400	597	1033	521	150	300	312	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	880	450	10	1400	597	1033	521	150	300	312	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	880	450	10	1400	597	1033	521	150	300	312	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	880	450	10	1400	597	1033	521	150	300	312	30
OvlAdjVol:						80						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	2.00	1.55	0.45	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	2485	715	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.28	0.00	0.29	0.37	0.32	0.21	0.21	0.09	0.10	0.02
OvlAdjV/S:						0.05						
Crit Moves:	****				****		****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	700	0	780	640	1540	0	0	1670	540
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	700	0	780	640	1540	0	0	1670	540
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	700	0	780	640	1562	0	0	1682	541
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	700	0	0	640	1562	0	0	1682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	700	0	0	640	1562	0	0	1682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	700	0	0	640	1562	0	0	1682	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.20	0.33	0.00	0.00	0.35	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #322 Santa Cruz/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	410	10	190	10	10	60	100	400	260	30	540	30
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:	410	10	190	10	10	60	100	400	260	30	540	30
Added Vol:	0	0	0	0	0	0	0	26	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	10	190	10	10	60	100	426	260	30	582	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	10	190	10	10	60	100	426	260	30	582	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	10	190	10	10	60	100	426	260	30	582	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	10	190	10	10	60	100	426	260	30	582	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.05	0.95	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	3200	80	1520	1600	1600	1600	1600	3200	1600	1600	4565	235
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.01	0.04	0.06	0.13	0.16	0.02	0.13	0.13
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #323 Santa Rosa/San Joaquin Hills

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	1	0	2	0 2	1	0
Volume Module:																
Base Vol:	180	30	740		100	10	50		50	590	100		420	260	90	
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:	180	30	740		100	10	50		50	590	100		420	260	90	
Added Vol:	42	0	0		0	0	0		0	8	18		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	222	30	740		100	10	50		50	598	118		420	260	90	
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:	222	30	740		100	10	50		50	598	118		420	260	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	222	30	740		100	10	50		50	598	118		420	260	90	
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:	222	30	740		100	10	50		50	598	118		420	260	90	
OvlAdjVol:			530													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	1.00	1.00		1.00	2.51	0.49		2.00	2.23	0.77	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	4009	791		3200	3566	1234	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.02	0.46		0.06	0.01	0.03		0.03	0.15	0.15		0.13	0.07	0.07	
OvlAdjV/S:			0.33													
Crit Moves:			****	****						****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #324 San Miguel/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	2	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	10	580	350		140	330	140		460	920	10		270	670	70	
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:	10	580	350		140	330	140		460	920	10		270	670	70	
Added Vol:	0	6	5		0	6	0		0	9	0		6	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	586	355		140	336	140		460	929	10		276	674	70	
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:	10	586	355		140	336	140		460	929	10		276	674	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	586	355		140	336	140		460	929	10		276	674	70	
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:	10	586	355		140	336	140		460	929	10		276	674	70	
OvlAdjVol:							0									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	2.00	1.00		2.00	2.97	0.03		1.00	2.72	0.28	
Final Sat.:	1600	3200	1600		1600	3200	1600		3200	4749	51		1600	4348	452	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.18	0.22		0.09	0.11	0.09		0.14	0.20	0.20		0.17	0.15	0.16	
OvlAdjV/S:							0.00									
Crit Moves:			****	****						****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: D

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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	70	30	630	240	190	10	10	700	130	360	640	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	30	630	240	190	10	10	700	130	360	640	70
Added Vol:	41	4	83	1	10	0	0	0	18	45	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	34	713	241	200	10	10	700	148	405	640	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	34	713	241	200	10	10	700	148	405	640	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	34	713	241	200	10	10	700	148	405	640	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	34	713	241	200	10	10	700	148	405	640	74
OvlAdjVol:			511			0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00	1.65	0.35	2.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2642	558	3200	2868	332
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.45	0.15	0.13	0.01	0.01	0.27	0.26	0.13	0.22	0.22
OvlAdjV/S:			0.32			0.00						
Crit Moves:			****	****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	350	190	150	250	400	390	50	1440	290	270	2710	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	190	150	250	400	390	50	1440	290	270	2710	200
Added Vol:	0	0	0	4	0	0	0	6	0	0	11	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	190	150	254	400	390	50	1446	290	270	2721	208
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:	350	190	150	254	400	390	50	1446	290	270	2721	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	190	150	254	400	390	50	1446	290	270	2721	208
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:	350	190	150	254	400	390	50	1446	290	270	2721	208
OvlAdjVol:						340						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.52	0.83	0.65	1.17	1.83	2.00	2.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	2434	1322	1044	1864	2936	3200	3200	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.12	0.02	0.30	0.18	0.17	0.43	0.13
OvlAdjV/S:						0.11						
Crit Moves:	****			****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	2	0	0 0 1	0	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	770	0	410	0	1310	180	0	2300	1350
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	770	0	410	0	1310	180	0	2300	1350
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	776	0	410	0	1320	180	0	2319	1364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	776	0	410	0	1320	0	0	2319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	776	0	410	0	1320	0	0	2319	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	776	0	410	0	1320	0	0	2319	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.26	0.00	0.41	0.00	0.00	0.48	0.00
Crit Moves:						****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: D

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	1	0 0 1	2	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	20	10	10	110	10	400	340	2220	10	10	2920	50
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	10	10	110	10	400	340	2220	10	10	2920	50
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	110	10	400	340	2246	10	10	2965	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	10	110	10	400	340	2246	10	10	2965	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	110	10	400	340	2246	10	10	2965	50
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	10	10	110	10	400	340	2246	10	10	2965	50
OvlAdjVol:						230						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.25	0.25	0.92	0.08	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	800	400	400	1467	133	1600	3200	4779	21	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.07	0.08	0.25	0.11	0.47	0.47	0.01	0.62	0.03
OvlAdjV/S:						0.14						
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	50	0	60	160	2070	10	0	2860	110
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	10	50	0	60	160	2070	10	0	2860	110
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	50	0	60	160	2096	10	0	2905	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	60	160	2096	10	0	2905	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	60	160	2096	10	0	2905	110
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	10	50	0	60	160	2096	10	0	2905	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.45	0.00	0.55	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1600	727	0	873	1600	4777	23	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.03	0.00	0.07	0.10	0.44	0.44	0.00	0.61	0.07
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	20	10	990	20	100	130	2070	20	10	3070	1130
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	20	10	990	20	100	130	2070	20	10	3070	1130
Added Vol:	0	0	0	12	0	0	0	26	0	0	45	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	10	1002	20	100	130	2096	20	10	3115	1147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	20	10	1002	20	100	130	2096	20	10	3115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	10	1002	20	100	130	2096	20	10	3115	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	20	10	1002	20	100	130	2096	20	10	3115	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	4800	1600	1600	3200	4755	45	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.01	0.06	0.04	0.44	0.44	0.01	0.65	0.00
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
Added Vol:	0	0	0	0	0	0	0	38	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	30	30	140	20	120	140	2288	630	60	3912	50
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:	310	30	30	140	20	120	140	2288	630	60	3912	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	30	30	140	20	120	140	2288	630	60	3912	50
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:	310	30	30	140	20	120	140	2288	630	60	3912	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.52	0.24	0.24	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4022	389	389	1600	1600	1600	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.09	0.01	0.08	0.09	0.48	0.39	0.04	0.61	0.03
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #332 Newport Center/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	280	0	840	360	1710	0	0	2040	160
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	280	0	840	360	1710	0	0	2040	160
Added Vol:	0	0	0	0	0	16	10	31	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	280	0	856	370	1741	0	0	2096	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	280	0	0	370	1741	0	0	2096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	0	370	1741	0	0	2096	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	280	0	0	370	1741	0	0	2096	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.12	0.36	0.00	0.00	0.44	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #333 Avocado/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	160	110	160	370	150	300	170	1760	80	190	1810	60
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:	160	110	160	370	150	300	170	1760	80	190	1810	60
Added Vol:	0	0	0	22	0	56	31	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	110	160	392	150	356	201	1760	80	190	1810	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	110	160	392	150	0	201	1760	80	190	1810	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	110	160	392	150	0	201	1760	80	190	1810	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	110	160	392	150	0	201	1760	80	190	1810	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	2314	886	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.10	0.17	0.17	0.00	0.13	0.37	0.05	0.12	0.38	0.05
Crit Moves:	****			****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #334 Goldenrod Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	84	0	21	36	0	27	33	1869	53	22	1658	13
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:	84	0	21	36	0	27	33	1869	53	22	1658	13
Added Vol:	0	0	0	0	0	0	0	22	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	0	21	36	0	27	33	1891	53	22	1671	13
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:	84	0	21	36	0	27	33	1891	53	22	1671	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	21	36	0	27	33	1891	53	22	1671	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
FinalVolume:	84	0	21	36	0	27	33	1891	53	22	1671	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	0	1600	914	0	686	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.04	0.00	0.04	0.02	0.59	0.03	0.01	0.52	0.01
Crit Moves:	****			****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #335 Marguerite Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	90	200		40	250	130		40	60	1830		80	140	1500		70
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	200		40	250	130		40	60	1830		80	140	1500		70
Added Vol:	0	0		0	0	0		0	0	22		0	0	13		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	90	200		40	250	130		40	60	1852		80	140	1513		70
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	90	200		40	250	130		40	60	1852		80	140	1513		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	90	200		40	250	130		40	60	1852		80	140	1513		70
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	90	200		40	250	130		40	60	1852		80	140	1513		70
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.83		0.17	1.00	0.76		0.24	1.00	2.00		1.00	1.00	1.91		0.09
Final Sat.:	1600	1333		267	1600	1224		376	1600	3200		1600	1600	3058		142
Capacity Analysis Module:																
Vol/Sat:	0.06	0.15		0.15	0.16	0.11		0.11	0.04	0.58		0.05	0.09	0.49		0.49
Crit Moves:		****			****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #336 Newport Center/Santa Barbara

Cycle (sec): 100 Critical Vol./Cap.(X): 0.263
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

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	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	160	110		40	50	180		70	40	120		140	30	70		30
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:	160	110		40	50	180		70	40	120		140	30	70		30
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:	160	110		40	50	180		70	40	120		140	30	70		30
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	160	110		40	50	180		70	40	120		140	30	70		30
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	160	110		40	50	180		70	40	120		140	30	70		30
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	160	110		40	50	180		70	40	120		140	30	70		30
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
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	2.00		1.00	1.00	2.00		1.00	1.00	1.00		1.00	0.46	1.08		0.46
Final Sat.:	1600	3200		1600	1600	3200		1600	1600	1600		1600	738	1723		738
Capacity Analysis Module:																
Vol/Sat:	0.10	0.03		0.03	0.03	0.06		0.04	0.03	0.08		0.09	0.02	0.04		0.04
Crit Moves:	****					****						****	****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #337 Santa Cruz/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	50	150	80	40	130	110	100	110	50	120	110	90
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:	50	150	80	40	130	110	100	110	50	120	110	90
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:	50	150	80	40	130	110	100	110	50	120	110	90
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:	50	150	80	40	130	110	100	110	50	120	110	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	150	80	40	130	110	100	110	50	120	110	90
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:	50	150	80	40	130	110	100	110	50	120	110	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.36	1.07	0.57	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	571	1714	914	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.03	0.08	0.07	0.06	0.03	0.03	0.08	0.03	0.06
Crit Moves:	****				****		****					****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #338 Santa Rosa/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0	1 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	20	190	50	200	190	80	120	120	30	70	150	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	190	50	200	190	80	120	120	30	70	150	200
Added Vol:	0	0	0	18	0	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	190	50	218	190	80	120	120	30	70	150	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	190	50	218	190	80	120	120	30	70	150	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	190	50	218	190	80	120	120	30	70	150	242
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	190	50	218	190	80	120	120	30	70	150	242
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.47	0.38	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	2338	615	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.14	0.12	0.05	0.08	0.04	0.02	0.04	0.05	0.15
Crit Moves:		****			****			****				****

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #339 Newport Center/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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	
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	100	100	180		130	180	110		50	290	100		250	310	180	
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:	100	100	180		130	180	110		50	290	100		250	310	180	
Added Vol:	0	1	0		18	1	0		0	0	0		0	0	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	100	101	180		148	181	110		50	290	100		250	310	221	
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:	100	101	180		148	181	110		50	290	100		250	310	221	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	101	180		148	181	110		50	290	100		250	310	221	
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:	100	101	180		148	181	110		50	290	100		250	310	221	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	2.00	1.00		0.23	1.32	0.45		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		364	2109	727		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.03	0.11		0.09	0.06	0.07		0.03	0.14	0.14		0.16	0.10	0.14	
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #340 Fashion Island/Newport Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

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:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	150	180	120		50	160	10		30	110	220		380	90	60	
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:	150	180	120		50	160	10		30	110	220		380	90	60	
Added Vol:	0	0	1		0	0	0		0	0	0		1	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	150	180	121		50	160	10		30	110	220		381	90	60	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	150	180	0		50	160	10		30	110	0		381	90	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	180	0		50	160	10		30	110	0		381	90	60	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	150	180	0		50	160	10		30	110	0		381	90	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	2.00	1.00		1.00	1.88	0.12		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3012	188		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.06	0.00		0.03	0.05	0.05		0.02	0.03	0.00		0.24	0.03	0.04	
Crit Moves:	****					****				****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #341 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

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				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	0	0	0 3	0	1	1	0 0	0	2	0	0 0	0	0
Volume Module:																
Base Vol:	120	980	0	0	1140	460	270	0	190	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:	120	980	0	0	1140	460	270	0	190	0	0	0				
Added Vol:	3	0	0	0	0	0	0	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	123	980	0	0	1140	460	270	0	193	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:	123	980	0	0	1140	460	270	0	193	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	123	980	0	0	1140	460	270	0	193	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:	123	980	0	0	1140	460	270	0	193	0	0	0				
OvlAdjVol:									70							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
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	3.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	3200	4800	0	0	4800	1600	1600	0	3200	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.20	0.00	0.00	0.24	0.29	0.17	0.00	0.06	0.00	0.00	0.00				
OvlAdjV/S:									0.02							
Crit Moves:	****					****	****									

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #342 Newport Coast Dr/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

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				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	2	0 1	0	1	1	0 3	0	1	1	0 3	0	1
Volume Module:																
Base Vol:	10	10	10	1150	10	340	200	1620	10	10	1220	500				
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:	10	10	10	1150	10	340	200	1620	10	10	1220	500				
Added Vol:	0	0	0	0	0	3	3	19	0	0	10	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	10	10	10	1150	10	343	203	1639	10	10	1230	500				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	10	10	10	1150	10	0	203	1639	10	10	1230	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	10	10	1150	10	0	203	1639	10	10	1230	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	10	10	10	1150	10	0	203	1639	10	10	1230	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
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	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1600	1600	1600	3200	1600	1600	1600	4800	1600	1600	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01	0.36	0.01	0.00	0.13	0.34	0.01	0.01	0.26	0.00				
Crit Moves:		****			****			****				****				

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #343 Marguerite Rd/San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	0	1	1	0	0 1	0	1	0	2 0	1	1	0	3 0	1
Volume Module:																
Base Vol:	240	60	70		70	50	40		40	970	420		110	710	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	60	70		70	50	40		40	970	420		110	710	40	
Added Vol:	0	0	0		0	0	0		0	14	0		0	9	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	240	60	70		70	50	40		40	984	420		110	719	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:	240	60	70		70	50	40		40	984	420		110	719	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	60	70		70	50	40		40	984	420		110	719	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:	240	60	70		70	50	40		40	984	420		110	719	40	
OvlAdjVol:											270					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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:	1.60	0.40	1.00		1.00	0.56	0.44		1.00	2.00	1.00		1.00	3.00	1.00	
Final Sat.:	2560	640	1600		1600	889	711		1600	3200	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.04		0.04	0.06	0.06		0.03	0.31	0.26		0.07	0.15	0.03	
OvlAdjV/S:											0.17					
Crit Moves:		****					****			****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #344 Ridge Park Rd/San Joaquin Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	1	0	2	0	0 1	0	1	0	2 0	1	1	0	2 0	1
Volume Module:																
Base Vol:	160	60	10		80	30	40		50	530	170		40	440	100	
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:	160	60	10		80	30	40		50	530	170		40	440	100	
Added Vol:	0	0	0		0	0	0		0	3	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	160	60	10		80	30	40		50	533	170		40	443	100	
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:	160	60	10		80	30	40		50	533	170		40	443	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	60	10		80	30	40		50	533	170		40	443	100	
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:	160	60	10		80	30	40		50	533	170		40	443	100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.86	0.14		2.00	0.43	0.57		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	1371	229		3200	686	914		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.04	0.04		0.03	0.04	0.04		0.03	0.17	0.11		0.03	0.14	0.06	
Crit Moves:	****					****				****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #345 MacArthur SB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	1 0	2	0	3	0 0
Volume Module:																
Base Vol:	106	0	537		0	0	0		0	1203		16	284	774		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:	106	0	537		0	0	0		0	1203		16	284	774		0
Added Vol:	0	0	0		0	0	0		0	0		0	4	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	106	0	537		0	0	0		0	1203		16	288	774		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:	106	0	537		0	0	0		0	1203		16	288	774		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	106	0	537		0	0	0		0	1203		16	288	774		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:	106	0	537		0	0	0		0	1203		16	288	774		0
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.96		0.04	2.00	3.00		0.00
Final Sat.:	1700	0	1700		0	0	0		0	5033		67	3400	5100		0
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.32		0.00	0.00	0.00		0.00	0.24		0.24	0.08	0.15		0.00
Crit Moves:			****							****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #346 MacArthur NB Ramps/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	8	0	357		0	0	0		0	1563		81	1229	792		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:	8	0	357		0	0	0		0	1563		81	1229	792		0
Added Vol:	0	0	8		0	0	0		0	0		0	0	4		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	8	0	365		0	0	0		0	1563		81	1229	796		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:	8	0	365		0	0	0		0	1563		81	1229	796		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	8	0	365		0	0	0		0	1563		81	1229	796		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:	8	0	365		0	0	0		0	1563		81	1229	796		0
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00		1.00	2.00	3.00		0.00
Final Sat.:	1700	0	1700		0	0	0		0	5100		1700	3400	5100		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.21		0.00	0.00	0.00		0.00	0.31		0.05	0.36	0.16		0.00
OvlAdjV/S:			0.00													
Crit Moves:	****										****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - COI Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #347 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2 0	3 0	1		2 0	3 0	1		2 0	2 0	1		2 0	2 0	1	
Volume Module:																
Base Vol:	272	1662	405		83	941	106		423	681	125		243	742	115	
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:	272	1662	405		83	941	106		423	681	125		243	742	115	
Added Vol:	0	8	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	272	1670	405		83	945	106		423	681	125		243	742	115	
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:	272	1670	405		83	945	106		423	681	125		243	742	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	272	1670	405		83	945	106		423	681	125		243	742	115	
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:	272	1670	405		83	945	106		423	681	125		243	742	115	
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	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3400	5100	1700		3400	5100	1700		3400	3400	1700		3400	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.33	0.24		0.02	0.19	0.06		0.12	0.20	0.07		0.07	0.22	0.07	
Crit Moves:		****				****				****				****		

Mitigated Forecast General Plan Buildout With Project Conditions

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
MITIGATED GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 1 0	0 1		1 0 1	0 1		1 0 3	0 1		1 0 4	0 1	
Volume Module:												
Base Vol:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
Added Vol:	0	0	0	0	0	0	0	51	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	30	120	50	20	50	90	3371	410	90	1772	130
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:	430	30	120	50	20	50	90	3371	410	90	1772	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	30	120	50	20	50	90	3371	410	90	1772	130
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:	430	30	120	50	20	50	90	3371	410	90	1772	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.80	0.20	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4487	313	1600	1600	1600	1600	1600	4800	1600	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.03	0.01	0.03	0.06	0.70	0.26	0.06	0.28	0.08
Crit Moves:	****			****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
MITIGATED GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 1	0 0	1	1 0	1 0	1	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
Added Vol:	0	0	0	0	0	0	0	35	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	30	30	140	20	120	140	2285	630	60	3907	50
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:	310	30	30	140	20	120	140	2285	630	60	3907	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	30	30	140	20	120	140	2285	630	60	3907	50
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:	310	30	30	140	20	120	140	2285	630	60	3907	50
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
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:	2.74 0.26		1.00	1.00 1.00		1.00	1.00 3.00		1.00	1.00 4.00		1.00
Final Sat.:	4376	424	1600	1600 1600		1600	1600 4800		1600	1600 6400		1600
Capacity Analysis Module:												
Vol/Sat:	0.07 0.07		0.02	0.09 0.01		0.08	0.09 0.48		0.39	0.04 0.61		0.03
Crit Moves:	****			****			****			****		

Appendix C
Committed Projects Information

Traffic Phasing Data
Projects Less Than 100% Complete

Project Number	Project Name	Percent
148	FASHION ISLAND EXPANSION	40 %
154	TEMPLE BAT YAHM EXPANSION	65 %
555	CIOSA - IRVINE PROJECT	91 %
910	NEWPORT DUNES	0 %
936	1401 DOVE STREET	0 %
945	HOAG HOSPITAL PHASE III	0 %
949	ST. MARK PRESBYTERIAN CHU	77 %
951	CORPORATE PLAZA WEST PHAS	60 %
952	MARINER'S MILE GATEWAY	0 %
954	OLQA CHURCH EXPANSION	0 %
955	2300 NEWPORT BLVD	0 %
957	NEWPORT EXECUTIVE COURT	0 %
958	HOAG HEALTH CENTER	50 %
959	NORTH NEWPORT CENTER	0 %
960	SANTA BARBARA CONDO (MARR	0 %

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number 4285 Int. Name MACARTHUR BLVD / NEWPORT PLACE DR VON KARMAN AVE

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM	14	25				13	1		25							
PM	25	12				25			12							

Int. Number 4295 Int. Name BIRCH ST / MACARTHUR BLVD

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM	13	42	7	13	1	12			28	14	4	3			13	
PM	24	21	42	8		24			13	8	23	18			8	

Int. Number 4300 Int. Name CAMPUS DR / MACARTHUR BLVD

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM	17	43	1			17			43			1				
PM	47	21		1		47			21	1						1

Int. Number 4305 Int. Name JAMBOREE RD / CAMPUS DR

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM	25	52	1	1		25			52				1	1		
PM	47	33		1		47			33					1	1	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number	Int. Name
4308	BIRCH ST / JAMBOREE RD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	28	61				28			61	1						
PM	54	34	1			54			34				1			

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 4980 — Int. Name: EASTBLUFF DR / FORD RD JAMBOREE RD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	107	148	7	10	2	102	3		147	1	1	5	2	1	10	
PM	169	123	2	6	3	161	5		123				2	6		

Int. Number: 4765 — Int. Name: JAMBOREE RD / EASTBLUFF DR / UNIVERSITY DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	87	143	1	5		83	5		143			1		1	1	4
PM	154	117		11		145	8	2	115					9		2

Int. Number: 4870 — Int. Name: JAMBOREE RD / BISON AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	92	146		2		86	6	3	143					1		1
PM	155	124	1	8		150	5	12	112			1		6		1

Int. Number: 4190 — Int. Name: JAMBOREE RD / BRISTOL ST N

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	87	75			29	42	17		63	13						
PM	124	58			18	76	30		50	8						

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 4275 — Int. Name: JAMBOREE RD / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	13	27	41	74		12	1	1	17	10	11	30			65	9
PM	18	28	74	42		18		8	10	10	9	65		1	40	2

Int. Number: 4167 — Int. Name: BRISTOL ST / BAYVIEW PL

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM			26									26				
PM			14									14				

Int. Number: 4170 — Int. Name: JAMBOREE RD / BRISTOL ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	108	63	94			108			63		3	3	87			
PM	136	50	142			136			50		19	18	105			

Int. Number: 4768 — Int. Name: JAMBOREE RD / BAYVIEW WAY

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	24	42				24			42							
PM	46	20				46			20							

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 5045 — Int. Name: JAMBOREE RD / SAN JOAQUIN HILLS RD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	76	155		46		72	4	45	111					10		36
PM	104	136	5	83	1	96	8	45	91		1	4		8		74

Int. Number: 5055 — Int. Name: JAMBOREE RD / COAST HWY E

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	1	123	104	44		1		6	1	116	53	50	1		44	
PM	3	90	133	81	1	1	2	8	3	79	97	37		3	75	4

Int. Number: 5070 — Int. Name: SAN JOAQUIN HILLS RD / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	4	80	39	3	2	2		1	10	69	36	3			3	
PM	12	45	92	3	2	10		1	6	38	91	1			3	

Int. Number: 4985 — Int. Name: FORD RD / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	37	69	4	6		30	7		69			4		4	1	1
PM	92	39	3	11		81	11	1	38			3		7	4	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 4995 — Int. Name: BISON AVE / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	28	53	8	19	1	21	6		51	2	2	6	1	17	2	1
PM	84	40	8	10	4	63	18		29	10	4	2	1	5	5	

Int. Number: 7135 — Int. Name: MACARTHUR BLVD / SAN MIGUEL DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	3	3	12	8	1	2		1	1	2	1	3	9		8	
PM	7	4	32	13	5	2		1	1	3	4	16	12		13	

Int. Number: 5310 — Int. Name: JAMBOREE RD / SANTA BARBARA DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	57	119	6	37		53	3	10	108	1	6			21		16
PM	101	98	3	22		90	11	15	77	6	2	1		10	1	12

Int. Number: 5335 — Int. Name: MACARTHUR BLVD / COAST HWY E

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		10	13	26				9	1		1	12			25	2
PM		3	24	15				3			1	23			11	4

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 5060 Int. Name: SANTA CRUZ DR / SAN JOAQUIN HILLS RD BIG CANYON DR W

	1 Hr Peak Totals									1 Hr Peak					
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	31	1	44	7	29		2		1			40	4	2	6	
PM	12	1	26	41	11		1	1				8	18	2	39	

Int. Number: 5065 Int. Name: SANTA ROSA DR / SAN JOAQUIN HILLS RD BIG CANYON DR E

	1 Hr Peak Totals									1 Hr Peak					
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	42		48	10	14		27				1	3	45	5	5	
PM	75		18	34	45		30					2	16	27	7	

Int. Number: 7305 Int. Name: SAN MIGUEL DR / SAN JOAQUIN HILLS RD

	1 Hr Peak Totals									1 Hr Peak					
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		7	1	1					7			1		1		
PM	18	6		6		12	6		6					6		

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number	Int. Name
5355	SAN MIGUEL DR / AVOCADO AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	39	6	8	8		39		1	6			8				8
PM	8	46	21	16		8		8	38			21			15	2

Int. Number	Int. Name
1855	COAST HWY W / SUPERIOR AVE BALBOA BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	7	15	73	42	1	6			3	12	24	49			42	
PM	9	68	71	67		8	1		14	55	32	36	3		67	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 3060 — Int. Name: COAST HWY W / DOVER DR BAYSHORE DR

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM		27	104	98				9		18	10	93			91	7
PM		26	166	139				3		23	34	132			127	12

Int. Number: 2620 — Int. Name: NEWPORT BLVD / COAST HWY W

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM		52	16	42				17		35		12	4		42	
PM		64	83	26				44		19		76	7		26	

Int. Number: 2630 — Int. Name: RIVERSIDE AVE / COAST HWY W

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM		2	103	93				2				103			92	1
PM		2	138	142				2				138			139	3

Int. Number: 2635 — Int. Name: COAST HWY W / TUSTIN AVE

	1 Hr Peak Totals NB	SB	EB	WB	NL	NT	NR	SL	ST	1 Hr Peak SR	EL	ET	ER	WL	WT	WR
AM			108	93								108			93	
PM			140	143								140			143	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 7315 — Int. Name: MARGUERITE AVE / SAN JOAQUIN HILLS RD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM				1											1	
PM		1	6	6						1	1	5			6	

Int. Number: 6615 — Int. Name: COAST HWY E / MARGUERITE AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM			16	25								16			25	
PM			22	9								22			9	

Int. Number: 6355 — Int. Name: GOLDENROD AVE / COAST HWY E

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		1	17	25				1				17			25	
PM			22	9								22			9	

Int. Number: 6085 — Int. Name: COAST HWY E / AVOCADO AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		6	33	30				2		3	23	10			14	16
PM		39	18	15				15		24	5	12	1		12	3

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 5330 Int. Name: NEWPORT CENTER DR / COAST HWY E

	1 Hr Peak Totals							1 Hr Peak								
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		22	33	17				5		18	5	28			15	2
PM		37	28	40				6		32	13	15			30	10

Int. Number: 5440 Int. Name: COAST HWY E / BAYSIDE DR

	1 Hr Peak Totals							1 Hr Peak								
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	4	62	94	59	3		1	44		18	35	57	2		59	
PM	5	100	92	80	5			71		29	26	60	7		80	

Appendix D
2013 With Committed Projects
TPO Analysis Sheets

One-Percent Volume Analysis

Intersection: **MacArthur/Campus**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1000	72	17	1089	11	2	No
Southbound	1478	107	43	1628	16	9	No
Eastbound	1323	0	1	1324	13	0	No
Westbound	368	0	0	368	4	0	No

Intersection: **MacArthur/Campus**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1361	98	47	1506	15	11	No
Southbound	1905	137	21	2063	21	6	No
Eastbound	993	0	0	993	10	0	No
Westbound	1367	0	1	1368	14	0	No

One-Percent Volume Analysis

Intersection: **MacArthur/Birch**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1892	116	13	2021	20	2	No
Southbound	1094	67	42	1203	12	9	No
Eastbound	554	0	7	561	6	0	No
Westbound	232	0	13	245	2	0	No

Intersection: **MacArthur/Birch**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1318	81	24	1423	14	11	No
Southbound	2306	142	21	2469	25	6	No
Eastbound	525	0	42	567	6	0	No
Westbound	937	0	8	945	9	0	No

One-Percent Volume Analysis

Intersection: **MacArthur/Von Karmen**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1903	137	14	2054	21	2	No
Southbound	627	45	25	697	7	9	Yes
Eastbound	155	0	0	155	2	0	No
Westbound	302	0	0	302	3	0	No

Intersection: **MacArthur/Von Karmen**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1014	73	25	1112	11	11	Yes
Southbound	1097	79	12	1188	12	6	No
Eastbound	640	0	0	640	6	0	No
Westbound	899	0	0	899	9	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Campus**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1520	110	25	1655	17	3	No
Southbound	2134	154	52	2340	23	17	No
Eastbound	290	0	1	291	3	0	No
Westbound	845	0	1	846	8	0	No

Intersection: **Jamboree/Campus**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2025	146	47	2218	22	19	No
Southbound	2413	174	33	2620	26	10	No
Eastbound	1086	0	0	1086	11	0	No
Westbound	769	0	1	770	8	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Birch**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1648	119	28	1795	18	3	No
Southbound	2051	148	61	2260	23	17	No
Eastbound	194	0	0	194	2	0	No
Westbound	7	0	0	7	0	0	No

Intersection: **Jamboree/Birch**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1844	133	54	2031	20	19	No
Southbound	2346	169	34	2549	25	10	No
Eastbound	509	0	1	510	5	0	No
Westbound	14	0	0	14	0	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Macarthur**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1354	55	13	1422	14	3	No
Southbound	1218	49	27	1294	13	17	Yes
Eastbound	525	21	41	587	6	9	Yes
Westbound	2018	82	74	2174	22	2	No

Intersection: **Jamboree/Macarthur**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1218	49	18	1285	13	19	Yes
Southbound	1687	68	28	1783	18	10	No
Eastbound	1434	58	74	1566	16	6	No
Westbound	1202	49	42	1293	13	11	No

One-Percent Volume Analysis

Intersection: **Bayview/Bristol S**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	480	0	0	480	5	0	No
Southbound	0	0	0	0	0	0	No
Eastbound	3107	0	26	3133	31	25	No
Westbound	0	0	0	0	0	0	No

Intersection: **Bayview/Bristol S**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	641	0	0	641	6	0	No
Southbound	0	0	0	0	0	0	No
Eastbound	2057	0	14	2071	21	14	No
Westbound	0	0	0	0	0	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Bristol N**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3370	243	87	3700	37	7	No
Southbound	1050	76	75	1201	12	17	Yes
Eastbound	0	0	0	0	0	0	No
Westbound	0	0	0	0	0	0	No

Intersection: **Jamboree/Bristol N**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2849	206	124	3179	32	46	Yes
Southbound	1971	142	58	2171	22	10	No
Eastbound	0	0	0	0	0	0	No
Westbound	0	0	0	0	0	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Bristol S**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2187	158	108	2453	25	7	No
Southbound	675	49	63	787	8	17	Yes
Eastbound	2831	0	94	2925	29	25	No
Westbound	0	0	0	0	0	0	No

Intersection: **Jamboree/Bristol S**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1958	141	136	2235	22	47	Yes
Southbound	1241	90	50	1381	14	10	No
Eastbound	3273	0	142	3415	34	14	No
Westbound	0	0	0	0	0	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Bayview**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1916	78	24	2018	20	7	No
Southbound	1726	70	42	1838	18	43	Yes
Eastbound	84	0	0	84	1	0	No
Westbound	116	0	0	116	1	0	No

Intersection: **Jamboree/Bayview**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1845	75	46	1966	20	47	Yes
Southbound	2240	91	20	2351	24	24	Yes
Eastbound	246	0	0	246	2	0	No
Westbound	131	0	0	131	1	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Eastbluff-University**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1621	66	87	1774	18	7	No
Southbound	1575	64	143	1782	18	43	Yes
Eastbound	649	0	1	650	7	0	No
Westbound	598	0	5	603	6	0	No

Intersection: **Jamboree/Eastbluff-University**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1867	76	154	2097	21	47	Yes
Southbound	2223	90	117	2430	24	24	Yes
Eastbound	377	0	0	377	4	0	No
Westbound	505	0	11	516	5	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Bison**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1479	60	92	1631	16	7	No
Southbound	1510	61	146	1717	17	43	Yes
Eastbound	168	0	0	168	2	0	No
Westbound	331	0	2	333	3	0	No

Intersection: **Jamboree/Bison**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1807	73	155	2035	20	47	Yes
Southbound	1730	70	124	1924	19	24	Yes
Eastbound	60	0	1	61	1	0	No
Westbound	339	0	8	347	3	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/East Bluff-Ford**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1762	72	107	1941	19	8	No
Southbound	1594	65	148	1807	18	43	Yes
Eastbound	772	0	7	779	8	1	No
Westbound	501	0	10	511	5	0	No

Intersection: **Jamboree/East Bluff-Ford**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2228	90	169	2487	25	50	Yes
Southbound	1846	75	123	2044	20	24	Yes
Eastbound	640	0	2	642	6	3	No
Westbound	361	0	6	367	4	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/San Joaquin Hills**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1336	54	76	1466	15	1	No
Southbound	1961	80	155	2196	22	44	Yes
Eastbound	293	0	0	293	3	0	No
Westbound	245	0	46	291	3	6	Yes

Intersection: **Jamboree/San Joaquin Hills**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1802	73	104	1979	20	8	No
Southbound	2049	83	136	2268	23	26	Yes
Eastbound	241	0	5	246	2	0	No
Westbound	240	0	83	323	3	42	Yes

One-Percent Volume Analysis

Intersection: **Jamboree/Santa Barbara**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1389	56	57	1502	15	1	No
Southbound	1528	62	119	1709	17	0	No
Eastbound	67	0	6	73	1	0	No
Westbound	114	0	37	151	2	0	No

Intersection: **Jamboree/Santa Barbara**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1339	54	101	1494	15	8	No
Southbound	1757	71	98	1926	19	0	No
Eastbound	56	0	3	59	1	0	No
Westbound	787	0	22	809	8	0	No

One-Percent Volume Analysis

Intersection: **Jamboree/Coast Highway**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	488	30	1	519	5	1	No
Southbound	1101	68	123	1292	13	0	No
Eastbound	3049	188	104	3341	33	50	Yes
Westbound	1252	77	44	1373	14	12	No

Intersection: **Jamboree/Coast Highway**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	398	24	3	425	4	3	No
Southbound	2060	127	90	2277	23	0	No
Eastbound	2438	150	133	2721	27	38	Yes
Westbound	2323	143	81	2547	25	73	Yes

One-Percent Volume Analysis

Intersection: **MacArthur/Bison**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2817	173	28	3018	30	7	No
Southbound	2357	145	53	2555	26	49	Yes
Eastbound	604	0	8	612	6	0	No
Westbound	694	0	19	713	7	0	No

Intersection: **MacArthur/Bison**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2829	174	84	3087	31	52	Yes
Southbound	3252	200	40	3492	35	24	No
Eastbound	597	0	8	605	6	0	No
Westbound	770	0	10	780	8	0	No

One-Percent Volume Analysis

Intersection: **MacArthur/Ford-Bonita Canyon**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2108	130	37	2275	23	10	No
Southbound	2465	152	69	2686	27	49	Yes
Eastbound	426	0	4	430	4	1	No
Westbound	1775	0	6	1781	18	9	No

Intersection: **MacArthur/Ford-Bonita Canyon**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2877	177	92	3146	31	66	Yes
Southbound	3151	194	39	3384	34	24	No
Eastbound	387	0	3	390	4	3	No
Westbound	992	0	11	1003	10	6	No

One-Percent Volume Analysis

Intersection: **MacArthur/San Joaquin Hills**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1652	102	4	1758	18	9	No
Southbound	2520	155	80	2755	28	60	Yes
Eastbound	591	0	39	630	6	2	No
Westbound	750	0	3	753	8	8	Yes

Intersection: **MacArthur/San Joaquin Hills**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2016	124	12	2152	22	72	Yes
Southbound	2628	162	45	2835	28	34	Yes
Eastbound	1062	0	92	1154	12	2	No
Westbound	878	0	3	881	9	4	No

One-Percent Volume Analysis

Intersection: **MacArthur/San Miguel**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1883	116	3	2002	20	1	No
Southbound	1765	109	3	1877	19	68	Yes
Eastbound	190	0	12	202	2	11	Yes
Westbound	426	0	8	434	4	6	Yes

Intersection: **MacArthur/San Miguel**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1376	85	7	1468	15	1	No
Southbound	2017	124	4	2145	21	37	Yes
Eastbound	1535	0	32	1567	16	84	Yes
Westbound	478	0	13	491	5	12	Yes

One-Percent Volume Analysis

Intersection: **MacArthur/Coast Highway**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	0	0	0	No
Southbound	908	56	10	974	10	0	No
Eastbound	1842	113	13	1968	20	3	No
Westbound	1986	122	26	2134	21	19	No

Intersection: **MacArthur/Coast Highway**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	0	0	0	No
Southbound	1832	113	3	1948	19	0	No
Eastbound	1864	115	24	2003	20	22	Yes
Westbound	1929	119	15	2063	21	13	No

One-Percent Volume Analysis

Intersection: **Santa Cruz/San Joquin Hills**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	67	0	31	98	1	0	No
Southbound	106	0	1	107	1	0	No
Eastbound	751	0	44	795	8	44	Yes
Westbound	464	0	7	471	5	6	Yes

Intersection: **Santa Cruz/San Joquin Hills**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	533	0	12	545	5	0	No
Southbound	55	0	1	56	1	0	No
Eastbound	613	0	26	639	6	26	Yes
Westbound	460	0	41	501	5	42	Yes

One-Percent Volume Analysis

Intersection: **Santa Rosa/San Joquin Hills**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	85	0	42	127	1	5	Yes
Southbound	126	0	0	126	1	0	No
Eastbound	499	0	48	547	5	44	Yes
Westbound	918	0	10	928	9	0	No

Intersection: **Santa Rosa/San Joquin Hills**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	601	0	75	676	7	42	Yes
Southbound	134	0	0	134	1	0	No
Eastbound	668	0	18	686	7	26	Yes
Westbound	572	0	34	606	6	0	No

One-Percent Volume Analysis

Intersection: **San Miguel/San Joaquin Hills**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	323	0	0	323	3	2	No
Southbound	546	0	7	553	6	3	No
Eastbound	776	0	1	777	8	2	No
Westbound	1063	0	1	1064	11	11	Yes

Intersection: **San Miguel/San Joaquin Hills**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	736	0	18	754	8	11	Yes
Southbound	406	0	6	412	4	6	Yes
Eastbound	1156	0	0	1156	12	9	No
Westbound	806	0	6	812	8	10	Yes

One-Percent Volume Analysis

Intersection: **Avocado/San Miguel**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	347	0	39	386	4	21	Yes
Southbound	85	0	6	91	1	6	Yes
Eastbound	166	0	8	174	2	40	Yes
Westbound	1006	0	8	1014	10	74	Yes

Intersection: **Avocado/San Miguel**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	608	0	8	616	6	128	Yes
Southbound	328	0	46	374	4	11	Yes
Eastbound	789	0	21	810	8	18	Yes
Westbound	616	0	16	632	6	49	Yes

One-Percent Volume Analysis

Intersection: **Balboa-Superior/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	548	0	7	555	6	0	No
Southbound	582	0	15	597	6	8	Yes
Eastbound	2834	115	73	3022	30	9	No
Westbound	1018	41	42	1101	11	3	No

Intersection: **Balboa-Superior/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	540	0	9	549	5	0	No
Southbound	1181	0	68	1249	12	4	No
Eastbound	1487	60	71	1618	16	6	No
Westbound	2242	91	67	2400	24	19	No

One-Percent Volume Analysis

Intersection: **Newport/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	0	0	0	No
Southbound	671	27	52	750	8	9	Yes
Eastbound	2270	92	16	2378	24	17	No
Westbound	1161	47	42	1250	13	5	No

Intersection: **Newport/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	0	0	0	No
Southbound	979	40	64	1083	11	6	No
Eastbound	1420	58	83	1561	16	10	No
Westbound	2310	94	26	2430	24	33	Yes

One-Percent Volume Analysis

Intersection: **Riverside/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1	0	0	1	0	0	No
Southbound	385	0	2	387	4	0	No
Eastbound	2209	90	103	2402	24	38	Yes
Westbound	1208	49	93	1350	14	7	No

Intersection: **Riverside/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	23	0	0	23	0	0	No
Southbound	504	0	2	506	5	0	No
Eastbound	1622	66	138	1826	18	26	Yes
Westbound	2236	91	142	2469	25	45	Yes

One-Percent Volume Analysis

Intersection: **Tustin/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	0	0	0	No
Southbound	48	0	0	48	0	0	No
Eastbound	2035	83	108	2226	22	38	Yes
Westbound	1256	51	93	1400	14	7	No

Intersection: **Tustin/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3	0	0	3	0	0	No
Southbound	82	0	0	82	1	0	No
Eastbound	1490	60	140	1690	17	26	Yes
Westbound	2282	93	143	2518	25	45	Yes

One-Percent Volume Analysis

Intersection: **Dover-Bayshore/Coast**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	106	0	0	106	1	0	No
Southbound	999	0	27	1026	10	12	Yes
Eastbound	2054	83	104	2241	22	38	Yes
Westbound	1723	70	98	1891	19	10	No

Intersection: **Dover-Bayshore/Coast**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	118	0	0	118	1	0	No
Southbound	1098	0	26	1124	11	12	Yes
Eastbound	1440	58	166	1664	17	26	Yes
Westbound	3224	131	139	3494	35	62	Yes

One-Percent Volume Analysis

Intersection: **Bayside/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	446	0	4	450	5	0	No
Southbound	46	0	62	108	1	0	No
Eastbound	3170	229	94	3493	35	50	Yes
Westbound	1483	107	59	1649	16	10	No

Intersection: **Bayside/Coast Hwy**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	523	0	5	528	5	0	No
Southbound	68	0	100	168	2	0	No
Eastbound	2419	174	92	2685	27	38	Yes
Westbound	3129	226	80	3435	34	62	Yes

One-Percent Volume Analysis

Intersection: **Newport Ctr/Coast**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	0	0	0	No
Southbound	128	0	22	150	2	3	Yes
Eastbound	1905	117	33	2055	21	52	Yes
Westbound	1447	89	17	1553	16	9	No

Intersection: **Newport Ctr/Coast**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	0	0	0	No
Southbound	680	0	37	717	7	16	Yes
Eastbound	1874	115	28	2017	20	41	Yes
Westbound	2041	126	40	2207	22	56	Yes

One-Percent Volume Analysis

Intersection: **Avocado/Coast**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	305	0	0	305	3	0	No
Southbound	143	0	6	149	1	12	Yes
Eastbound	1480	107	33	1620	16	39	Yes
Westbound	1398	101	30	1529	15	18	Yes

Intersection: **Avocado/Coast**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	362	0	0	362	4	0	No
Southbound	705	0	39	744	7	78	Yes
Eastbound	1684	121	18	1823	18	31	Yes
Westbound	1603	116	15	1734	17	12	No

One-Percent Volume Analysis

Intersection: **Goldenrod/Coast**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	133	0	0	133	1	0	No
Southbound	59	0	1	60	1	0	No
Eastbound	1187	86	17	1290	13	3	No
Westbound	1990	144	25	2159	22	19	No

Intersection: **Goldenrod/Coast**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	135	0	0	135	1	0	No
Southbound	75	0	0	75	1	0	No
Eastbound	1782	129	22	1933	19	22	Yes
Westbound	1742	126	9	1877	19	13	No

One-Percent Volume Analysis

Intersection: **Marguerite/Coast**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	249	0	0	249	2	0	No
Southbound	243	0	0	243	2	0	No
Eastbound	1233	89	5	1327	13	3	No
Westbound	1821	131	10	1962	20	19	No

Intersection: **Marguerite/Coast**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2006-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	241	0	0	241	2	0	No
Southbound	254	0	0	254	3	0	No
Eastbound	1799	130	7	1936	19	22	Yes
Westbound	1460	105	7	1572	16	13	No

One-Percent Volume Analysis

Intersection: **Newport Ctr/Santa Barbara**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2019)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	223	0	0	223	2	0	No
Southbound	126	0	0	126	1	0	No
Eastbound	227	0	7	234	2	0	No
Westbound	13	0	19	32	0	0	No

Intersection: **Newport Ctr/Santa Barbara**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2019)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	291	0	0	291	3	0	No
Southbound	289	0	0	289	3	0	No
Eastbound	267	0	14	281	3	0	No
Westbound	91	0	12	103	1	0	No

One-Percent Volume Analysis

Intersection: **Santa Cruz/Newport Center**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	69	0	16	85	1	0	No
Southbound	166	0	3	169	2	0	No
Eastbound	177	0	0	177	2	0	No
Westbound	181	0	0	181	2	0	No

Intersection: **Santa Cruz/Newport Center**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	274	0	6	280	3	0	No
Southbound	255	0	10	265	3	0	No
Eastbound	235	0	0	235	2	0	No
Westbound	299	0	0	299	3	0	No

One-Percent Volume Analysis

Intersection: **Newport Ctr/Santa Rosa**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	122	0	20	142	1	0	No
Southbound	313	0	25	338	3	40	Yes
Eastbound	85	0	0	85	1	0	No
Westbound	274	0	0	274	3	6	Yes

Intersection: **Newport Ctr/Santa Rosa**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	278	0	38	316	3	0	No
Southbound	392	0	22	414	4	18	Yes
Eastbound	214	0	0	214	2	0	No
Westbound	298	0	0	298	3	42	Yes

One-Percent Volume Analysis

Intersection: **Newport Ctr/San Miguel**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	322	0	0	322	3	1	No
Southbound	130	0	0	130	1	41	Yes
Eastbound	69	0	8	77	1	0	No
Westbound	377	0	8	385	4	5	Yes

Intersection: **Newport Ctr/San Miguel**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	376	0	0	376	4	1	No
Southbound	388	0	0	388	4	19	Yes
Eastbound	390	0	21	411	4	0	No
Westbound	685	0	15	700	7	41	Yes

One-Percent Volume Analysis

Intersection: **Newport Ctr-Fashion Island/Newport Center**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	501	0	4	505	5	1	No
Southbound	15	0	12	27	0	0	No
Eastbound	229	0	0	229	2	0	No
Westbound	121	0	10	131	1	1	Yes

Intersection: **Newport Ctr-Fashion Island/Newport Center**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2007-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	431	0	4	435	4	1	No
Southbound	156	0	32	188	2	0	No
Eastbound	341	0	0	341	3	0	No
Westbound	511	0	0	511	5	1	No

One-Percent Volume Analysis

Intersection: **Newport Coast Drive/San Joaquin Hills Road**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1164	0	0	1164	12	1	No
Southbound	707	0	0	707	7	0	No
Eastbound	536	0	0	536	5	1	No
Westbound	0	0	1	1	0	0	No

Intersection: **Newport Coast Drive/San Joaquin Hills Road**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	817	0	3	820	8	3	No
Southbound	1087	0	2	1089	11	0	No
Eastbound	463	0	0	463	5	3	No
Westbound	0	0	6	6	0	0	No

One-Percent Volume Analysis

Intersection: **Newport Coast Drive/Coast Highway**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	16	0	0	16	0	0	No
Southbound	346	0	2	348	3	1	No
Eastbound	944	38	3	985	10	4	No
Westbound	1854	75	10	1939	19	17	No

Intersection: **Newport Coast Drive/Coast Highway**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	18	0	0	18	0	0	No
Southbound	681	0	3	684	7	3	No
Eastbound	1341	54	4	1399	14	22	Yes
Westbound	1401	57	7	1465	15	10	No

One-Percent Volume Analysis

Intersection: **Marguerite Road/San Joaquin Hills Road**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	487	0	0	487	5	0	No
Southbound	201	0	0	201	2	0	No
Eastbound	619	0	0	619	6	2	No
Westbound	804	0	1	805	8	11	Yes

Intersection: **Marguerite Road/San Joaquin Hills Road**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	327	0	0	327	3	0	No
Southbound	196	0	1	197	2	0	No
Eastbound	1051	0	6	1057	11	14	Yes
Westbound	582	0	6	588	6	9	Yes

One-Percent Volume Analysis

Intersection: **Ridge Park Road/San Joaquin Hills Road**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	302	0	0	302	3	0	No
Southbound	265	0	0	265	3	0	No
Eastbound	529	0	0	529	5	1	No
Westbound	311	0	1	312	3	1	No

Intersection: **Ridge Park Road/San Joaquin Hills Road**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2009-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	226	0	0	226	2	0	No
Southbound	142	0	0	142	1	0	No
Eastbound	631	0	5	636	6	3	No
Westbound	445	0	6	451	5	3	No

One-Percent Volume Analysis

Intersection: **Macarthur SB Ramps/University**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2008-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	284	8	10	302	3	0	No
Southbound	0	0	0	0	0	0	No
Eastbound	1010	38	0	1048	10	0	No
Westbound	944	116	20	1080	11	8	No

Intersection: **Macarthur SB Ramps/University**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2008-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	169	1	-1	169	2	0	No
Southbound	0	0	0	0	0	0	No
Eastbound	1003	36	35	1074	11	0	No
Westbound	982	99	-6	1075	11	4	No

One-Percent Volume Analysis

Intersection: **Macarthur NB Ramps/University**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2008-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	275	-5	0	270	3	1	No
Southbound	0	0	0	0	0	0	No
Eastbound	1144	35	8	1187	12	0	No
Westbound	975	146	21	1142	11	8	No

Intersection: **Macarthur NB Ramps/University**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2008-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	313	17	-10	320	3	8	Yes
Southbound	0	0	0	0	0	0	No
Eastbound	903	34	23	960	10	0	No
Westbound	1287	125	8	1420	14	4	No

One-Percent Volume Analysis

Intersection: **University/Campus**
Scenario: Forecast Year 2013
Time Period: AM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2008-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	863	30	10	903	9	1	No
Southbound	1813	172	48	2033	20	8	No
Eastbound	549	33	30	612	6	0	No
Westbound	585	47	0	632	6	0	No

Intersection: **University/Campus**
Scenario: Forecast Year 2013
Time Period: PM Peak Hour

Approach Direction	Existing Peak Hour Volume	Peak Hour Regional Growth Volume (2008-2013)	Approved Projects Peak Hour Volume	2013 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1893	61	30	1984	20	8	No
Southbound	905	96	30	1031	10	4	No
Eastbound	930	113	18	1061	11	0	No
Westbound	843	39	-1	881	9	0	No

Appendix E
Cumulative Projects Information

Cumulative Project List - May 2009

Projects of significant size to have a potential cumulative impact

Note: Highlighted projects do not result in an increase in traffic generation; however, may have other cumulative impacts to consider (i.e. construction, noise, air quality).

Newport Beach Country Club	1600 East Coast Highway	• 5 res. d.u • 27 hotel units with a 2,048 g.s.f. concierge and guest center • 3,523 g.s.f. tennis club with a 6,718 g.s.f. spa • 41,086 g.s.f. golf club with accessory facilities • 7 tennis courts and a swimming pool
Mariner's Medical Arts	1901 Westcliff Dr.	12,245 g.s.f. medical office addition
City Hall & Park Development	1100 Avocado Ave	• 98,000 g.s.f. City Hall • 17,135 g.s.f. library expansion • 450-space parking structure • 15 ac. park
WPI-Newport, LLC	4699 Jamboree Rd/ 5190 Campus Drive	New office building and remodel of existing office and bank buildings to accommodate office space, bank, retail, and restaurant uses: **Existing: 21,023 g.s.f.** • Office:10,800 g.s.f. • Bank:10,221 g.s.f. **New: 33,151 g.s.f.** • Office: 41,181 n.s.f./43,951 g.s.f. • Bank: 5,423 n.s.f./5,744 g.s.f. • Retail: 2,140 n.s.f./2,214 g.s.f. • Restaurant:2,130 n.s.f/2,263 g.s.f./990 n.p.a
Banning Ranch	4520 W. Coast Hwy	1,375 d.u., 75,000 g.s.f. commercial retail, 75-room accommodations, parks, and open space.
Sunset Ridge Park	4850 W. Coast Hwy	13.67 ac. active park
Old Newport GPA	328 – 340 Old Newport Blvd.	**New**: 25,725 total g.s.f. medical office **Existing uses**: • 328 – 5000 sf office • 332 – 3012 sf all medical • 340 – 5000 sf gen office, 1 res. d.u.
Marina Park	1700 Balboa Blvd	10.45 ac. public marina, beach, park with recreational facilities as follows: • Balboa Center Complex: 26,990 g.s.f. • Visiting Vessel Marina: 23 Slips • Marina Services Building (laundry, offices, etc.): 1,328 g.s.f. • Girl Scout House: 5,500 g.s.f. • Parking 153 spaces
Pres Office Building B	4300 Von Karmen	16,742 g.s.f. office (14,995 n.s.f.)
Conexant/Koll	4311 Jamboree Rd	**New**: 974 res. d.u, total (714 d.u.-Conexant site and 260

Conceptual Plan	4343 Von Karman Ave	d.u.-Koll site). **Existing**: • 167,000 g.s.f. office • 269,000 g.s.f. industrial
AERIE	201 Carnation Ave	**New**:6-unit condominium with subterranean parking (25,500 c.y. grading) **Existing**: 14 apartment d.u.
Coast Community College District	1505-1533 Monrovia Ave	**New**: 67,000 g.s.f. higher education learning center. **Existing**: • 1505-1519: 3 sheds (? S.f.) and 3600 g.s.f. warehouse • 1527-1533: 10,000 g.s.f industrial & 19,574 g.s.f. office
Newport Coast		**See Attached**

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NEWPORT COAST

TABLE 12-1

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Condominium/Townhouse	DU	0.17	0.49	0.47	0.36	8.10
Multi Family Dwelling	DU	0.90	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
State Park (gross acres)	AC	0.21	0.90	0.29	0.31	19.15

0.09

verify trip gen

[1] Source: City of Newport Beach Trip Generation Rates

[2] DU = Dwelling Units
AC = Acres

U:\UcJobs\00636\Excel\[00636-02.xls]T 12-1

TABLE 12-2

PROJECT TRIP GENERATION

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	104	49	50	23	751
	13D	Multi Family Dwelling	116	DU	104	49	50	23	751
	13E	Multi Family Dwelling	116	DU	104	49	50	23	751
TOTAL FOR TAZ 1					532	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	105	49	50	23	757
	13B	Multi Family Dwelling	117	DU	105	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	2,807	AC	589	2,526	814	870	53,754
TOTAL FOR TAZ 2					1,080	3,611	1,901	1,480	70,778
3	2B	Single Family Detached Residential	62	DU	12	43	43	25	682
	4A	Single Family Detached Residential	784	DU	157	549	549	314	8,624
TOTAL FOR TAZ 3					169	592	592	339	9,306
4	2C	Single Family Detached Residential	307	DU	61	215	215	123	3,377
	5	Single Family Detached Residential	300	DU	60	210	210	120	3,300
	6	Single Family Detached Residential	75	DU	15	53	53	30	825
	8	Condominium/Townhouse	289	DU	49	142	136	104	2,341
TOTAL FOR TAZ 4					185	620	614	377	9,843
TOTAL FOR ALL ZONES					1,966	5,633	3,900	2,725	103,015

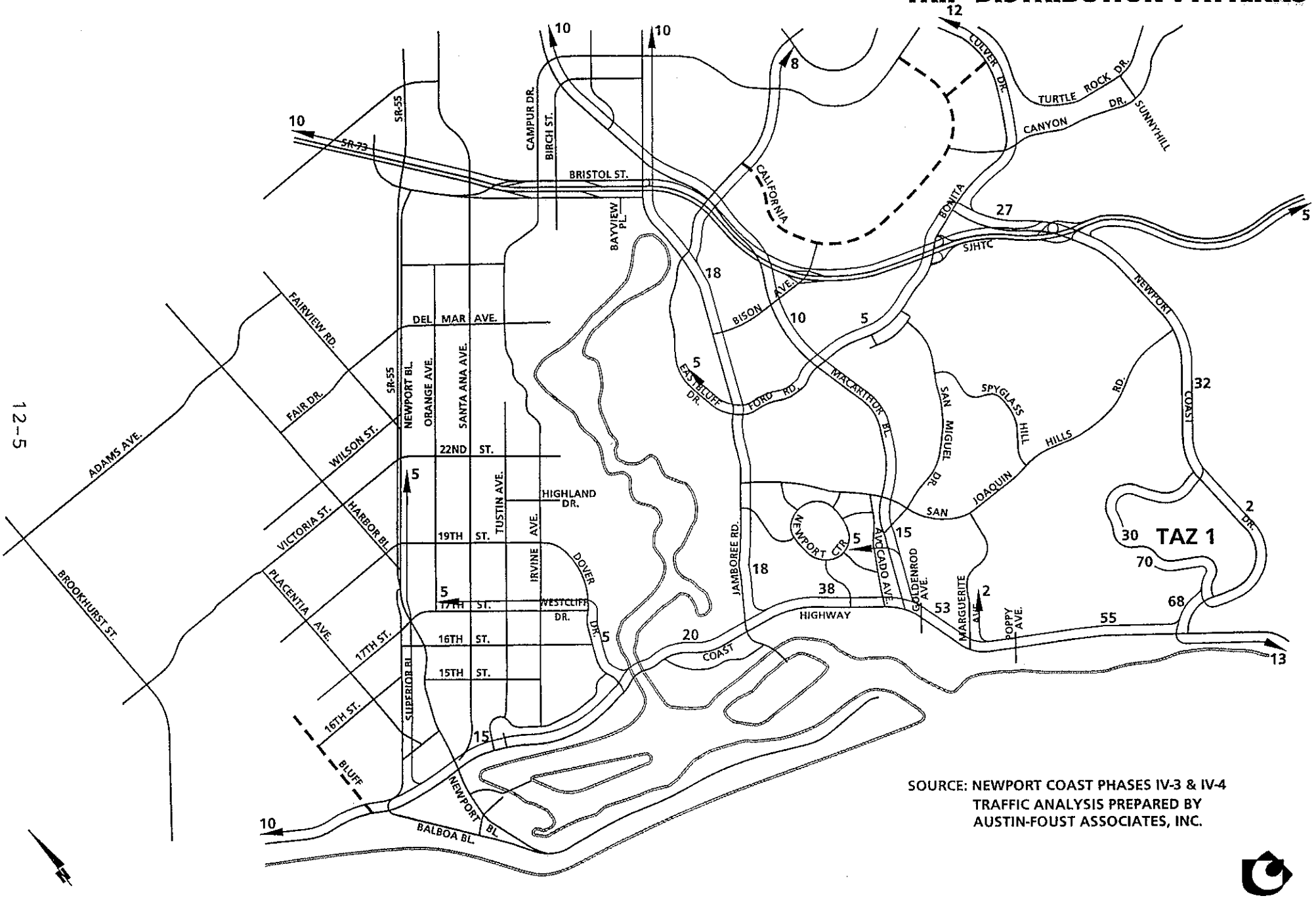
[1] DU = Dwelling Units
AC = Acres

U:\UcJobs\00636\Excel\[00636-02.xls]T 12-2

- 70% OF DU'S ARE BUILT. ONLY 30% IS CUMULATIVE PROJECT THE

- ASSUME STATE PARK IS EXISTING.

NEWPORT COAST TRAFFIC ANALYSIS ZONE
TRIP DISTRIBUTION PATTERNS

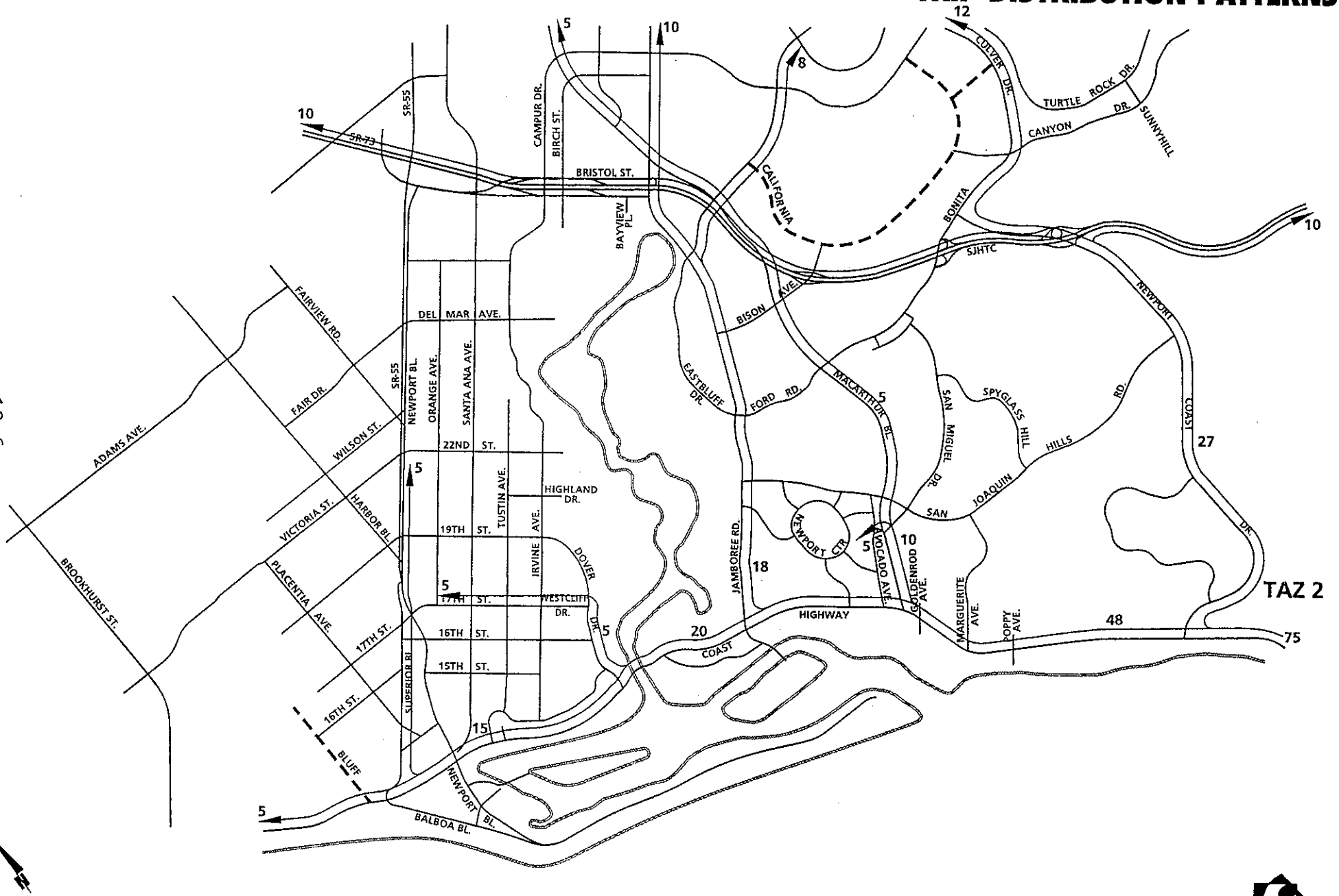


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4
TRAFFIC ANALYSIS PREPARED BY
AUSTIN-FOUST ASSOCIATES, INC.

URBAN CROSSROADS

EXHIBI 12-B

NEWPORT COAST TRAFFIC ANALYSIS ZONE 2
TRIP DISTRIBUTION PATTERNS



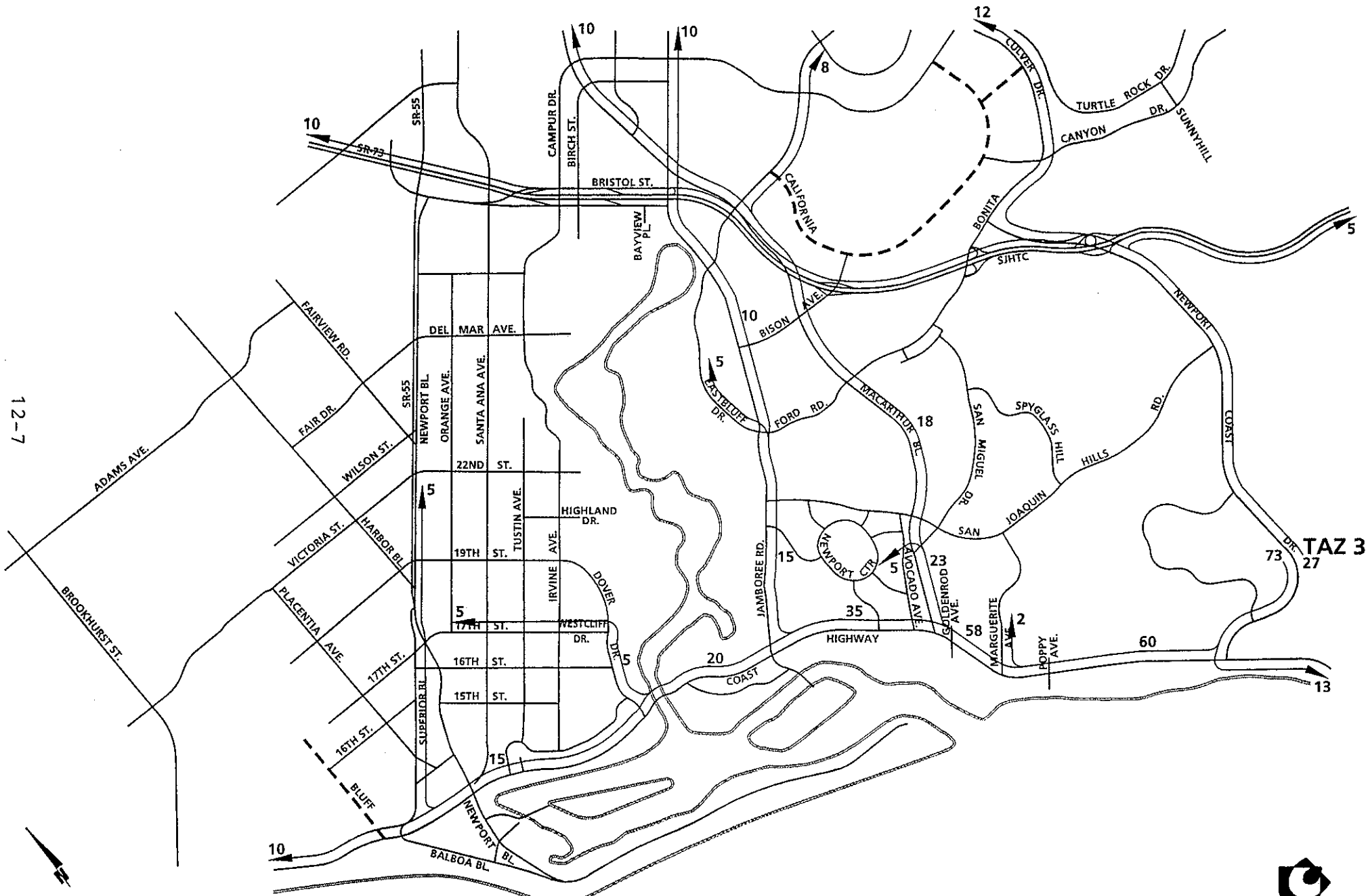
12-6

NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:17

URBAN CROSSROADS

EXHIB

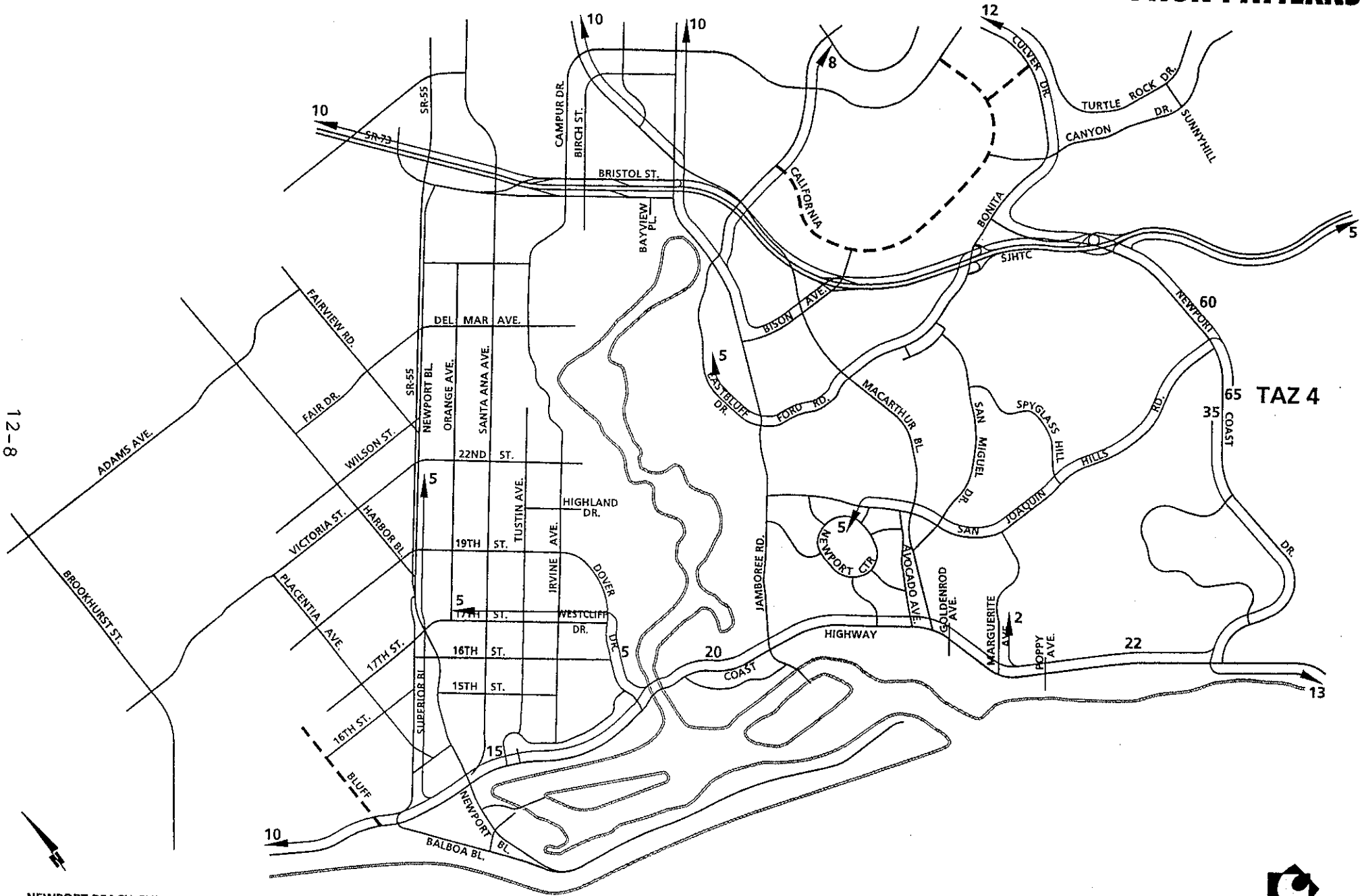
NEWPORT COAST TRAFFIC ANALYSIS ZONE 3
TRIP DISTRIBUTION PATTERNS



URBAN CROSSROADS

EXHIBIT 12-D

NEWPORT COAST TRAFFIC ANALYSIS ZONE 4
TRIP DISTRIBUTION PATTERNS



NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:12

URBAN CROSSROADS

WPI-Newport, LLC
4699 Jamboree Road - 5190 Campus Drive

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Bank-Drive In	ITE-8th		TSF	6.92	5.43	12.35	12.91	12.91	25.82	148.15
Specialty Retail Center*	ITE-8th		TSF	0.61	0.39	1.00	1.19	1.52	2.71	44.32
Quality Restaurant**	ITE-8th		TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95

Note * - Specialty Retail AM trip generation rate is unavailable. Shopping Center AM peak hour trip generation rate used.
** - AM distribution for AM peak hour of generator used.

Existing Use

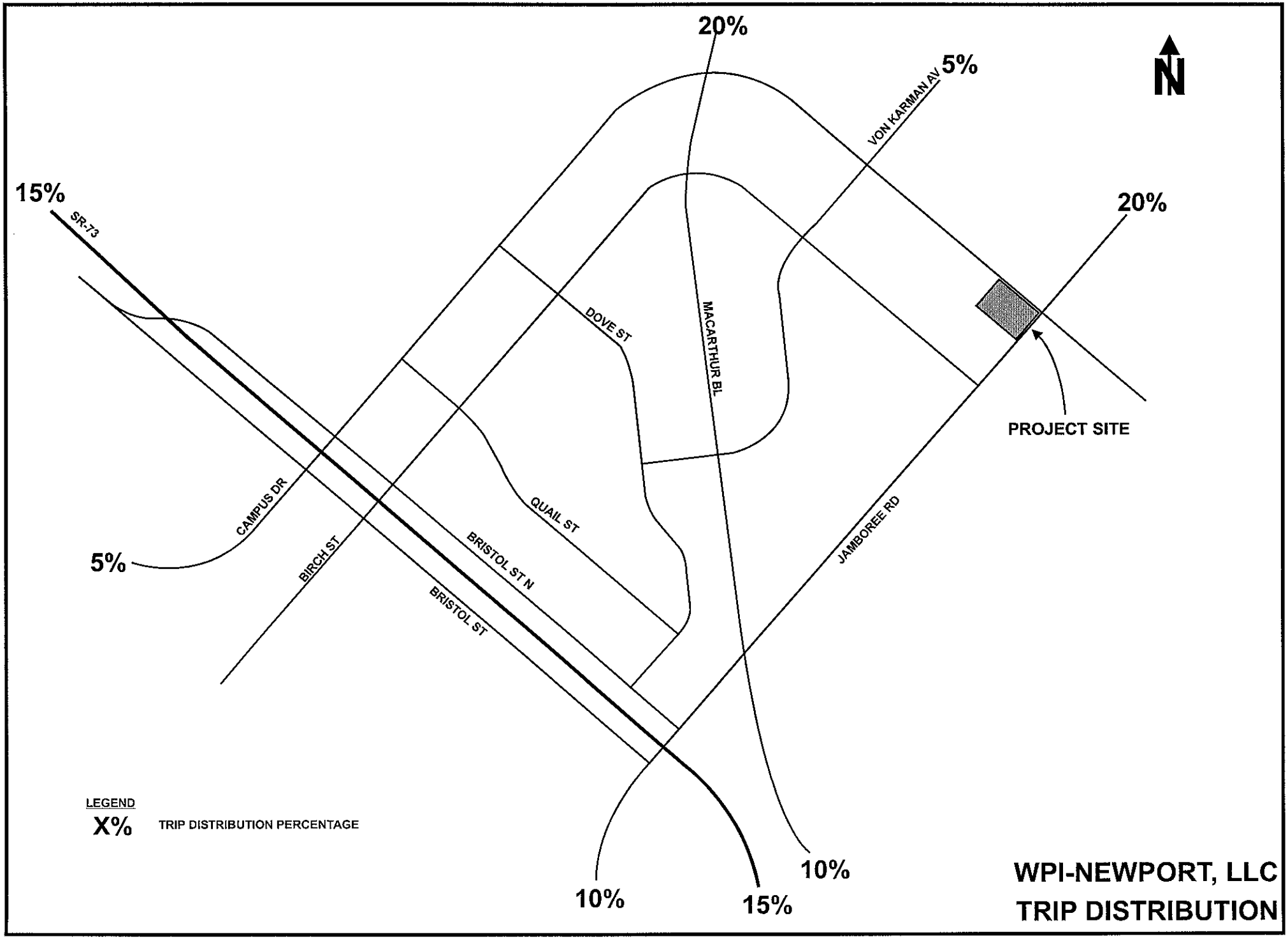
Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	10.8	TSF	15	2	17	3	13	16	119
Bank	ITE-8th	10.221	TSF	71	56	126	132	132	264	1514
	ITE-8th									
	ITE-8th									
Total				85	58	143	135	145	280	1633

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	43.951	TSF	60	8	68	11	54	65	484
Bank	ITE-8th	5.744	TSF	40	31	71	74	74	148	851
Retail	ITE-8th	2.214	TSF	1	1	2	3	3	6	98
Restaurant	ITE-8th	2.263	TSF	1	0	2	11	6	17	204
Total				102	41	143	99	138	237	1637

Net Increase				**17**	**-17**	**0**	**-36**	**-8**	**-43**	**3**

Note: Do not assign negative trips to the circulation system.


20%
5%
VON KARMAN AV
N
15%
SR-73
20%
DOVE ST
MACARTHUR BL
PROJECT SITE
CAMPUS DR
QUAIL ST
5%
BIRCH ST
BRISTOL ST N
JAMBOREE RD
BRISTOL ST
10%
10%
15%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
WPI-NEWPORT, LLC
TRIP DISTRIBUTION

Pres Office Building B
4300 Von Karman

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
	ITE-8th									
	ITE-8th									
	ITE-8th									

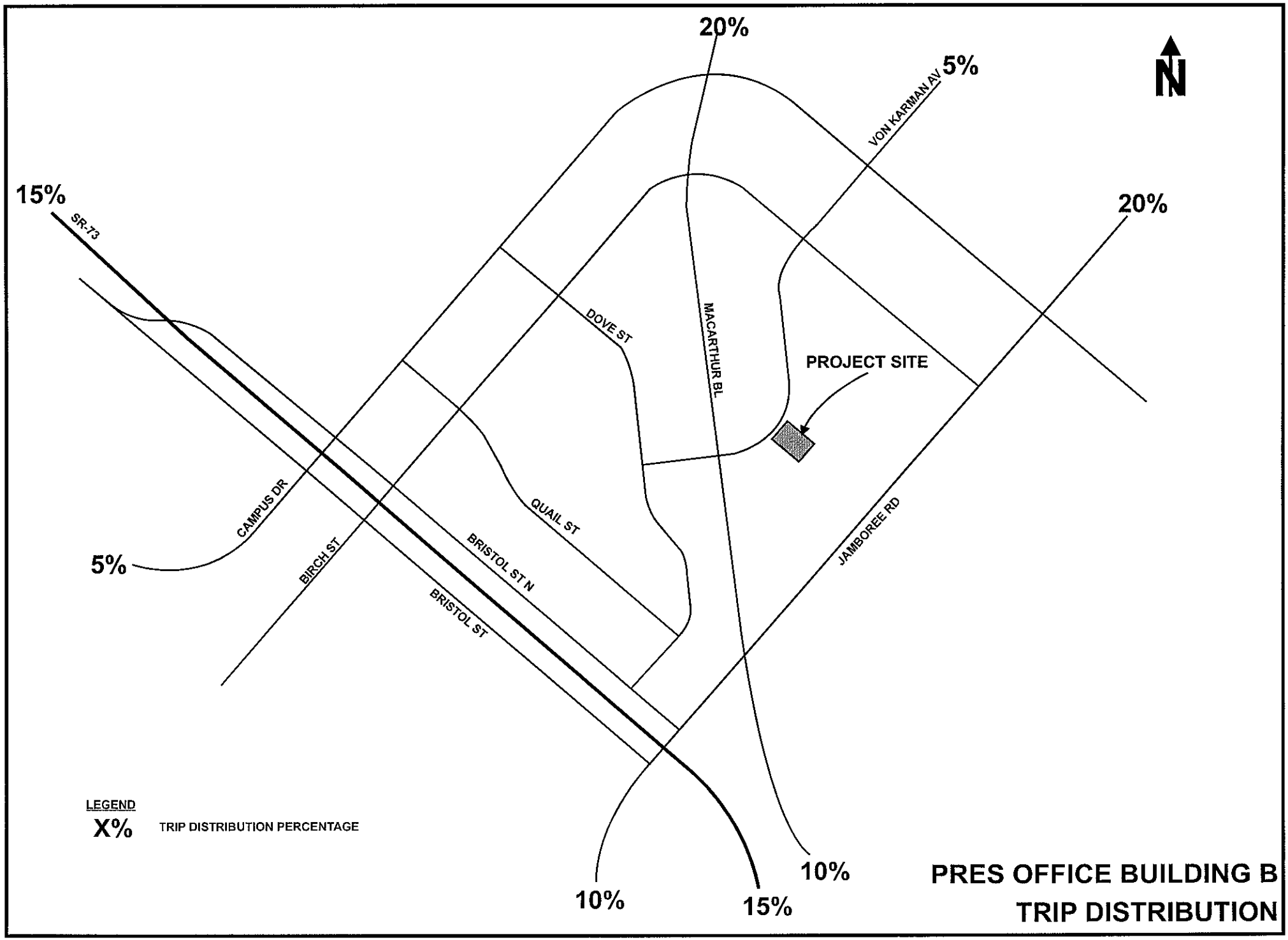
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	16.742	TSF	23	3	26	4	21	25	184
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total				23	3	26	4	21	25	184

Net Increase				**23**	**3**	**26**	**4**	**21**	**25**	**184**


20%
5%
VON KARMAN AV
15%
SR-73
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DOVE ST
MACARTHUR BL
PROJECT SITE
CAMPUS DR
QUAIL ST
5%
BIRCH ST
BRISTOL ST N
JAMBOREE RD
BRISTOL ST
10%
10%
15%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
PRES OFFICE BUILDING B
TRIP DISTRIBUTION

Mariner's Medical Arts
1901 Westcliff Drive

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
	ITE-8th									
	ITE-8th									
	ITE-8th									

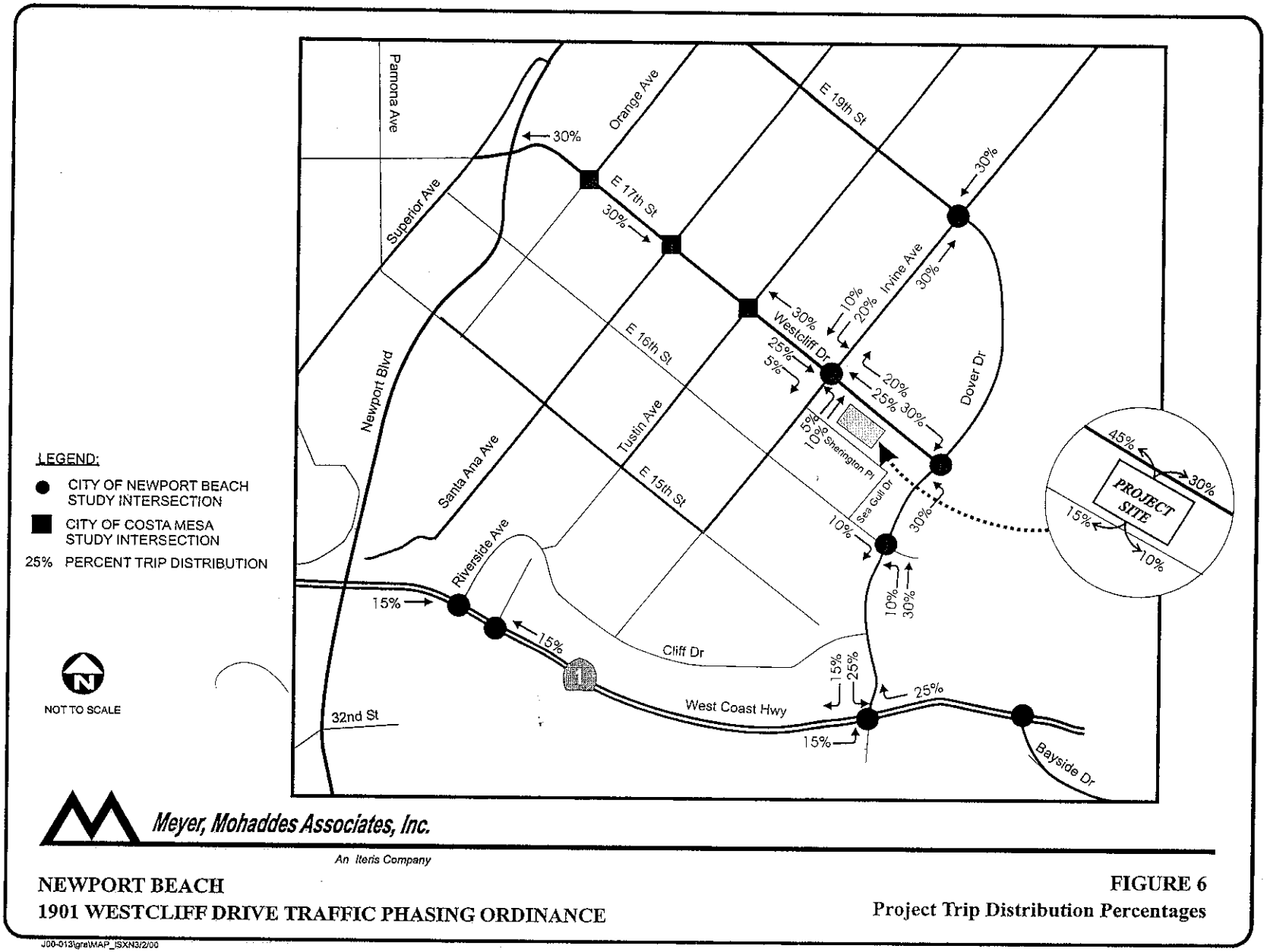
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th	12.245	TSF	22	6	28	11	31	42	442
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total				22	6	28	11	31	42	442

Net Increase				**22**	**6**	**28**	**11**	**31**	**42**	**442**



Meyer, Mohaddes Associates, Inc.
An Iteris Company

NEWPORT BEACH
1901 WESTCLIFF DRIVE TRAFFIC PHASING ORDINANCE

FIGURE 6
Project Trip Distribution Percentages

J00-013\gra\MAP_ISXN3/2/00

Koll-Conexant
4311 Jamboree Road

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Apartments	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65

Existing Use

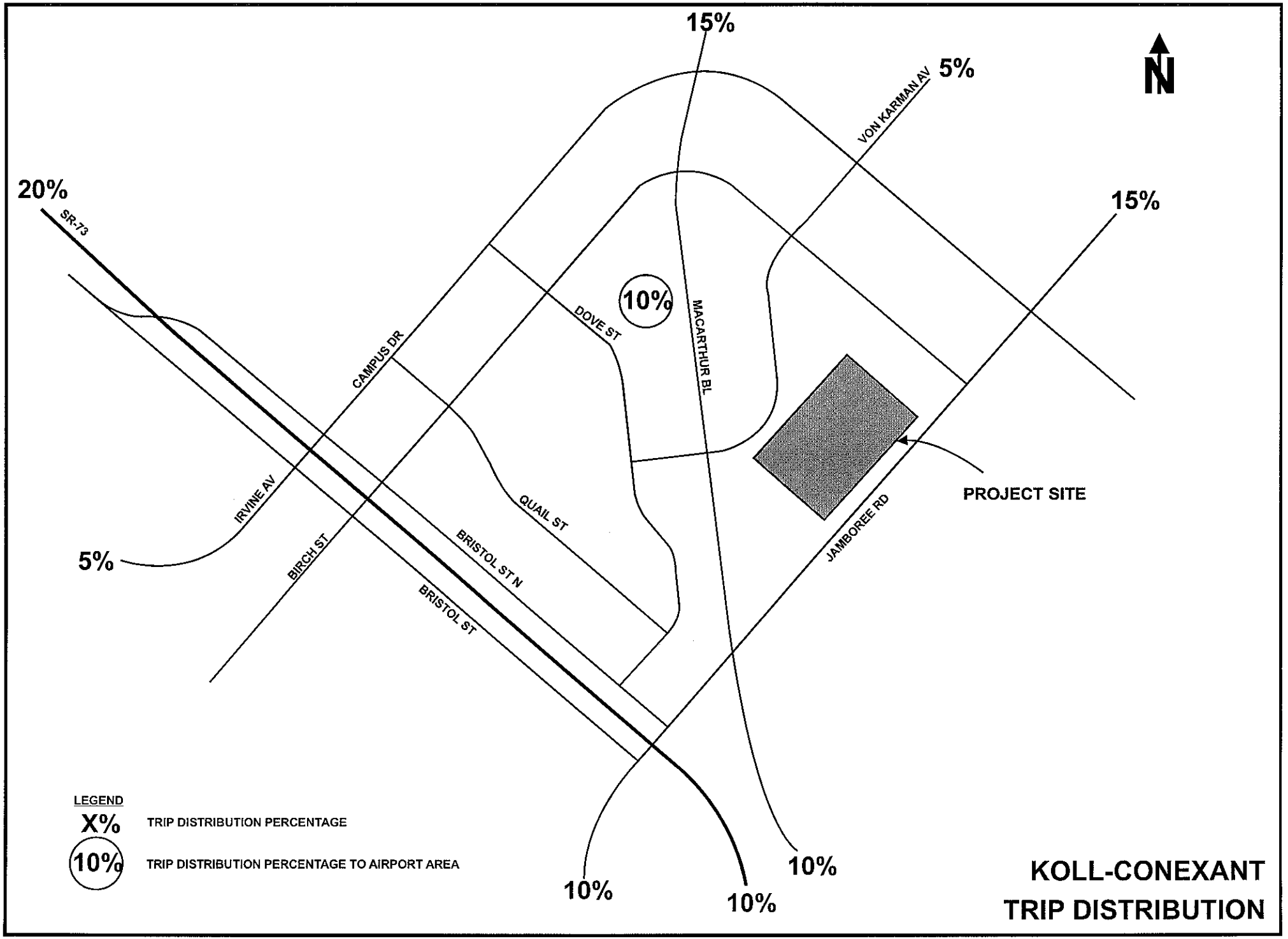
Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	167	TSF	227	32	259	42	207	249	1839
Industrial	ITE-8th	269	TSF	218	30	247	32	229	261	1875
	ITE-8th									
	ITE-8th									
Total				445	61	506	74	436	510	3714

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Apartment	ITE-8th	974	DU	97	399	497	390	214	604	6477
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				97	399	497	390	214	604	6477

Net Increase				**-348**	**338**	**-10**	**316**	**-221**	**94**	**2764**

Note: Do not assign negative trips to the circulation system


15%
5%
VON KARMAN AV
N
20%
SR-73
15%
10%
DOVE ST
MACARTHUR BL
CAMPUS DR
PROJECT SITE
IRVINE AV
QUAIL ST
JAMBOREE RD
5%
BIRCH ST
BRISTOL ST N
BRISTOL ST
10%
10%
10%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
TRIP DISTRIBUTION PERCENTAGE TO AIRPORT AREA
KOLL-CONEXANT
TRIP DISTRIBUTION

Old Newport GPA
328-340 Old Newport Boulevard

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
Apartment	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65

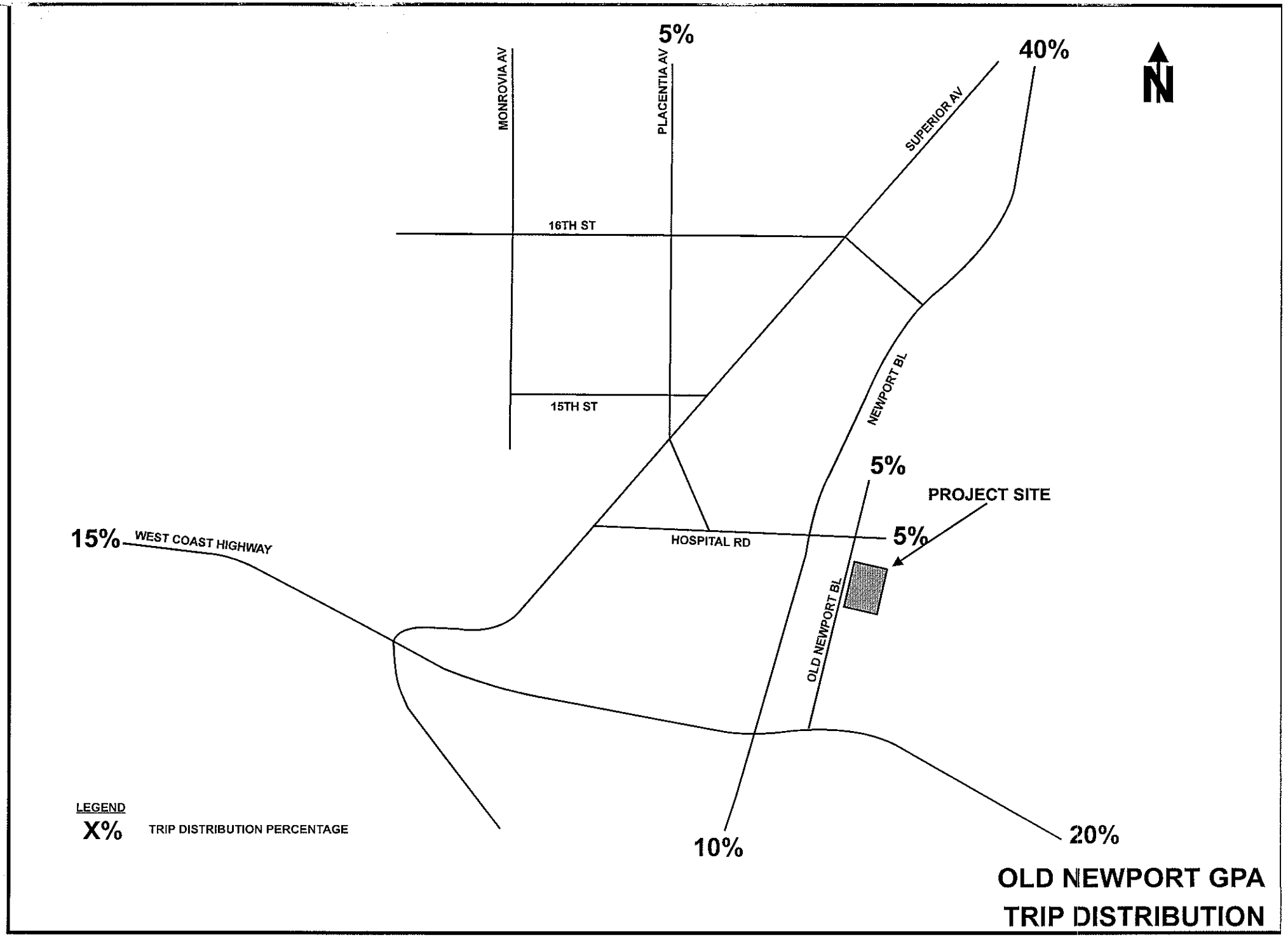
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	10	TSF	14	2	16	3	12	15	110
Medical Office	ITE-8th	3.012	TSF	5	1	7	3	8	10	109
Apartment	ITE-8th	1	DU	0	0	1	0	0	1	7
	ITE-8th									
Total				19	4	23	6	20	26	226

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th	25.725	TSF	47	12	59	24	65	89	929
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				47	12	59	24	65	89	929

Net Increase				**28**	**9**	**36**	**18**	**45**	**63**	**704**


5%
40%
MONROVIA AV
PLACENTIA AV
SUPERIOR AV
16TH ST
15TH ST
NEWPORT BL
5%
PROJECT SITE
15%
WEST COAST HIGHWAY
HOSPITAL RD
5%
OLD NEWPORT BL
10%
20%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
OLD NEWPORT GPA
TRIP DISTRIBUTION

Coast Community College
1505-1533 Monrovia Avenue

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Warehouse	ITE-8th		TSF	0.24	0.06	0.30	0.08	0.24	0.32	3.56
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Community College	ITE-8th		TSF	2.21	0.78	2.99	1.47	1.07	2.54	27.49

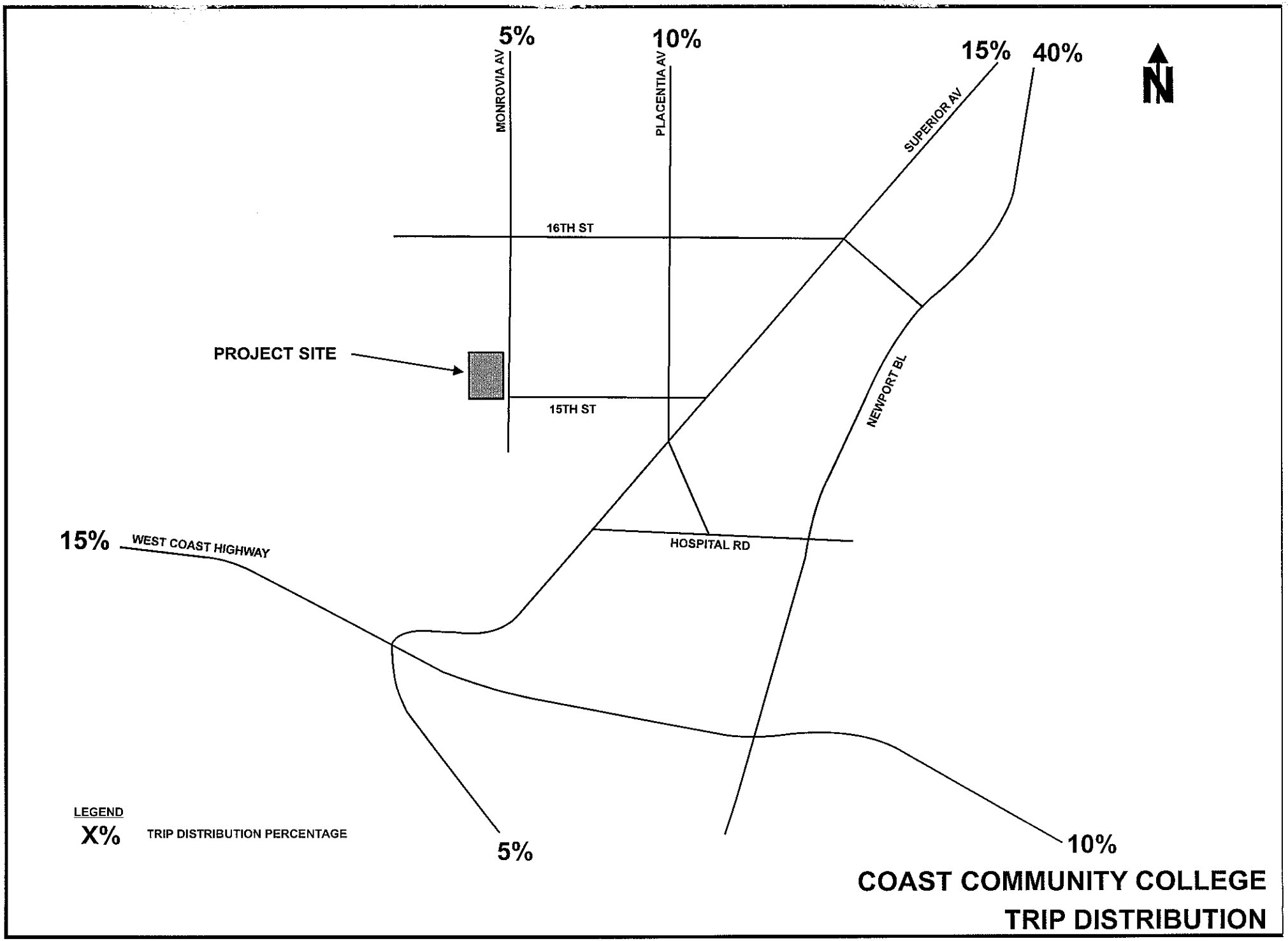
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Warehouse	ITE-8th	3.6	TSF	1	0	1	0	1	1	13
General Light Industrial	ITE-8th	10	TSF	8	1	9	1	9	10	70
Office	ITE-8th	19.574	TSF	27	4	30	5	24	29	216
	ITE-8th									
Total				36	5	41	6	34	40	298

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Community College	ITE-8th	67	TSF	148	52	200	98	72	170	1842
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				148	52	200	98	72	170	1842

Net Increase				**112**	**47**	**160**	**92**	**38**	**130**	**1544**


5%
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MONROVIA AV
PLACENTIA AV
SUPERIOR AV
16TH ST
PROJECT SITE
15TH ST
NEWPORT BL
HOSPITAL RD
15%
WEST COAST HIGHWAY
5%
10%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
COAST COMMUNITY COLLEGE
TRIP DISTRIBUTION

Newport Banning Ranch
West Newport

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Resort Hotel*	ITE-8th		Room	0.22	0.09	0.31	0.18	0.24	0.42	8.17
Residential Condo/Townhouse	ITE-8th		DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Single Family Detached.	ITE-8th		DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Commercial	ITE-8th		TSF	0.61	0.39	1.00	1.83	1.90	3.73	42.94

Note * - No Daily trip generation rate provided. Daily rate for Hotel used.

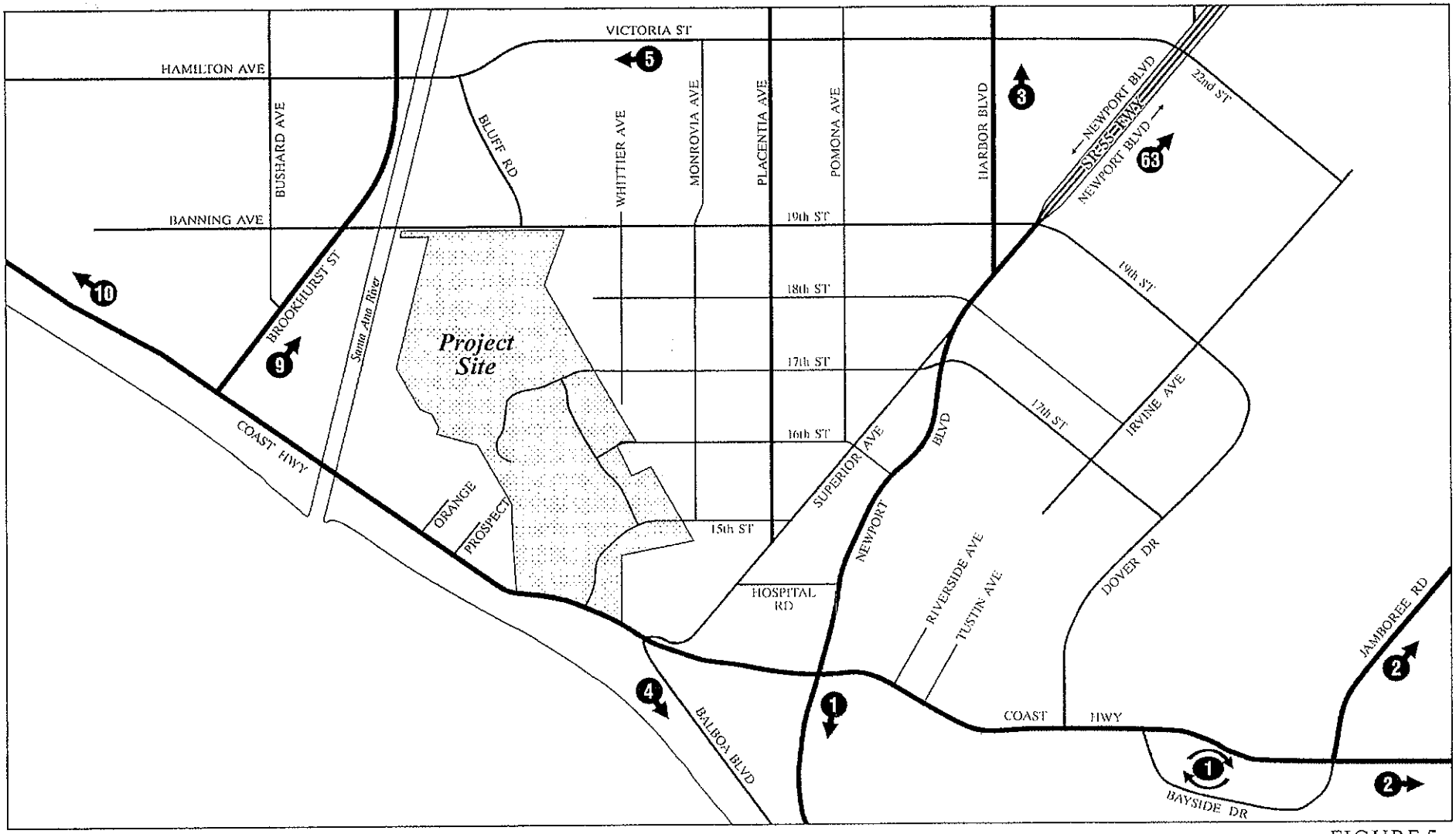
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th									
	ITE-8th									
Total				0	0	0	0	0	0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Resort Hotel*	ITE-8th	75	TSF	17	7	23	14	18	32	613
Residential Condo/Townhouse	ITE-8th	1080	TSF	76	400	475	378	184	562	6275
Single Family Detached.	ITE-8th	295	TSF	56	165	221	189	109	298	2823
Commercial	ITE-8th	50	TSF	31	20	50	92	95	187	2147
Total				179	591	770	672	406	1078	11858

Net Increase				**179**	**591**	**770**	**672**	**406**	**1078**	**11858**



LSA

FIGURE 5

LEGEND

5 - Percent Trip Distribution

N

SCHEMATIC - NOT TO SCALE

Newport Banning Ranch

Regional Project Trip Distribution

I:\NBR0601\G\Trip Dist.cdr (6/11/08)

MARINA PARK.

Table 1

TRIP GENERATION SUMMARY

LAND USE	UNITS	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	ADT
TRIP RATES								
Park[1]	Acre	.28	.20	.48	.38	.92	1.30	15.70
Recreational Community Center (ITE 495)[2]	TSF	.99	.63	1.62	.48	1.16	1.64	22.88
Marina (ITE 420)	Berth	.03	.05	.08	.11	.08	.19	2.96
TRIP GENERATION								
Proposed Project								
Park	4.89 Acres	1	1	2	2	4	6	77
Community Ctr/Sailing Ctr/Cafe	21.3 TSF	21	13	34	10	25	35	487
Visitor Marina	23 Berths	1	1	2	3	2	5	68
Sub-Total		23	15	38	15	31	46	632
Existing Use								
Mobile Home Park	57 DU	-5	-13	-18	-7	-7	-14	-194
Park	1.2 Acres	0	0	0	0	-1	-1	-19
Community Ctr	2.9 TSF	-3	-2	-5	-1	-4	-5	-67
NET NEW TRIPS		**15**	**0**	**15**	**7**	**19**	**26**	**352**

Notes:

[1] Park AM and PM trip rates from ITE City Park (411) rate/acre, ADT rate averaged from City (411) and Beach (415) Park ADT rate/acre.

[2] ITE Recreational Community Center (495) trip rates applied to Community Center, Sailing Center, and Café.

The Girl Scout House will be relocated on-site and results in no net change in project trips.

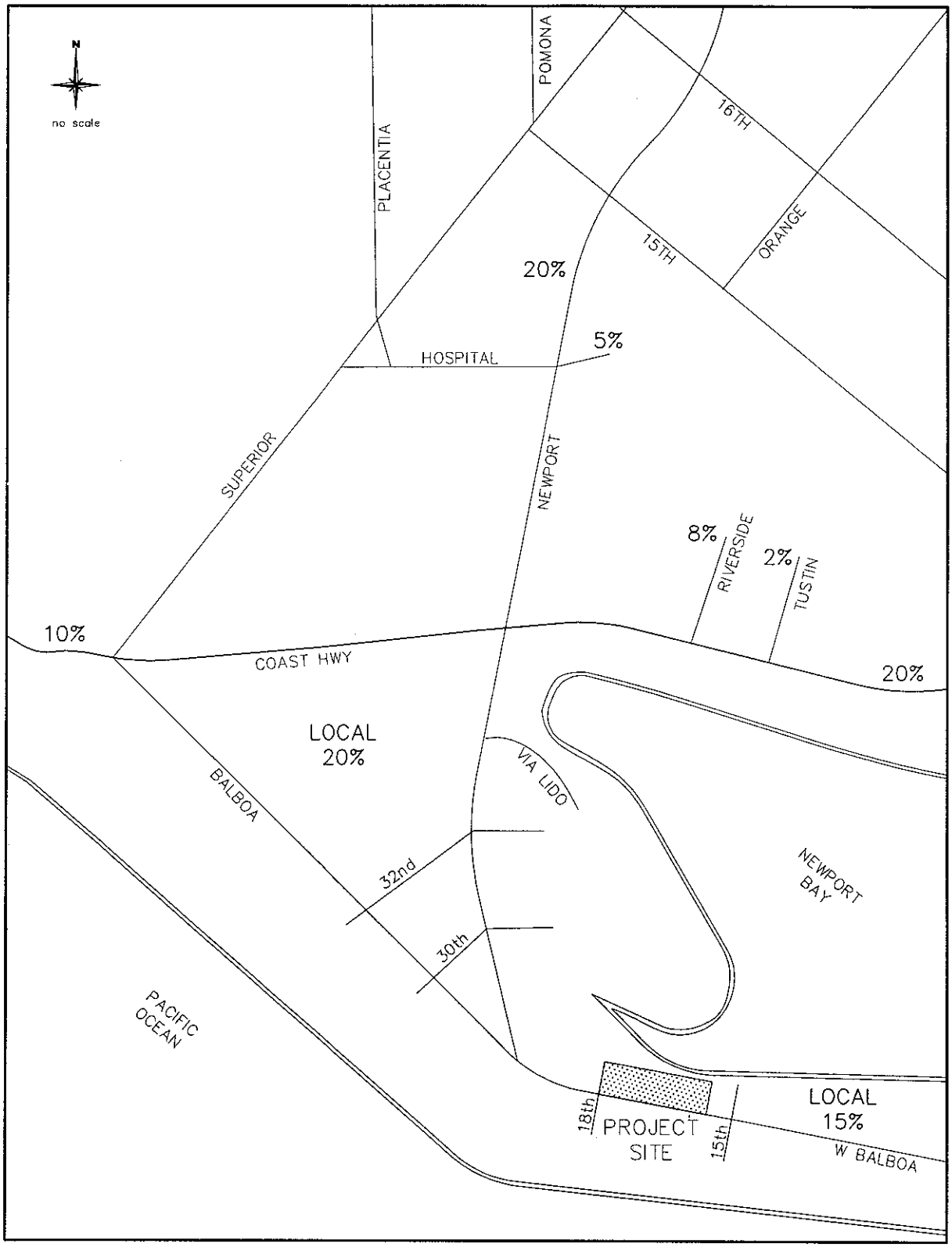


Figure 3

GENERAL PROJECT DISTRIBUTION

SUNSET RIDGE PARK.

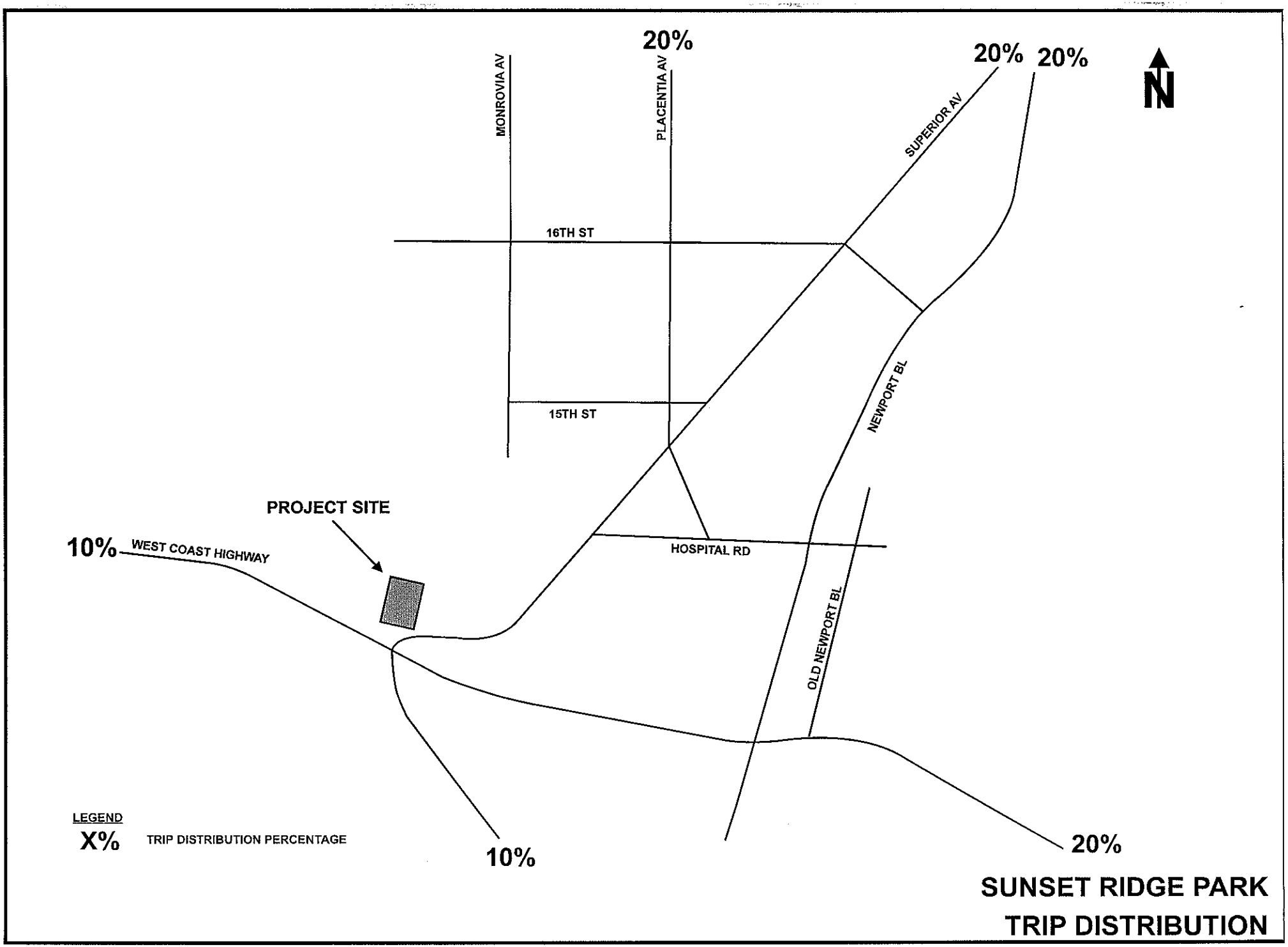
Table 5
Project Trip Generation
Sunset Ridge Park

Land Use	ITE Code	Unit	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	411	Acre	1.59	*	*	*	*	*	*
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67

Land Use	Quantity	Trip Generation Estimates						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
City Park	13.67 Acres	22	N/A	N/A	N/A	N/A	N/A	N/A
Soccer Complex	2 Fields	143	1	1	2	29	13	42
TOTAL		**165**	**1**	**1**	**2**	**29**	**13**	**42**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

* No peak hour trip generation rates given for this land use.


20%
20%
20%
MONROVIA AV
PLACENTIA AV
SUPERIOR AV
16TH ST
15TH ST
NEWPORT BL
PROJECT SITE
10%
WEST COAST HIGHWAY
HOSPITAL RD
OLD NEWPORT BL
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
20%
N
SUNSET RIDGE PARK
TRIP DISTRIBUTION

APPENDIX F
Sam Miguel Geometric Improvements ICU Calculations

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT WITH SM IMPROVEMENTS
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	87	1544	282	7	1233	549	86	73	31	224	164	38
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:	87	1544	282	7	1233	549	86	73	31	224	164	38
Added Vol:	1	0	0	0	0	68	9	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1544	282	7	1233	617	95	75	31	224	170	38
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:	88	1544	282	7	1233	617	95	75	31	224	170	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1544	282	7	1233	617	95	75	31	224	170	38
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:	88	1544	282	7	1233	617	95	75	31	224	170	38
OvlAdjVol:						585						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	3.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3200	1600	3200	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.18	0.00	0.26	0.39	0.02	0.02	0.02	0.07	0.06	0.07
OvlAdjV/S:						0.37						
Crit Moves:	****					****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT WITH SM IMPROVEMENTS
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 0	1 0	1	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	109	96	142	45	32	8	16	116	34	367	480	159
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:	109	96	142	45	32	8	16	116	34	367	480	159
Added Vol:	5	5	11	1	5	0	0	0	40	69	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	101	153	46	37	8	16	116	74	436	480	164
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:	114	101	153	46	37	8	16	116	74	436	480	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	153	46	37	8	16	116	74	436	480	164
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:	114	101	153	46	37	8	16	116	74	436	480	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	0.82	0.18	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	1600	1600	3200	1316	284	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.10	0.01	0.03	0.03	0.01	0.04	0.05	0.14	0.15	0.10
Crit Moves:			****	****					****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT WITH SM IMPROVEMENTS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	2	0	3	0 1	3	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	98	1020	278		9	1530	508		909	472	154		217	232	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	98	1020	278		9	1530	508		909	472	154		217	232	29	
Added Vol:	1	0	0		0	0	37		73	11	0		0	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	99	1020	278		9	1530	545		982	483	154		217	244	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	99	1020	278		9	1530	545		982	483	154		217	244	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	1020	278		9	1530	545		982	483	154		217	244	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	99	1020	278		9	1530	545		982	483	154		217	244	29	
OvlAdjVol:							218									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		2.00	3.00	1.00		3.00	2.00	1.00		2.00	1.79	0.21	
Final Sat.:	3200	4800	1600		3200	4800	1600		4800	3200	1600		3200	2860	340	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21	0.17		0.00	0.32	0.34		0.20	0.15	0.10		0.07	0.09	0.09	
OvlAdjV/S:							0.14									
Crit Moves:	****					****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT WITH SM IMPROVEMENTS
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	2	0	0	1 0	1	0	2	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	110	40	458		197	113	18		12	661	116		210	375	31	
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:	110	40	458		197	113	18		12	661	116		210	375	31	
Added Vol:	41	4	83		1	10	0		0	0	18		45	0	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	151	44	541		198	123	18		12	661	134		255	375	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	151	44	541		198	123	18		12	661	134		255	375	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	44	541		198	123	18		12	661	134		255	375	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	151	44	541		198	123	18		12	661	134		255	375	35	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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		2.00	0.87	0.13		1.00	2.49	0.51		2.00	2.00	1.00	
Final Sat.:	1600	1600	1600		3200	1396	204		1600	3991	809		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.03	0.34		0.06	0.09	0.09		0.01	0.17	0.17		0.08	0.12	0.02	
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS WITH SM IMPR
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	3	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	88	1609	282		8	1284	551		87	76	40		224	172	38	
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:	88	1609	282		8	1284	551		87	76	40		224	172	38	
Added Vol:	1	0	0		0	0	68		9	2	0		0	6	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	89	1609	282		8	1284	619		96	78	40		224	178	38	
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:	89	1609	282		8	1284	619		96	78	40		224	178	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	1609	282		8	1284	619		96	78	40		224	178	38	
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:	89	1609	282		8	1284	619		96	78	40		224	178	38	
OvlAdjVol:							587									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		2.00	3.00	1.00		3.00	2.00	1.00		2.00	1.65	0.35	
Final Sat.:	3200	4800	1600		3200	4800	1600		4800	3200	1600		3200	2637	563	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.34	0.18		0.00	0.27	0.39		0.02	0.02	0.03		0.07	0.07	0.07	
OvlAdjV/S:							0.37									
Crit Moves:	****						****			****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS WITH SM IMPR
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	2	0 0	1	0	1	0 2	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	109	135	142		46	38	8		16	124	34		367	480	167	
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:	109	135	142		46	38	8		16	124	34		367	480	167	
Added Vol:	5	5	11		1	5	0		0	0	40		69	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	114	140	153		47	43	8		16	124	74		436	480	172	
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:	114	140	153		47	43	8		16	124	74		436	480	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	140	153		47	43	8		16	124	74		436	480	172	
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:	114	140	153		47	43	8		16	124	74		436	480	172	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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		2.00	0.84	0.16		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1600	1600	1600		3200	1349	251		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.09	0.10		0.01	0.03	0.03		0.01	0.04	0.05		0.14	0.15	0.11	
Crit Moves:			****		****						****		****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS WITH SM IMPR
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	3	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	103	1064	278		10	1593	511		913	488	166		217	245		29
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	103	1064	278		10	1593	511		913	488	166		217	245		29
Added Vol:	1	0	0		0	0	37		73	11	0		0	12		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	104	1064	278		10	1593	548		986	499	166		217	257		29
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	104	1064	278		10	1593	548		986	499	166		217	257		29
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	104	1064	278		10	1593	548		986	499	166		217	257		29
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	104	1064	278		10	1593	548		986	499	166		217	257		29
OvlAdjVol:							219									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600		1600
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	3.00	1.00		2.00	3.00	1.00		3.00	2.00	1.00		2.00	1.80		0.20
Final Sat.:	3200	4800	1600		3200	4800	1600		4800	3200	1600		3200	2876		324
Capacity Analysis Module:																
Vol/Sat:	0.03	0.22	0.17		0.00	0.33	0.34		0.21	0.16	0.10		0.07	0.09		0.09
OvlAdjV/S:							0.14									
Crit Moves:	****					****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS WITH SM IMPR
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	2	0 0	1	0	1	0 2	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	110	48	458		205	151	18		12	682	116		210	390		33
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:	110	48	458		205	151	18		12	682	116		210	390		33
Added Vol:	41	4	83		1	10	0		0	0	18		45	0		4
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	151	52	541		206	161	18		12	682	134		255	390		37
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:	151	52	541		206	161	18		12	682	134		255	390		37
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	151	52	541		206	161	18		12	682	134		255	390		37
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	151	52	541		206	161	18		12	682	134		255	390		37
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600		1600
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		2.00	0.90	0.10		1.00	2.51	0.49		2.00	2.00		1.00
Final Sat.:	1600	1600	1600		3200	1439	161		1600	4012	788		3200	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.09	0.03	0.34		0.06	0.11	0.11		0.01	0.17	0.17		0.08	0.12		0.02
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS WITH SM IM
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	3 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	121	1682	283	7	1306	551	87	76	50	229	172	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1682	283	7	1306	551	87	76	50	229	172	40
Added Vol:	1	0	0	0	0	68	9	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1682	283	7	1306	619	96	78	50	229	178	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:	122	1682	283	7	1306	619	96	78	50	229	178	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1682	283	7	1306	619	96	78	50	229	178	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:	122	1682	283	7	1306	619	96	78	50	229	178	40
OvlAdjVol:						587						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	3.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3200	1600	3200	2613	587
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.18	0.00	0.27	0.39	0.02	0.02	0.03	0.07	0.07	0.07
OvlAdjV/S:						0.37						
Crit Moves:	****					****			****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS WITH SM IM
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	113	135	142	46	38	8	16	134	35	367	513	167
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:	113	135	142	46	38	8	16	134	35	367	513	167
Added Vol:	5	5	11	1	5	0	0	0	40	69	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	140	153	47	43	8	16	134	75	436	513	172
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:	118	140	153	47	43	8	16	134	75	436	513	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	140	153	47	43	8	16	134	75	436	513	172
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:	118	140	153	47	43	8	16	134	75	436	513	172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	0.84	0.16	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	1600	1600	3200	1349	251	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.10	0.01	0.03	0.03	0.01	0.04	0.05	0.14	0.16	0.11
Crit Moves:			****	****					****	****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS WITH SM IM
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	3	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	123	1109	285		11	1667	511		913	488	199		220	245		27
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:	123	1109	285		11	1667	511		913	488	199		220	245		27
Added Vol:	1	0	0		0	0	37		73	11	0		0	12		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	124	1109	285		11	1667	548		986	499	199		220	257		27
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:	124	1109	285		11	1667	548		986	499	199		220	257		27
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	124	1109	285		11	1667	548		986	499	199		220	257		27
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	124	1109	285		11	1667	548		986	499	199		220	257		27
OvlAdjVol:							219									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600		1600
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	3.00	1.00		2.00	3.00	1.00		3.00	2.00	1.00		2.00	1.81		0.19
Final Sat.:	3200	4800	1600		3200	4800	1600		4800	3200	1600		3200	2896		304
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.18		0.00	0.35	0.34		0.21	0.16	0.12		0.07	0.09		0.09
OvlAdjV/S:							0.14									
Crit Moves:	****					****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS WITH SM IM
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	2	0 0	1	0	1	0 2	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	113	48	458		205	151	18		12	715	120		210	410		33
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:	113	48	458		205	151	18		12	715	120		210	410		33
Added Vol:	41	4	83		1	10	0		0	0	18		45	0		4
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	154	52	541		206	161	18		12	715	138		255	410		37
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:	154	52	541		206	161	18		12	715	138		255	410		37
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	154	52	541		206	161	18		12	715	138		255	410		37
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	154	52	541		206	161	18		12	715	138		255	410		37
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600		1600
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		2.00	0.90	0.10		1.00	2.51	0.49		2.00	2.00		1.00
Final Sat.:	1600	1600	1600		3200	1439	161		1600	4023	777		3200	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.10	0.03	0.34		0.06	0.11	0.11		0.01	0.18	0.18		0.08	0.13		0.02
Crit Moves:			****		****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS WITH SM IMPROVEMENTS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	130	1510	350	10	1070	800	90	110	70	300	350	20
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:	130	1510	350	10	1070	800	90	110	70	300	350	20
Added Vol:	1	0	0	0	0	68	9	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1510	350	10	1070	868	99	112	70	300	356	20
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:	131	1510	350	10	1070	868	99	112	70	300	356	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1510	350	10	1070	868	99	112	70	300	356	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
FinalVolume:	131	1510	350	10	1070	868	99	112	70	300	356	20
OvlAdjVol:						835						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	3.00	1.00	2.00	3.00	1.00	3.00	2.00	1.00	2.00	1.89	0.11
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3200	1600	3200	3030	170
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.22	0.00	0.22	0.54	0.02	0.04	0.04	0.09	0.12	0.12
OvlAdjV/S:						0.52						
Crit Moves:	****					****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS WITH SM IMPROVEMENTS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	2	0 0	1 0	1	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	140	160	80	50	60	20	10	140	30	560	550	210
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:	140	160	80	50	60	20	10	140	30	560	550	210
Added Vol:	5	5	11	1	5	0	0	0	40	69	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	165	91	51	65	20	10	140	70	629	550	215
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:	145	165	91	51	65	20	10	140	70	629	550	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	165	91	51	65	20	10	140	70	629	550	215
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:	145	165	91	51	65	20	10	140	70	629	550	215
OvlAdjVol:						18						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	0.76	0.24	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	1600	1600	3200	1224	376	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.06	0.02	0.05	0.05	0.01	0.04	0.04	0.20	0.17	0.13
OvlAdjV/S:			0.00			0.05						
Crit Moves:	****				****			****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS WITH SM IMPROVEMENTS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #320 MacArthur/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	3	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	200	880	450		10	1400	560		960	510	150		300	300	30	
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:	200	880	450		10	1400	560		960	510	150		300	300	30	
Added Vol:	1	0	0		0	0	37		73	11	0		0	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	201	880	450		10	1400	597		1033	521	150		300	312	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	201	880	450		10	1400	597		1033	521	150		300	312	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	880	450		10	1400	597		1033	521	150		300	312	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	201	880	450		10	1400	597		1033	521	150		300	312	30	
OvlAdjVol:							253									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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	3.00	1.00		2.00	3.00	1.00		3.00	2.00	1.00		2.00	1.82	0.18	
Final Sat.:	3200	4800	1600		3200	4800	1600		4800	3200	1600		3200	2919	281	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.18	0.28		0.00	0.29	0.37		0.22	0.16	0.09		0.09	0.11	0.11	
OvlAdjV/S:							0.16									
Crit Moves:	****					****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS WITH SM IMPROVEMENTS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #325 Avocado/San Miguel

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

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:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	2	0 0	1	0	1	0 2	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	70	30	630		240	190	10		10	700	130		360	640	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	30	630		240	190	10		10	700	130		360	640	70	
Added Vol:	41	4	83		1	10	0		0	0	18		45	0	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	111	34	713		241	200	10		10	700	148		405	640	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	34	713		241	200	10		10	700	148		405	640	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	34	713		241	200	10		10	700	148		405	640	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	111	34	713		241	200	10		10	700	148		405	640	74	
OvlAdjVol:							10									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
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		2.00	0.95	0.05		1.00	2.48	0.52		2.00	2.00	1.00	
Final Sat.:	1600	1600	1600		3200	1524	76		1600	3962	838		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.02	0.45		0.08	0.13	0.13		0.01	0.18	0.18		0.13	0.20	0.05	
OvlAdjV/S:			0.32				0.12									
Crit Moves:			****		****						****			****		

Appendix G
CMP Analysis – LOS Analysis Sheets

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	399	789	166	382	655	181	71	328	126	186	1358	474
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:	399	789	166	382	655	181	71	328	126	186	1358	474
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	399	789	0	382	655	0	71	328	0	186	1358	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	789	0	382	655	0	71	328	0	186	1358	474
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	399	789	0	382	655	0	71	328	0	186	1358	474
OvlAdjVol:												283
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.11	0.13	0.00	0.02	0.06	0.00	0.05	0.27	0.28
OvlAdjV/S:												0.17
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	582	0	344	973	906	0	0	1121	905
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	582	0	344	973	906	0	0	1121	905
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	582	0	0	973	906	0	0	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	582	0	0	973	906	0	0	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	582	0	0	973	906	0	0	1121	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.00	0.29	0.18	0.00	0.00	0.22	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2	0 0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	188	0	812	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.61	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

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:	Ignore				Ignore				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	214	967	37		611	921	155		157	965	312		227	578	397	
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:	214	967	37		611	921	155		157	965	312		227	578	397	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	214	967	0		611	921	0		157	965	0		227	578	397	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	214	967	0		611	921	0		157	965	0		227	578	397	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	214	967	0		611	921	0		157	965	0		227	578	397	
OvlAdjVol:															91	
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	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3400	5100	1700		3400	5100	1700		3400	5100	1700		3400	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.19	0.00		0.18	0.18	0.00		0.05	0.19	0.00		0.07	0.11	0.23	
OvlAdjV/S:															0.05	
Crit Moves:		****				****				****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

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				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	2	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		846	0	1023		525	1376	0		0	1079	889	
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		846	0	1023		525	1376	0		0	1079	889	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		846	0	0		525	1376	0		0	1079	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		846	0	0		525	1376	0		0	1079	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		846	0	0		525	1376	0		0	1079	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		2.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3400	0	1700		3400	5100	0		0	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.00		0.15	0.27	0.00		0.00	0.21	0.00	
Crit Moves:					****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		586	0	393		0	1261	159		0	1823	487	
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		586	0	393		0	1261	159		0	1823	487	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		586	0	393		0	1261	0		0	1823	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		586	0	393		0	1261	0		0	1823	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		586	0	393		0	1261	0		0	1823	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3400	0	1700		0	3400	1700		0	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.23		0.00	0.37	0.00		0.00	0.36	0.00	
Crit Moves:							****			****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT - CMP Ints
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	399	789	166	382	655	181	71	328	126	186	1358	474
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:	399	789	166	382	655	181	71	328	126	186	1358	474
Added Vol:	0	3	0	0	17	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	792	166	382	672	181	71	337	126	186	1360	474
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	399	792	0	382	672	0	71	337	0	186	1360	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	792	0	382	672	0	71	337	0	186	1360	474
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	399	792	0	382	672	0	71	337	0	186	1360	474
OvlAdjVol:												283
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.00	0.11	0.13	0.00	0.02	0.07	0.00	0.05	0.27	0.28
OvlAdjV/S:												0.17
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT - CMP Ints
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	582	0	344	973	906	0	0	1121	905
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	582	0	344	973	906	0	0	1121	905
Added Vol:	0	0	0	0	0	0	0	3	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	582	0	344	973	909	0	0	1139	906
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	582	0	0	973	909	0	0	1139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	582	0	0	973	909	0	0	1139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	582	0	0	973	909	0	0	1139	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.00	0.29	0.18	0.00	0.00	0.22	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT - CMP Ints
AM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	188	0	812	349
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	392	0	288	0	2099	188	0	815	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	392	0	288	0	2099	0	0	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	392	0	288	0	2099	0	0	815	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	392	0	288	0	2099	0	0	815	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.17	0.00	0.62	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT - CMP Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	214	967	37	611	921	155	157	965	312	227	578	397
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:	214	967	37	611	921	155	157	965	312	227	578	397
Added Vol:	0	19	0	0	10	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	986	37	611	931	155	157	971	312	227	589	397
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	214	986	0	611	931	0	157	971	0	227	589	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	986	0	611	931	0	157	971	0	227	589	397
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	214	986	0	611	931	0	157	971	0	227	589	397
OvlAdjVol:												91
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.18	0.18	0.00	0.05	0.19	0.00	0.07	0.12	0.23
OvlAdjV/S:												0.05
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT - CMP Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	846	0	1023	525	1376	0	0	1079	889
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	846	0	1023	525	1376	0	0	1079	889
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	846	0	1023	525	1398	0	0	1091	890
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	846	0	0	525	1398	0	0	1091	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	846	0	0	525	1398	0	0	1091	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	846	0	0	525	1398	0	0	1091	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.15	0.27	0.00	0.00	0.21	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT - CMP Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
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	586	0	393	0	1261	159	0	1823	487
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	592	0	393	0	1271	159	0	1842	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	592	0	393	0	1271	0	0	1842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	592	0	393	0	1271	0	0	1842	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	592	0	393	0	1271	0	0	1842	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.23	0.00	0.37	0.00	0.00	0.36	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	426	851	173	398	747	197	75	358	141	194	1425	494
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:	426	851	173	398	747	197	75	358	141	194	1425	494
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	426	851	0	398	747	0	75	358	0	194	1425	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	851	0	398	747	0	75	358	0	194	1425	494
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	426	851	0	398	747	0	75	358	0	194	1425	494
OvlAdjVol:												295
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.00	0.12	0.15	0.00	0.02	0.07	0.00	0.06	0.28	0.29
OvlAdjV/S:												0.17
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	615	0	358	1014	955	0	0	1192	944
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	615	0	358	1014	955	0	0	1192	944
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	615	0	0	1014	955	0	0	1192	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	615	0	0	1014	955	0	0	1192	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	615	0	0	1014	955	0	0	1192	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.30	0.19	0.00	0.00	0.23	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	416	0	335		0 2179	200		0	887	363			
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	0	0	416	0	335		0 2179	200		0	887	363			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Volume:	0	0	0	416	0	335		0 2179	0		0	887	0			
Reduct Vol:	0	0	0	0	0	0		0 0	0		0	0	0			
Reduced Vol:	0	0	0	416	0	335		0 2179	0		0	887	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
FinalVolume:	0	0	0	416	0	335		0 2179	0		0	887	0			
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00				
Final Sat.:	0	0	0	3400	0	1700		0 3400	1700		0	5100	1700			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.20	0.00	0.64	0.00	0.00	0.17	0.00				
Crit Moves:						****		****			****					

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	232	1071	39	637	998	163	171	1014	335	236	619	413
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:	232	1071	39	637	998	163	171	1014	335	236	619	413
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	232	1071	0	637	998	0	171	1014	0	236	619	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1071	0	637	998	0	171	1014	0	236	619	413
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	232	1071	0	637	998	0	171	1014	0	236	619	413
OvlAdjVol:												95
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.19	0.20	0.00	0.05	0.20	0.00	0.07	0.12	0.24
OvlAdjV/S:												0.06
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	883	0	1065	548	1455	0	0	1134	929
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	883	0	1065	548	1455	0	0	1134	929
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	883	0	0	548	1455	0	0	1134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	883	0	0	548	1455	0	0	1134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	883	0	0	548	1455	0	0	1134	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.00	0.16	0.29	0.00	0.00	0.22	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2	0 0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	654	0	428	0	1388	172	0	1923	507
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	654	0	428	0	1388	172	0	1923	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	654	0	428	0	1388	0	0	1923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	654	0	428	0	1388	0	0	1923	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	654	0	428	0	1388	0	0	1923	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.25	0.00	0.41	0.00	0.00	0.38	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	426	851	173	398	747	197	75	358	141	194	1425	494
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:	426	851	173	398	747	197	75	358	141	194	1425	494
Added Vol:	0	3	0	0	17	0	0	9	0	0	2	0
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	854	173	398	764	197	75	367	141	194	1427	494
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	426	854	0	398	764	0	75	367	0	194	1427	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	854	0	398	764	0	75	367	0	194	1427	494
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	426	854	0	398	764	0	75	367	0	194	1427	494
OvlAdjVol:												295
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.00	0.12	0.15	0.00	0.02	0.07	0.00	0.06	0.28	0.29
OvlAdjV/S:												0.17
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	615	0	358	1014	955	0	0	1192	944
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	615	0	358	1014	955	0	0	1192	944
Added Vol:	0	0	0	0	0	0	0	3	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	615	0	358	1014	958	0	0	1210	945
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	615	0	0	1014	958	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	615	0	0	1014	958	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	615	0	0	1014	958	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.30	0.19	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	416	0	335	0	2179	200	0	887	363
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	416	0	335	0	2179	200	0	887	363
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	425	0	335	0	2196	200	0	890	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	425	0	335	0	2196	0	0	890	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	425	0	335	0	2196	0	0	890	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	425	0	335	0	2196	0	0	890	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.20	0.00	0.65	0.00	0.00	0.17	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

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:	Ignore				Ignore				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	232	1071	39		637	998	163		171	1014	335		236	619	413	
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:	232	1071	39		637	998	163		171	1014	335		236	619	413	
Added Vol:	0	19	0		0	10	0		0	6	0		0	11	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	232	1090	39		637	1008	163		171	1020	335		236	630	413	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	232	1090	0		637	1008	0		171	1020	0		236	630	413	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	1090	0		637	1008	0		171	1020	0		236	630	413	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	232	1090	0		637	1008	0		171	1020	0		236	630	413	
OvlAdjVol:																95
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	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3400	5100	1700		3400	5100	1700		3400	5100	1700		3400	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.00		0.19	0.20	0.00		0.05	0.20	0.00		0.07	0.12	0.24	
OvlAdjV/S:																0.06
Crit Moves:		****				****					****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

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

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				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	2	0 3	0	0	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	0		883	0	1065		548	1455	0		0	1134	929	
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		883	0	1065		548	1455	0		0	1134	929	
Added Vol:	0	0	0		0	0	0		0	22	0		0	12	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		883	0	1065		548	1477	0		0	1146	930	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		883	0	0		548	1477	0		0	1146	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		883	0	0		548	1477	0		0	1146	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		883	0	0		548	1477	0		0	1146	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		2.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3400	0	1700		3400	5100	0		0	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.26	0.00	0.00		0.16	0.29	0.00		0.00	0.22	0.00	
Crit Moves:					****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	654	0	428	0	1388	172	0	1923	507
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	654	0	428	0	1388	172	0	1923	507
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	660	0	428	0	1398	172	0	1942	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	660	0	428	0	1398	0	0	1942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	660	0	428	0	1398	0	0	1942	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	660	0	428	0	1398	0	0	1942	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.25	0.00	0.41	0.00	0.00	0.38	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	376	927	173	399	770	197	75	381	192	194	1504	514
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:	376	927	173	399	770	197	75	381	192	194	1504	514
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	376	927	0	399	770	0	75	381	0	194	1504	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	927	0	399	770	0	75	381	0	194	1504	514
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	376	927	0	399	770	0	75	381	0	194	1504	514
OvlAdjVol:												315
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.12	0.15	0.00	0.02	0.07	0.00	0.06	0.29	0.30
OvlAdjV/S:												0.19
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	646	0	364	1015	1077	0	0	1493	1050
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	646	0	364	1015	1077	0	0	1493	1050
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	646	0	0	1015	1077	0	0	1493	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	646	0	0	1015	1077	0	0	1493	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	646	0	0	1015	1077	0	0	1493	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.00	0.30	0.21	0.00	0.00	0.29	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	Level Of Service:	E

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	431	0	375	0	2352	206	0	1002	368
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	431	0	375	0	2352	206	0	1002	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	431	0	375	0	2352	0	0	1002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	431	0	375	0	2352	0	0	1002	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	431	0	375	0	2352	0	0	1002	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.22	0.00	0.69	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	280	1112	39	645	1081	163	171	1092	304	236	666	421
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:	280	1112	39	645	1081	163	171	1092	304	236	666	421
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	1112	0	645	1081	0	171	1092	0	236	666	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1112	0	645	1081	0	171	1092	0	236	666	421
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	1112	0	645	1081	0	171	1092	0	236	666	421
OvlAdjVol:												99
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.00	0.19	0.21	0.00	0.05	0.21	0.00	0.07	0.13	0.25
OvlAdjV/S:												0.06
Crit Moves:		****		****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	988	0	1070	557	1765	0	0	1354	992
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	988	0	1070	557	1765	0	0	1354	992
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	988	0	0	557	1765	0	0	1354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	988	0	0	557	1765	0	0	1354	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	988	0	0	557	1765	0	0	1354	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.00	0.16	0.35	0.00	0.00	0.27	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	709	0	584	0	1600	176	0	2012	509
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	709	0	584	0	1600	176	0	2012	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	709	0	584	0	1600	0	0	2012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	709	0	584	0	1600	0	0	2012	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	709	0	584	0	1600	0	0	2012	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.34	0.00	0.47	0.00	0.00	0.39	0.00
Crit Moves:						****		****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	376	927	173	399	770	197	75	381	192	194	1504	514
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:	376	927	173	399	770	197	75	381	192	194	1504	514
Added Vol:	0	3	0	0	17	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	930	173	399	787	197	75	390	192	194	1506	514
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	376	930	0	399	787	0	75	390	0	194	1506	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	930	0	399	787	0	75	390	0	194	1506	514
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	376	930	0	399	787	0	75	390	0	194	1506	514
OvlAdjVol:												315
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.12	0.15	0.00	0.02	0.08	0.00	0.06	0.30	0.30
OvlAdjV/S:												0.19
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	646	0	364	1015	1077	0	0	1493	1050
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	646	0	364	1015	1077	0	0	1493	1050
Added Vol:	0	0	0	0	0	0	0	3	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	646	0	364	1015	1080	0	0	1511	1051
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	646	0	0	1015	1080	0	0	1511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	646	0	0	1015	1080	0	0	1511	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	646	0	0	1015	1080	0	0	1511	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.00	0.30	0.21	0.00	0.00	0.30	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level Of Service: E

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		431	0	375		0	2352	206		0	1002	368	
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		431	0	375		0	2352	206		0	1002	368	
Added Vol:	0	0	0		9	0	0		0	17	0		0	3	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		440	0	375		0	2369	206		0	1005	370	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		440	0	375		0	2369	0		0	1005	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		440	0	375		0	2369	0		0	1005	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		440	0	375		0	2369	0		0	1005	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3400	0	1700		0	3400	1700		0	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.00	0.22		0.00	0.70	0.00		0.00	0.20	0.00	
Crit Moves:							****			****				****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	280	1112	39	645	1081	163	171	1092	304	236	666	421
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:	280	1112	39	645	1081	163	171	1092	304	236	666	421
Added Vol:	0	19	0	0	10	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1131	39	645	1091	163	171	1098	304	236	677	421
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	1131	0	645	1091	0	171	1098	0	236	677	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1131	0	645	1091	0	171	1098	0	236	677	421
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	1131	0	645	1091	0	171	1098	0	236	677	421
OvlAdjVol:												99
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	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.00	0.19	0.21	0.00	0.05	0.22	0.00	0.07	0.13	0.25
OvlAdjV/S:												0.06
Crit Moves:		****			****				****		****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	988	0	1070	557	1765	0	0	1354	992
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	988	0	1070	557	1765	0	0	1354	992
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	988	0	1070	557	1787	0	0	1366	993
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	988	0	0	557	1787	0	0	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	988	0	0	557	1787	0	0	1366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	988	0	0	557	1787	0	0	1366	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.00	0.16	0.35	0.00	0.00	0.27	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
FORECAST YEAR 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	709	0	584	0	1600	176	0	2012	509
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	709	0	584	0	1600	176	0	2012	509
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	715	0	584	0	1610	176	0	2031	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	715	0	584	0	1610	0	0	2031	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	715	0	584	0	1610	0	0	2031	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	715	0	584	0	1610	0	0	2031	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.34	0.00	0.47	0.00	0.00	0.40	0.00
Crit Moves:						****		****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 4	0 1	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	690	1720	130	380	1030	170	130	520	130	200	1910	590
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:	690	1720	130	380	1030	170	130	520	130	200	1910	590
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	690	1720	0	380	1030	0	130	520	0	200	1910	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	1720	0	380	1030	0	130	520	0	200	1910	590
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	690	1720	0	380	1030	0	130	520	0	200	1910	590
OvlAdjVol:												463
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	4.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	5100	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.20	0.25	0.00	0.07	0.20	0.00	0.04	0.10	0.00	0.06	0.37	0.35
OvlAdjV/S:												0.27
Crit Moves:	****			****			****			****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	500	0	370	880	1110	0	0	1320	820
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	500	0	370	880	1110	0	0	1320	820
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	500	0	0	880	1110	0	0	1320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	500	0	0	880	1110	0	0	1320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	500	0	0	880	1110	0	0	1320	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.26	0.22	0.00	0.00	0.26	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	610	0	200	0	2090	150	0	930	890
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	610	0	200	0	2090	150	0	930	890
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	610	0	200	0	2090	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	200	0	2090	0	0	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	610	0	200	0	2090	0	0	930	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.12	0.00	0.61	0.00	0.00	0.18	0.00
Crit Moves:				****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	D

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:	Ignore				Ignore				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	4	0 1	3	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	220	1440		50	900	1620		170	270	1580		500	240	830		540
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:	220	1440		50	900	1620		170	270	1580		500	240	830		540
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00
PHF Volume:	220	1440		0	900	1620		0	270	1580		0	240	830		540
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	220	1440		0	900	1620		0	270	1580		0	240	830		540
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00
FinalVolume:	220	1440		0	900	1620		0	270	1580		0	240	830		540
OvlAdjVol:																240
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	4.00	1.00		3.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3400	6800	1700		5100	5100	1700		3400	5100	1700		3400	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.00		0.18	0.32	0.00		0.08	0.31	0.00		0.07	0.16		0.32
OvlAdjV/S:																0.14
Crit Moves:		****			****					****			****			

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

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				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	2	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0		0	700	0		780	640	1540		0	0	1670		540
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	700	0		780	640	1540		0	0	1670		540
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	0	0		0	700	0		0	640	1540		0	0	1670		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	700	0		0	640	1540		0	0	1670		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	0	0		0	700	0		0	640	1540		0	0	1670		0
Saturation Flow Module:																
Sat/Lane:	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	0.00		0.00	2.00	0.00		1.00	2.00	3.00		0.00	0.00	3.00		1.00
Final Sat.:	0	0		0	3400	0		1700	3400	5100		0	0	5100		1700
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.21	0.00		0.00	0.19	0.30		0.00	0.00	0.33		0.00
Crit Moves:					****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	770	0	410	0	1310	180	0	2300	1350
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	770	0	410	0	1310	180	0	2300	1350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	770	0	410	0	1310	0	0	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	410	0	1310	0	0	2300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	770	0	410	0	1310	0	0	2300	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.24	0.00	0.39	0.00	0.00	0.45	0.00
Crit Moves:						****	****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

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:	Ignore				Ignore				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	4	0 1	3	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	690	1720	130		380	1030	170		130	520	130		200	1910	590	
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:	690	1720	130		380	1030	170		130	520	130		200	1910	590	
Added Vol:	0	3	0		0	17	0		0	9	0		0	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	690	1723	130		380	1047	170		130	529	130		200	1912	590	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	690	1723	0		380	1047	0		130	529	0		200	1912	590	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	690	1723	0		380	1047	0		130	529	0		200	1912	590	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	690	1723	0		380	1047	0		130	529	0		200	1912	590	
OvlAdjVol:															463	
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	4.00	1.00		3.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3400	6800	1700		5100	5100	1700		3400	5100	1700		3400	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.25	0.00		0.07	0.21	0.00		0.04	0.10	0.00		0.06	0.37	0.35	
OvlAdjV/S:															0.27	
Crit Moves:	****					****			****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

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				Ignore				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	2	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		500	0	370		880	1110	0		0	1320	820	
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		500	0	370		880	1110	0		0	1320	820	
Added Vol:	0	0	0		0	0	0		0	3	0		0	18	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		500	0	370		880	1113	0		0	1338	821	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		500	0	0		880	1113	0		0	1338	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		500	0	0		880	1113	0		0	1338	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		500	0	0		880	1113	0		0	1338	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		2.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3400	0	1700		3400	5100	0		0	5100	1700	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.00	0.00		0.26	0.22	0.00		0.00	0.26	0.00	
Crit Moves:					****				****					****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - CMP Ints
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: D

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	610	0	200	0	2090	150	0	930	890
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	610	0	200	0	2090	150	0	930	890
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	619	0	200	0	2107	150	0	933	892
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	619	0	200	0	2107	0	0	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	619	0	200	0	2107	0	0	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	619	0	200	0	2107	0	0	933	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.12	0.00	0.62	0.00	0.00	0.18	0.00
Crit Moves:				****				****		****		

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #306 Jamboree Rd/Macarthur Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: D

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:	Ignore			Ignore			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	3 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	220	1440	50	900	1620	170	270	1580	500	240	830	540
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:	220	1440	50	900	1620	170	270	1580	500	240	830	540
Added Vol:	0	19	0	0	10	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1459	50	900	1630	170	270	1586	500	240	841	540
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	1459	0	900	1630	0	270	1586	0	240	841	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1459	0	900	1630	0	270	1586	0	240	841	540
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	220	1459	0	900	1630	0	270	1586	0	240	841	540
OvlAdjVol:												240
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	4.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	6800	1700	5100	5100	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.18	0.32	0.00	0.08	0.31	0.00	0.07	0.16	0.32
OvlAdjV/S:												0.14
Crit Moves:		****			****			****			****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #321 MacArthur/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	700	0	780	640	1540	0	0	1670	540
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	700	0	780	640	1540	0	0	1670	540
Added Vol:	0	0	0	0	0	0	0	22	0	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	700	0	780	640	1562	0	0	1682	541
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	700	0	0	640	1562	0	0	1682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	700	0	0	640	1562	0	0	1682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	700	0	0	640	1562	0	0	1682	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	3400	5100	0	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.00	0.19	0.31	0.00	0.00	0.33	0.00
Crit Moves:				****			****				****	

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS - CMP Ints
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	770	0	410	0	1310	180	0	2300	1350
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	770	0	410	0	1310	180	0	2300	1350
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	776	0	410	0	1320	180	0	2319	1364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	776	0	410	0	1320	0	0	2319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	776	0	410	0	1320	0	0	2319	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	776	0	410	0	1320	0	0	2319	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3400	0	1700	0	3400	1700	0	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.24	0.00	0.39	0.00	0.00	0.45	0.00
Crit Moves:						****	****				****	

Appendix H
State Highway Analysis – LOS Analysis Sheets

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
AM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	42	Level Of Service:	C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.40	0.60	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1805	2527	1083	2748	2667	3344	3686	5187	1900	1900	5755	1161
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.06	0.06	0.07	0.19	0.37	0.11	0.05	0.13	0.13
Crit Moves:		****			****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.10	0.10	0.49	0.39	0.58	0.58	0.08	0.27	0.27
Volume/Cap:	0.56	0.64	0.64	0.64	0.64	0.15	0.50	0.64	0.19	0.64	0.50	0.50
Delay/Veh:	39.2	40.5	40.5	46.0	46.0	14.3	23.4	14.5	10.0	53.5	31.0	31.0
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:	39.2	40.5	40.5	46.0	46.0	14.3	23.4	14.5	10.0	53.5	31.0	31.0
LOS by Move:	D	D	D	D	D	B	C	B	B	D	C	C
HCM2kAvgQ:	6	7	7	5	5	2	9	15	3	4	7	7

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
AM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	53	Level Of Service:	B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	188	0	812	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.00	0.58	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.77	0.00	0.77	0.00	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	47.9	0.0	9.2	0.0	0.0	3.9	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	36.9	0.0	47.9	0.0	9.2	0.0	0.0	3.9	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	10	0	22	0	0	3	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
AM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 34 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
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	1	77	4	304	312	1893	4	17	1124	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
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	1	77	4	304	312	1893	4	17	1124	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1806	94	1900	1900	3602	8	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.16	0.53	0.53	0.01	0.22	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.07	0.07	0.07	0.44	0.38	0.86	0.86	0.01	0.50	0.50
Volume/Cap:	0.00	0.00	0.01	0.61	0.61	0.36	0.44	0.61	0.61	0.61	0.44	0.07
Delay/Veh:	0.0	0.0	43.3	53.6	53.6	18.6	23.8	2.6	2.6	83.6	16.4	13.2
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	0.0	43.3	53.6	53.6	18.6	23.8	2.6	2.6	83.6	16.4	13.2
LOS by Move:	A	A	D	D	D	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	6	7	10	10	1	8	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
AM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 34 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	1	1220	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:	0	0	0	33	1	14	42	1992	1	1	1220	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	1992	1	1	1220	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	1992	1	1	1220	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	1992	1	1	1220	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1900	0	1306	40	554	1900	3608	2	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.55	0.55	0.00	0.24	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.04	0.04	0.04	0.08	0.90	0.90	0.00	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.00	0.61	0.61	0.29	0.61	0.61	0.61	0.29	0.02
Delay/Veh:	0.0	0.0	0.0	60.9	60.9	60.9	44.6	1.5	1.5	325.3	2.1	1.6
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:	0.0	0.0	0.0	60.9	60.9	60.9	44.6	1.5	1.5	325.3	2.1	1.6
LOS by Move:	A	A	A	E	E	E	D	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	3	1	8	8	0	3	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
AM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
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:	16	61	29	840	51	108	117	1912	25	42	1212	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	840	51	108	117	1912	25	42	1212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	840	51	108	117	1912	25	42	1212	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	840	51	108	117	1912	25	42	1212	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5120	67	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.06	0.03	0.37	0.37	0.02	0.23	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.24	0.24	0.24	0.08	0.60	0.60	0.04	0.56	0.00
Volume/Cap:	0.21	0.62	0.62	0.62	0.11	0.23	0.42	0.62	0.62	0.62	0.42	0.00
Delay/Veh:	47.8	55.4	55.4	34.6	29.5	30.5	45.1	13.1	13.1	64.2	12.7	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:	47.8	55.4	55.4	34.6	29.5	30.5	45.1	13.1	13.1	64.2	12.7	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	2	14	14	2	8	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
AM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0	1 0	1 0	3	0 1	1 0	4	0 1
Volume Module:												
Base Vol:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.72	0.09	0.19	1.00	0.33	0.67	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5018	172	355	1900	633	1267	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.01	0.01	0.01	0.01	0.56	0.18	0.03	0.21	0.01
Crit Moves:			****		****			****		****		
Green/Cycle:	0.13	0.13	0.13	0.02	0.02	0.02	0.05	0.73	0.73	0.04	0.72	0.72
Volume/Cap:	0.61	0.76	0.76	0.54	0.76	0.76	0.29	0.76	0.25	0.76	0.29	0.01
Delay/Veh:	42.6	47.9	47.9	63.9	113	113.0	47.8	9.2	4.6	81.3	4.8	3.8
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:	42.6	47.9	47.9	63.9	113	113.0	47.8	9.2	4.6	81.3	4.8	3.8
LOS by Move:	D	D	D	E	F	F	D	A	A	F	A	A
HCM2kAvgQ:	5	7	7	1	2	2	1	21	3	4	4	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 43 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.41	1.16	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2547	2086	782	2621	2794	3344	3686	5187	1900	1900	6360	556
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.21	0.07	0.19	0.13	0.12	0.29	0.29
Crit Moves:		****				****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.22	0.22	0.32	0.11	0.34	0.34	0.21	0.44	0.44
Volume/Cap:	0.66	0.66	0.66	0.40	0.40	0.66	0.66	0.56	0.38	0.56	0.66	0.66
Delay/Veh:	41.9	41.9	41.9	33.8	33.8	30.5	46.9	27.4	25.4	37.0	22.3	22.3
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:	41.9	41.9	41.9	33.8	33.8	30.5	46.9	27.4	25.4	37.0	22.3	22.3
LOS by Move:	D	D	D	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	5	5	11	5	9	6	7	14	14

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 33 Level Of Service: B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
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	586	0	393	0	1261	159	0	1823	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1261	0	0	1823	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.21	0.00	0.35	0.00	0.00	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.59	0.00	0.59	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	28.2	0.0	13.2	0.0	0.0	13.2	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	25.5	0.0	28.2	0.0	13.2	0.0	0.0	13.2	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	10	0	13	0	0	13	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 39 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1862	38	1900	1900	3597	13	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.13	0.38	0.38	0.01	0.42	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.32	0.19	0.80	0.80	0.01	0.62	0.62
Volume/Cap:	0.10	0.10	0.10	0.42	0.42	0.67	0.67	0.48	0.48	0.48	0.67	0.06
Delay/Veh:	38.8	38.8	38.8	41.5	41.5	32.4	42.1	3.3	3.3	63.7	12.8	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:	38.8	38.8	38.8	41.5	41.5	32.4	42.1	3.3	3.3	63.7	12.8	7.4
LOS by Move:	D	D	D	D	D	C	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	3	3	12	8	7	7	1	16	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 30 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0	0 1!	0 0	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
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	1	2	55	0	27	94	1376	20	0	2230	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:	0	1	2	55	0	27	94	1376	20	0	2230	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1376	20	0	2230	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:	0	1	2	55	0	27	94	1376	20	0	2230	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	1.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3558	52	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.39	0.39	0.00	0.43	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.77	0.77
Volume/Cap:	0.00	0.02	0.02	0.56	0.00	0.56	0.56	0.45	0.45	0.00	0.56	0.04
Delay/Veh:	0.0	42.7	42.7	49.1	0.0	49.1	47.7	1.6	1.6	0.0	4.7	2.7
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	42.7	42.7	49.1	0.0	49.1	47.7	1.6	1.6	0.0	4.7	2.7
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	4	5	5	0	10	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
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:	35	42	41	918	61	119	145	1270	25	50	2153	1021
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	918	61	119	145	1270	25	50	2153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	918	61	119	145	1270	25	50	2153	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	918	61	119	145	1270	25	50	2153	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5087	100	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.06	0.04	0.25	0.25	0.03	0.42	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.24	0.24	0.24	0.06	0.59	0.59	0.06	0.59	0.00
Volume/Cap:	0.56	0.70	0.70	0.70	0.14	0.26	0.70	0.42	0.42	0.42	0.70	0.00
Delay/Veh:	58.7	64.8	64.8	36.6	30.2	31.3	56.5	11.4	11.4	47.6	14.9	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:	58.7	64.8	64.8	36.6	30.2	31.3	56.5	11.4	11.4	47.6	14.9	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	10	1	3	4	8	8	2	17	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
STATE HIGHWAY ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1! 0	0	1	0 0	1 0	1	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	477	17	29	27	11	30	48	2006	424	74	3118	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	17	29	27	11	30	48	2006	424	74	3118	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	17	29	27	11	30	48	2006	424	74	3118	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	17	29	27	11	30	48	2006	424	74	3118	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	17	29	27	11	30	48	2006	424	74	3118	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.78	0.08	0.14	1.00	0.27	0.73	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5125	154	262	1900	510	1390	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.01	0.02	0.02	0.03	0.39	0.22	0.04	0.45	0.02
Crit Moves:		****				****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.03	0.03	0.03	0.04	0.65	0.65	0.07	0.68	0.68
Volume/Cap:	0.56	0.66	0.66	0.44	0.66	0.66	0.66	0.59	0.34	0.59	0.66	0.02
Delay/Veh:	39.0	41.1	41.1	52.3	71.3	71.3	67.8	10.0	7.9	52.7	9.6	5.1
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:	39.0	41.1	41.1	52.3	71.3	71.3	67.8	10.0	7.9	52.7	9.6	5.1
LOS by Move:	D	D	D	D	E	E	E	B	A	D	A	A
HCM2kAvgQ:	6	7	7	1	2	2	3	13	6	3	16	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 42 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Added Vol:	0	0	0	8	0	0	0	9	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	266	114	178	165	247	709	1923	211	95	770	156
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:	168	266	114	178	165	247	709	1923	211	95	770	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	178	165	247	709	1923	211	95	770	156
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:	168	266	114	178	165	247	709	1923	211	95	770	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.40	0.60	1.56	1.44	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1805	2527	1083	2810	2605	3344	3686	5187	1900	1900	5751	1165
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.06	0.06	0.07	0.19	0.37	0.11	0.05	0.13	0.13
Crit Moves:		****			****			****			****	
Green/Cycle:	0.16	0.16	0.16	0.10	0.10	0.49	0.39	0.58	0.58	0.08	0.27	0.27
Volume/Cap:	0.57	0.64	0.64	0.64	0.64	0.15	0.50	0.64	0.19	0.64	0.50	0.50
Delay/Veh:	39.3	40.7	40.7	46.0	46.0	14.3	23.5	14.6	10.1	53.8	31.0	31.0
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:	39.3	40.7	40.7	46.0	46.0	14.3	23.5	14.6	10.1	53.8	31.0	31.0
LOS by Move:	D	D	D	D	D	B	C	B	B	D	C	C
HCM2kAvgQ:	6	7	7	5	5	2	9	15	3	4	7	7

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 54 Level Of Service: B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	383	0	288	0	2082	188	0	812	349
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	392	0	288	0	2099	188	0	815	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	392	0	288	0	2099	0	0	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	392	0	288	0	2099	0	0	815	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	392	0	288	0	2099	0	0	815	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.00	0.58	0.00	0.00	0.16	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.78	0.00	0.78	0.00	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	37.2	0.0	48.4	0.0	9.3	0.0	0.0	3.9	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	37.2	0.0	48.4	0.0	9.3	0.0	0.0	3.9	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	10	0	22	0	0	3	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 35 Level Of Service: B

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:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	1		77	4	304		312	1893		4	17	1124		67
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	1		77	4	304		312	1893		4	17	1124		67
Added Vol:	0	0	0		0	0	0		0	38		0	0	7		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	0	0	1		77	4	304		312	1931		4	17	1131		67
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0	1		77	4	304		312	1931		4	17	1131		67
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	0	0	1		77	4	304		312	1931		4	17	1131		67
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	1		77	4	304		312	1931		4	17	1131		67
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95		0.95	1.00	0.91		1.00
Lanes:	0.00	0.00	1.00		0.95	0.05	1.00		1.00	1.99		0.01	1.00	3.00		1.00
Final Sat.:	0	0	1900		1806	94	1900		1900	3603		7	1900	5187		1900
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.04	0.16		0.16	0.54		0.54	0.01	0.22		0.04
Crit Moves:						****				****			****			
Green/Cycle:	0.00	0.00	0.07		0.07	0.07	0.44		0.37	0.86		0.86	0.01	0.50		0.50
Volume/Cap:	0.00	0.00	0.01		0.63	0.63	0.36		0.44	0.63		0.63	0.63	0.44		0.07
Delay/Veh:	0.0	0.0	43.5		54.6	54.6	18.8		23.8	2.6		2.6	86.9	16.3		13.1
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:	0.0	0.0	43.5		54.6	54.6	18.8		23.8	2.6		2.6	86.9	16.3		13.1
LOS by Move:	A	A	D		D	D	B		C	A		A	F	B		B
HCM2kAvgQ:	0	0	0		4	4	6		7	10		10	1	8		1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.3
Optimal Cycle: 35 Level Of Service: A

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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	1	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		33	1	14		42	1992		1	1	1220		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:	0	0	0		33	1	14		42	1992		1	1	1220		35
Added Vol:	0	0	0		0	0	0		0	38		0	0	7		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	0	0	0		33	1	14		42	2030		1	1	1227		35
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0	0		33	1	14		42	2030		1	1	1227		35
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	0	0	0		33	1	14		42	2030		1	1	1227		35
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	0	0		33	1	14		42	2030		1	1	1227		35
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95		0.95	1.00	0.91		1.00
Lanes:	0.00	1.00	0.00		0.69	0.02	0.29		1.00	1.99		0.01	1.00	3.00		1.00
Final Sat.:	0	1900	0		1306	40	554		1900	3608		2	1900	5187		1900
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.03	0.03		0.02	0.56		0.56	0.00	0.24		0.02
Crit Moves:						****				****			****			
Green/Cycle:	0.00	0.00	0.00		0.04	0.04	0.04		0.08	0.90		0.90	0.00	0.82		0.82
Volume/Cap:	0.00	0.00	0.00		0.63	0.63	0.63		0.29	0.63		0.63	0.63	0.29		0.02
Delay/Veh:	0.0	0.0	0.0		62.4	62.4	62.4		44.7	1.6		1.6	341.1	2.1		1.6
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:	0.0	0.0	0.0		62.4	62.4	62.4		44.7	1.6		1.6	341.1	2.1		1.6
LOS by Move:	A	A	A		E	E	E		D	A		A	F	A		A
HCM2kAvgQ:	0	0	0		3	3	3		1	9		9	0	3		0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
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:	16	61	29	840	51	108	117	1912	25	42	1212	469
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	852	51	108	117	1950	25	42	1219	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	852	51	108	117	1950	25	42	1219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	852	51	108	117	1950	25	42	1219	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	852	51	108	117	1950	25	42	1219	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5121	66	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.06	0.03	0.38	0.38	0.02	0.24	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.24	0.24	0.24	0.08	0.60	0.60	0.03	0.56	0.00
Volume/Cap:	0.21	0.63	0.63	0.63	0.11	0.23	0.42	0.63	0.63	0.63	0.42	0.00
Delay/Veh:	48.0	56.2	56.2	34.8	29.5	30.6	45.1	13.2	13.2	65.8	12.7	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:	48.0	56.2	56.2	34.8	29.5	30.6	45.1	13.2	13.2	65.8	12.7	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	2	15	15	2	8	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PRROJECT
AM PEAK HOUR CONDITIONS

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0	1 0	1	3	0 1	1 0	4	0 1
Volume Module:												
Base Vol:	394	17	35	19	9	18	26	2885	344	62	1450	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:	394	17	35	19	9	18	26	2885	344	62	1450	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	17	35	19	9	18	26	2935	344	62	1460	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:	394	17	35	19	9	18	26	2935	344	62	1460	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	17	35	19	9	18	26	2935	344	62	1460	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:	394	17	35	19	9	18	26	2935	344	62	1460	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.72	0.09	0.19	1.00	0.33	0.67	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5018	172	355	1900	633	1267	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.01	0.01	0.01	0.01	0.57	0.18	0.03	0.21	0.01
Crit Moves:			****		****			****		****		
Green/Cycle:	0.13	0.13	0.13	0.02	0.02	0.02	0.05	0.73	0.73	0.04	0.73	0.73
Volume/Cap:	0.62	0.77	0.77	0.54	0.77	0.77	0.29	0.77	0.25	0.77	0.29	0.01
Delay/Veh:	42.9	48.6	48.6	65.2	117	116.7	47.8	9.3	4.5	83.7	4.8	3.8
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:	42.9	48.6	48.6	65.2	117	116.7	47.8	9.3	4.5	83.7	4.8	3.8
LOS by Move:	D	D	D	E	F	F	D	A	A	F	A	A
HCM2kAvgQ:	5	8	8	1	2	2	1	22	3	4	4	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 44 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	1	0	1	1 1	0	2	2	0 3	0	1	1	0 3	1	0
Volume Module:																
Base Vol:	254	208	78		228	243	710		258	986	243		226	1854	162	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	254	208	78		228	243	710		258	986	243		226	1854	162	
Added Vol:	0	0	0		4	0	0		0	6	0		0	11	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	254	208	78		232	243	710		258	992	243		226	1865	170	
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:	254	208	78		232	243	710		258	992	243		226	1865	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	254	208	78		232	243	710		258	992	243		226	1865	170	
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:	254	208	78		232	243	710		258	992	243		226	1865	170	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.88		0.97	0.91	1.00		1.00	0.91	0.91	
Lanes:	1.41	1.16	0.43		1.47	1.53	2.00		2.00	3.00	1.00		1.00	3.67	0.33	
Final Sat.:	2547	2086	782		2645	2770	3344		3686	5187	1900		1900	6338	578	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.09	0.09	0.21		0.07	0.19	0.13		0.12	0.29	0.29	
Crit Moves:		****					****		****					****		
Green/Cycle:	0.15	0.15	0.15		0.22	0.22	0.32		0.11	0.34	0.34		0.21	0.45	0.45	
Volume/Cap:	0.66	0.66	0.66		0.41	0.41	0.66		0.66	0.56	0.38		0.56	0.66	0.66	
Delay/Veh:	42.0	42.0	42.0		33.9	33.9	30.7		47.1	27.3	25.3		37.0	22.2	22.2	
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:	42.0	42.0	42.0		33.9	33.9	30.7		47.1	27.3	25.3		37.0	22.2	22.2	
LOS by Move:	D	D	D		C	C	C		D	C	C		D	C	C	
HCM2kAvgQ:	7	7	7		5	5	11		5	9	6		7	14	14	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 33 Level Of Service: B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	0		586	0	393		0	1261	159		0	1823	487	
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		586	0	393		0	1261	159		0	1823	487	
Added Vol:	0	0	0		6	0	0		0	10	0		0	19	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		592	0	393		0	1271	159		0	1842	501	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		592	0	393		0	1271	0		0	1842	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		592	0	393		0	1271	0		0	1842	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		592	0	393		0	1271	0		0	1842	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.97	1.00	1.00		1.00	0.95	1.00		1.00	0.91	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3686	0	1900		0	3610	1900		0	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.00	0.21		0.00	0.35	0.00		0.00	0.36	0.00	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.35	0.00	0.35		0.00	0.59	0.00		0.00	0.59	0.00	
Volume/Cap:	0.00	0.00	0.00		0.46	0.00	0.60		0.00	0.59	0.00		0.00	0.60	0.00	
Delay/Veh:	0.0	0.0	0.0		25.7	0.0	28.5		0.0	13.2	0.0		0.0	13.1	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:	0.0	0.0	0.0		25.7	0.0	28.5		0.0	13.2	0.0		0.0	13.1	0.0	
LOS by Move:	A	A	A		C	A	C		A	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		7	0	10		0	13	0		0	13	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 40 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	2	98	2	404	244	1399	5	11	2200	70
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:	10	11	2	98	2	404	244	1399	5	11	2200	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	98	2	404	244	1399	5	11	2200	70
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:	10	11	2	98	2	404	244	1399	5	11	2200	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1862	38	1900	1900	3597	13	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.13	0.39	0.39	0.01	0.42	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.31	0.19	0.80	0.80	0.01	0.63	0.63
Volume/Cap:	0.10	0.10	0.10	0.42	0.42	0.68	0.68	0.48	0.48	0.48	0.68	0.06
Delay/Veh:	39.0	39.0	39.0	41.7	41.7	33.0	42.8	3.3	3.3	64.4	12.7	7.3
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:	39.0	39.0	39.0	41.7	41.7	33.0	42.8	3.3	3.3	64.4	12.7	7.3
LOS by Move:	D	D	D	D	D	C	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	3	3	12	8	8	8	1	17	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 31 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1!	0	1	0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
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	1	2	55	0	27	94	1376	20	0	2230	52
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	27	94	1402	20	0	2275	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:	0	1	2	55	0	27	94	1402	20	0	2275	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1402	20	0	2275	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:	0	1	2	55	0	27	94	1402	20	0	2275	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	1.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3559	51	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.39	0.39	0.00	0.44	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.78	0.78
Volume/Cap:	0.00	0.02	0.02	0.57	0.00	0.57	0.57	0.46	0.46	0.00	0.57	0.04
Delay/Veh:	0.0	42.8	42.8	49.7	0.0	49.7	48.3	1.6	1.6	0.0	4.7	2.6
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:	0.0	42.8	42.8	49.7	0.0	49.7	48.3	1.6	1.6	0.0	4.7	2.6
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	4	6	6	0	11	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
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:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Added Vol:	0	0	0	12	0	0	0	26	0	0	45	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	930	61	119	145	1296	25	50	2198	1038
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	930	61	119	145	1296	25	50	2198	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	930	61	119	145	1296	25	50	2198	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	930	61	119	145	1296	25	50	2198	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5089	98	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.06	0.04	0.25	0.25	0.03	0.42	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.24	0.24	0.24	0.06	0.59	0.59	0.06	0.60	0.00
Volume/Cap:	0.57	0.71	0.71	0.71	0.14	0.26	0.71	0.43	0.43	0.43	0.71	0.00
Delay/Veh:	59.8	66.4	66.4	36.9	30.3	31.4	57.6	11.4	11.4	47.8	15.0	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:	59.8	66.4	66.4	36.9	30.3	31.4	57.6	11.4	11.4	47.8	15.0	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	10	1	3	4	8	8	2	18	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
EXISTING PLUS PROJECT
PM PEAK HOUR CONDITIONS

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0	1 0	1	0	3 0	1	1 0	4 0 1
Volume Module:												
Base Vol:	477	17	29	27	11	30	48	2006	424	74	3118	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	17	29	27	11	30	48	2006	424	74	3118	29
Added Vol:	0	0	0	0	0	0	0	38	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	17	29	27	11	30	48	2044	424	74	3180	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	17	29	27	11	30	48	2044	424	74	3180	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	17	29	27	11	30	48	2044	424	74	3180	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	17	29	27	11	30	48	2044	424	74	3180	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.78	0.08	0.14	1.00	0.27	0.73	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5125	154	262	1900	510	1390	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.01	0.02	0.02	0.03	0.39	0.22	0.04	0.46	0.02
Crit Moves:		****				****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.03	0.03	0.03	0.04	0.66	0.66	0.07	0.69	0.69
Volume/Cap:	0.57	0.67	0.67	0.44	0.67	0.67	0.67	0.60	0.34	0.60	0.67	0.02
Delay/Veh:	39.3	41.5	41.5	52.5	73.2	73.2	69.5	9.9	7.7	53.4	9.5	5.0
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:	39.3	41.5	41.5	52.5	73.2	73.2	69.5	9.9	7.7	53.4	9.5	5.0
LOS by Move:	D	D	D	D	E	E	E	A	A	D	A	A
HCM2kAvgQ:	6	7	7	1	2	2	3	13	6	3	16	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 44 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	169	272	114	170	168	269	762	2041	211	95	841	155
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:	169	272	114	170	168	269	762	2041	211	95	841	155
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:	169	272	114	170	168	269	762	2041	211	95	841	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	272	114	170	168	269	762	2041	211	95	841	155
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:	169	272	114	170	168	269	762	2041	211	95	841	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.38	0.62
Final Sat.:	1805	2544	1066	2724	2691	3344	3686	5187	1900	1900	5840	1076
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.06	0.06	0.08	0.21	0.39	0.11	0.05	0.14	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.16	0.16	0.09	0.09	0.49	0.39	0.59	0.59	0.08	0.27	0.27
Volume/Cap:	0.58	0.67	0.67	0.67	0.67	0.17	0.53	0.67	0.19	0.67	0.53	0.53
Delay/Veh:	39.8	41.5	41.5	47.2	47.2	14.4	23.6	14.4	9.5	56.4	31.1	31.1
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:	39.8	41.5	41.5	47.2	47.2	14.4	23.6	14.4	9.5	56.4	31.1	31.1
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	6	7	7	5	5	3	9	16	3	4	8	8

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 68 Level Of Service: B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	420	0	338	0	2200	202	0	895	367
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	420	0	338	0	2200	202	0	895	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	420	0	338	0	2200	0	0	895	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	420	0	338	0	2200	0	0	895	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	420	0	338	0	2200	0	0	895	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.18	0.00	0.61	0.00	0.00	0.17	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.73	0.00	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.84	0.00	0.84	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	35.7	0.0	52.0	0.0	12.0	0.0	0.0	4.5	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	35.7	0.0	52.0	0.0	12.0	0.0	0.0	4.5	0.0
LOS by Move:	A	A	A	D	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	13	0	27	0	0	3	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 39 Level Of Service: B

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:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 1		0	1 0	0 1		1	0 1	1 0		1	0 3	0 1	
Volume Module:																
Base Vol:	0	0	1		79	4	304		312	2093	4		17	1273	68	
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	1		79	4	304		312	2093	4		17	1273	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	1		79	4	304		312	2093	4		17	1273	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	1		79	4	304		312	2093	4		17	1273	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	1		79	4	304		312	2093	4		17	1273	68	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.95		1.00	0.91	1.00	
Lanes:	0.00	0.00	1.00		0.95	0.05	1.00		1.00	1.99	0.01		1.00	3.00	1.00	
Final Sat.:	0	0	1900		1808	92	1900		1900	3603	7		1900	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.04	0.16		0.16	0.58	0.58		0.01	0.25	0.04	
Crit Moves:						****				****				****		
Green/Cycle:	0.00	0.00	0.06		0.06	0.06	0.42		0.35	0.86	0.86		0.01	0.52	0.52	
Volume/Cap:	0.00	0.00	0.01		0.67	0.67	0.38		0.47	0.67	0.67		0.67	0.47	0.07	
Delay/Veh:	0.0	0.0	43.8		59.5	59.5	20.6		25.7	2.9	2.9		102.9	15.1	11.8	
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	0.0	43.8		59.5	59.5	20.6		25.7	2.9	2.9		102.9	15.1	11.8	
LOS by Move:	A	A	D		E	E	C		C	A	A		F	B	B	
HCM2kAvgQ:	0	0	0		4	4	6		8	12	12		2	9	1	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 40 Level Of Service: A

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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		1	0 1	1 0		1	0 3	0 1	
Volume Module:																
Base Vol:	0	0	0		33	1	14		42	2202	1		1	1375	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:	0	0	0		33	1	14		42	2202	1		1	1375	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		33	1	14		42	2202	1		1	1375	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		33	1	14		42	2202	1		1	1375	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		33	1	14		42	2202	1		1	1375	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.95		1.00	0.91	1.00	
Lanes:	0.00	1.00	0.00		0.69	0.02	0.29		1.00	1.99	0.01		1.00	3.00	1.00	
Final Sat.:	0	1900	0		1306	40	554		1900	3608	2		1900	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.03	0.03		0.02	0.61	0.61		0.00	0.27	0.02	
Crit Moves:						****				****				****		
Green/Cycle:	0.00	0.00	0.00		0.04	0.04	0.04		0.07	0.90	0.90		0.00	0.83	0.83	
Volume/Cap:	0.00	0.00	0.00		0.68	0.68	0.68		0.32	0.68	0.68		0.68	0.32	0.02	
Delay/Veh:	0.0	0.0	0.0		70.6	70.6	70.6		45.7	1.8	1.8		415.0	1.9	1.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		70.6	70.6	70.6		45.7	1.8	1.8		415.0	1.9	1.4	
LOS by Move:	A	A	A		E	E	E		D	A	A		F	A	A	
HCM2kAvgQ:	0	0	0		3	3	3		2	10	10		0	4	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	16	61	29	849	51	126	127	2103	25	42	1365	476
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:	16	61	29	849	51	126	127	2103	25	42	1365	476
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	849	51	126	127	2103	25	42	1365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	849	51	126	127	2103	25	42	1365	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	849	51	126	127	2103	25	42	1365	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5126	61	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.07	0.03	0.41	0.41	0.02	0.26	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.22	0.66	0.66	0.66	0.12	0.29	0.46	0.66	0.66	0.66	0.46	0.00
Delay/Veh:	48.3	59.2	59.2	36.2	30.5	32.0	45.5	12.9	12.9	71.3	12.3	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:	48.3	59.2	59.2	36.2	30.5	32.0	45.5	12.9	12.9	71.3	12.3	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	3	16	16	2	9	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1! 0	0	1	0 0	1 0	1	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	397	17	36	63	9	36	61	3089	346	62	1583	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:	397	17	36	63	9	36	61	3089	346	62	1583	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:	397	17	36	63	9	36	61	3089	346	62	1583	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	17	36	63	9	36	61	3089	346	62	1583	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:	397	17	36	63	9	36	61	3089	346	62	1583	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.72	0.09	0.19	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5013	171	361	1900	380	1520	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.03	0.02	0.02	0.03	0.60	0.18	0.03	0.23	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.12	0.12	0.04	0.04	0.04	0.09	0.72	0.72	0.04	0.67	0.67
Volume/Cap:	0.66	0.83	0.83	0.83	0.59	0.59	0.34	0.83	0.25	0.83	0.34	0.01
Delay/Veh:	44.3	53.1	53.1	97.5	58.9	58.9	43.6	11.3	4.9	98.1	7.3	5.6
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:	44.3	53.1	53.1	97.5	58.9	58.9	43.6	11.3	4.9	98.1	7.3	5.6
LOS by Move:	D	D	D	F	E	E	D	B	A	F	A	A
HCM2kAvgQ:	6	8	8	4	2	2	2	26	4	4	6	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 49 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	1 0	1	1	1	0 2	2	0	3	0 1	1	0	3	1 0
Volume Module:																
Base Vol:	254	216		79	228	257		794	300	1062		246	226	1996		162
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	254	216		79	228	257		794	300	1062		246	226	1996		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:	254	216		79	228	257		794	300	1062		246	226	1996		162
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	254	216		79	228	257		794	300	1062		246	226	1996		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:	254	216		79	228	257		794	300	1062		246	226	1996		162
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.95	0.88		0.97	0.91	1.00		1.00	0.91	0.91		0.91
Lanes:	1.39	1.18		0.43	1.41	1.59		2.00	2.00	3.00		1.00	1.00	3.70		0.30
Final Sat.:	2505	2130		779	2546	2869		3344	3686	5187		1900	1900	6397		519
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10		0.10	0.09	0.09		0.24	0.08	0.20		0.13	0.12	0.31		0.31
Crit Moves:		****						****	****					****		
Green/Cycle:	0.14	0.14		0.14	0.22	0.22		0.34	0.12	0.35		0.35	0.20	0.44		0.44
Volume/Cap:	0.71	0.71		0.71	0.41	0.41		0.71	0.71	0.58		0.37	0.58	0.71		0.71
Delay/Veh:	43.9	43.9		43.9	33.6	33.6		31.0	48.1	26.9		24.5	38.2	23.5		23.5
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:	43.9	43.9		43.9	33.6	33.6		31.0	48.1	26.9		24.5	38.2	23.5		23.5
LOS by Move:	D	D		D	C	C		C	D	C		C	D	C		C
HCM2kAvgQ:	7	7		7	5	5		13	6	10		6	7	16		16

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 37 Level Of Service: B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0		0	660	0		432	0	1401		174	0	1942		512
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	660	0		432	0	1401		174	0	1942		512
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Volume:	0	0		0	660	0		432	0	1401		0	0	1942		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	660	0		432	0	1401		0	0	1942		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
FinalVolume:	0	0		0	660	0		432	0	1401		0	0	1942		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	0.97	1.00		1.00	1.00	0.95		1.00	1.00	0.91		1.00
Lanes:	0.00	0.00		0.00	2.00	0.00		1.00	0.00	2.00		1.00	0.00	3.00		1.00
Final Sat.:	0	0		0	3686	0		1900	0	3610		1900	0	5187		1900
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.18	0.00		0.23	0.00	0.39		0.00	0.00	0.37		0.00
Crit Moves:								****		****				****		
Green/Cycle:	0.00	0.00		0.00	0.35	0.00		0.35	0.00	0.59		0.00	0.00	0.59		0.00
Volume/Cap:	0.00	0.00		0.00	0.52	0.00		0.65	0.00	0.65		0.00	0.00	0.63		0.00
Delay/Veh:	0.0	0.0		0.0	26.3	0.0		30.0	0.0	14.3		0.0	0.0	13.7		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	26.3	0.0		30.0	0.0	14.3		0.0	0.0	13.7		0.0
LOS by Move:	A	A		A	C	A		C	A	B		A	A	B		A
HCM2kAvgQ:	0	0		0	9	0		12	0	15		0	0	15		0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 44 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	1
Volume Module:												
Base Vol:	10	11	2	100	2	404	244	1581	5	11	2404	73
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:	10	11	2	100	2	404	244	1581	5	11	2404	73
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:	10	11	2	100	2	404	244	1581	5	11	2404	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	244	1581	5	11	2404	73
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:	10	11	2	100	2	404	244	1581	5	11	2404	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3599	11	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.13	0.44	0.44	0.01	0.46	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.30	0.18	0.81	0.81	0.01	0.64	0.64
Volume/Cap:	0.10	0.10	0.10	0.46	0.46	0.72	0.72	0.54	0.54	0.54	0.72	0.06
Delay/Veh:	39.7	39.7	39.7	42.7	42.7	36.0	46.0	3.4	3.4	75.6	12.6	6.6
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:	39.7	39.7	39.7	42.7	42.7	36.0	46.0	3.4	3.4	75.6	12.6	6.6
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	3	3	12	9	9	9	1	19	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 34 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1!	0	1	0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1586	20	0	2487	52
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	1	2	55	0	27	94	1586	20	0	2487	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:	0	1	2	55	0	27	94	1586	20	0	2487	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1586	20	0	2487	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:	0	1	2	55	0	27	94	1586	20	0	2487	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3565	45	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.44	0.44	0.00	0.48	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.07	0.07	0.07	0.00	0.07	0.08	0.87	0.87	0.00	0.79	0.79
Volume/Cap:	0.00	0.02	0.02	0.61	0.00	0.61	0.61	0.51	0.51	0.00	0.61	0.03
Delay/Veh:	0.0	43.3	43.3	52.9	0.0	52.9	51.3	1.7	1.7	0.0	4.6	2.3
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	43.3	43.3	52.9	0.0	52.9	51.3	1.7	1.7	0.0	4.6	2.3
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	7	7	0	12	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	35	42	41	921	61	142	179	1467	25	50	2390	1033
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:	35	42	41	921	61	142	179	1467	25	50	2390	1033
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	921	61	142	179	1467	25	50	2390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	921	61	142	179	1467	25	50	2390	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	921	61	142	179	1467	25	50	2390	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5100	87	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.07	0.05	0.29	0.29	0.03	0.46	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.06	0.61	0.61	0.06	0.61	0.00
Volume/Cap:	0.61	0.76	0.76	0.76	0.15	0.34	0.76	0.47	0.47	0.47	0.76	0.00
Delay/Veh:	65.3	74.3	74.3	39.4	31.7	33.4	59.4	10.6	10.6	49.0	15.5	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:	65.3	74.3	74.3	39.4	31.7	33.4	59.4	10.6	10.6	49.0	15.5	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	11	2	4	5	9	9	2	21	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.5
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0	1 0	1	3	0 1	1 0	4	0 1
Volume Module:												
Base Vol:	482	17	29	98	11	59	74	2168	431	74	3357	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	17	29	98	11	59	74	2168	431	74	3357	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	17	29	98	11	59	74	2168	431	74	3357	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	17	29	98	11	59	74	2168	431	74	3357	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	17	29	98	11	59	74	2168	431	74	3357	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.78	0.08	0.14	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5128	153	260	1900	299	1601	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.05	0.04	0.04	0.04	0.42	0.23	0.04	0.49	0.02
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.15	0.15	0.07	0.07	0.07	0.05	0.64	0.64	0.06	0.65	0.65
Volume/Cap:	0.63	0.75	0.75	0.75	0.53	0.53	0.75	0.65	0.35	0.65	0.75	0.02
Delay/Veh:	41.5	45.1	45.1	66.5	49.2	49.2	73.1	11.5	8.5	58.6	12.6	6.2
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:	41.5	45.1	45.1	66.5	49.2	49.2	73.1	11.5	8.5	58.6	12.6	6.2
LOS by Move:	D	D	D	E	D	D	E	B	A	E	B	A
HCM2kAvgQ:	6	8	8	5	3	3	4	15	6	3	20	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 45 Level Of Service: C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	169	272	114	170	168	269	762	2041	211	95	841	155
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:	169	272	114	170	168	269	762	2041	211	95	841	155
Added Vol:	0	0	0	8	0	0	0	9	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	272	114	178	168	269	762	2050	211	95	843	156
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:	169	272	114	178	168	269	762	2050	211	95	843	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	272	114	178	168	269	762	2050	211	95	843	156
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:	169	272	114	178	168	269	762	2050	211	95	843	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.54	1.46	2.00	2.00	3.00	1.00	1.00	3.38	0.62
Final Sat.:	1805	2544	1066	2786	2629	3344	3686	5187	1900	1900	5836	1080
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.06	0.06	0.08	0.21	0.40	0.11	0.05	0.14	0.14
Crit Moves:			****		****			****			****	
Green/Cycle:	0.16	0.16	0.16	0.10	0.10	0.49	0.39	0.59	0.59	0.07	0.27	0.27
Volume/Cap:	0.59	0.67	0.67	0.67	0.67	0.17	0.53	0.67	0.19	0.67	0.53	0.53
Delay/Veh:	39.9	41.7	41.7	47.1	47.1	14.4	23.7	14.5	9.5	56.8	31.1	31.1
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:	39.9	41.7	41.7	47.1	47.1	14.4	23.7	14.5	9.5	56.8	31.1	31.1
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	6	7	7	5	5	3	9	16	3	4	8	8

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 69 Level Of Service: B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	420	0	338	0	2200	202	0	895	367
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	420	0	338	0	2200	202	0	895	367
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	429	0	338	0	2217	202	0	898	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	429	0	338	0	2217	0	0	898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	429	0	338	0	2217	0	0	898	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	429	0	338	0	2217	0	0	898	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.00	0.61	0.00	0.00	0.17	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.73	0.00	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.84	0.00	0.84	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	36.1	0.0	52.7	0.0	12.2	0.0	0.0	4.5	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	36.1	0.0	52.7	0.0	12.2	0.0	0.0	4.5	0.0
LOS by Move:	A	A	A	D	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	13	0	27	0	0	3	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 40 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	1	79	4	304	312	2093	4	17	1273	68
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	1	79	4	304	312	2093	4	17	1273	68
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	79	4	304	312	2131	4	17	1280	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	304	312	2131	4	17	1280	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	312	2131	4	17	1280	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	304	312	2131	4	17	1280	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.16	0.59	0.59	0.01	0.25	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.41	0.35	0.86	0.86	0.01	0.53	0.53
Volume/Cap:	0.00	0.00	0.01	0.69	0.69	0.39	0.47	0.69	0.69	0.69	0.47	0.07
Delay/Veh:	0.0	0.0	43.9	60.9	60.9	20.8	25.8	2.9	2.9	107.0	15.0	11.7
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	0.0	43.9	60.9	60.9	20.8	25.8	2.9	2.9	107.0	15.0	11.7
LOS by Move:	A	A	D	E	E	C	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	7	8	13	13	2	9	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 41 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	2202	1	1	1375	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:	0	0	0	33	1	14	42	2202	1	1	1375	35
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	14	42	2240	1	1	1382	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	2240	1	1	1382	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	2240	1	1	1382	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	2240	1	1	1382	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1900	0	1306	40	554	1900	3608	2	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.62	0.62	0.00	0.27	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.04	0.04	0.04	0.07	0.90	0.90	0.00	0.83	0.83
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.69	0.32	0.69	0.69	0.69	0.32	0.02
Delay/Veh:	0.0	0.0	0.0	72.7	72.7	72.7	45.7	1.9	1.9	431.8	1.9	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	72.7	72.7	72.7	45.7	1.9	1.9	431.8	1.9	1.4
LOS by Move:	A	A	A	E	E	E	D	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	3	2	11	11	0	4	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	16	61	29	849	51	126	127	2103	25	42	1365	476
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:	16	61	29	849	51	126	127	2103	25	42	1365	476
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	861	51	126	127	2141	25	42	1372	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	861	51	126	127	2141	25	42	1372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	861	51	126	127	2141	25	42	1372	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	861	51	126	127	2141	25	42	1372	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5127	60	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.07	0.03	0.42	0.42	0.02	0.26	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.23	0.67	0.67	0.67	0.12	0.29	0.46	0.67	0.67	0.67	0.46	0.00
Delay/Veh:	48.4	60.4	60.4	36.5	30.5	32.0	45.5	13.0	13.0	73.3	12.3	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:	48.4	60.4	60.4	36.5	30.5	32.0	45.5	13.0	13.0	73.3	12.3	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	3	16	16	3	9	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1! 0	0	1	0 0	1 0	1	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	397	17	36	63	9	36	61	3089	346	62	1583	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:	397	17	36	63	9	36	61	3089	346	62	1583	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	17	36	63	9	36	61	3139	346	62	1593	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:	397	17	36	63	9	36	61	3139	346	62	1593	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	17	36	63	9	36	61	3139	346	62	1593	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:	397	17	36	63	9	36	61	3139	346	62	1593	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.72	0.09	0.19	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5013	171	361	1900	380	1520	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.03	0.02	0.02	0.03	0.61	0.18	0.03	0.23	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.12	0.12	0.04	0.04	0.04	0.09	0.72	0.72	0.04	0.67	0.67
Volume/Cap:	0.67	0.84	0.84	0.84	0.60	0.60	0.34	0.84	0.25	0.84	0.34	0.01
Delay/Veh:	44.7	54.2	54.2	100.7	59.8	59.8	43.7	11.5	4.8	101.3	7.2	5.5
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:	44.7	54.2	54.2	100.7	59.8	59.8	43.7	11.5	4.8	101.3	7.2	5.5
LOS by Move:	D	D	D	F	E	E	D	B	A	F	A	A
HCM2kAvgQ:	6	8	8	4	2	2	2	27	4	4	6	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 50 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	1	0	1	1 1	0	2	2	0 3	0	1	1	0 3	1	0
Volume Module:																
Base Vol:	254	216	79		228	257	794		300	1062	246		226	1996	162	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	254	216	79		228	257	794		300	1062	246		226	1996	162	
Added Vol:	0	0	0		4	0	0		0	6	0		0	11	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	254	216	79		232	257	794		300	1068	246		226	2007	170	
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:	254	216	79		232	257	794		300	1068	246		226	2007	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	254	216	79		232	257	794		300	1068	246		226	2007	170	
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:	254	216	79		232	257	794		300	1068	246		226	2007	170	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.88		0.97	0.91	1.00		1.00	0.91	0.91	
Lanes:	1.39	1.18	0.43		1.42	1.58	2.00		2.00	3.00	1.00		1.00	3.69	0.31	
Final Sat.:	2505	2130	779		2569	2846	3344		3686	5187	1900		1900	6376	540	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.09	0.09	0.24		0.08	0.21	0.13		0.12	0.31	0.31	
Crit Moves:		****					****		****					****		
Green/Cycle:	0.14	0.14	0.14		0.22	0.22	0.33		0.11	0.35	0.35		0.20	0.44	0.44	
Volume/Cap:	0.71	0.71	0.71		0.41	0.41	0.71		0.71	0.58	0.37		0.58	0.71	0.71	
Delay/Veh:	44.0	44.0	44.0		33.7	33.7	31.2		48.2	26.8	24.4		38.2	23.4	23.4	
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:	44.0	44.0	44.0		33.7	33.7	31.2		48.2	26.8	24.4		38.2	23.4	23.4	
LOS by Move:	D	D	D		C	C	C		D	C	C		D	C	C	
HCM2kAvgQ:	7	7	7		5	5	13		6	10	6		7	16	16	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 38 Level Of Service: B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	0		660	0	432		0	1401	174		0	1942	512	
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		660	0	432		0	1401	174		0	1942	512	
Added Vol:	0	0	0		6	0	0		0	10	0		0	19	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		666	0	432		0	1411	174		0	1961	526	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		666	0	432		0	1411	0		0	1961	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		666	0	432		0	1411	0		0	1961	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		666	0	432		0	1411	0		0	1961	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.97	1.00	1.00		1.00	0.95	1.00		1.00	0.91	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3686	0	1900		0	3610	1900		0	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.18	0.00	0.23		0.00	0.39	0.00		0.00	0.38	0.00	
Crit Moves:							****			****				****		
Green/Cycle:	0.00	0.00	0.00		0.35	0.00	0.35		0.00	0.59	0.00		0.00	0.59	0.00	
Volume/Cap:	0.00	0.00	0.00		0.52	0.00	0.66		0.00	0.66	0.00		0.00	0.64	0.00	
Delay/Veh:	0.0	0.0	0.0		26.5	0.0	30.2		0.0	14.3	0.0		0.0	13.7	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		26.5	0.0	30.2		0.0	14.3	0.0		0.0	13.7	0.0	
LOS by Move:	A	A	A		C	A	C		A	B	A		A	B	A	
HCM2kAvgQ:	0	0	0		9	0	12		0	16	0		0	15	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 46 Level Of Service: B

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:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0	0	0	1 0	0	1	1	0 1	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	10	11	2		100	2	404		244	1581	5		11	2404	73	
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:	10	11	2		100	2	404		244	1581	5		11	2404	73	
Added Vol:	0	0	0		0	0	0		0	26	0		0	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	11	2		100	2	404		244	1607	5		11	2449	73	
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:	10	11	2		100	2	404		244	1607	5		11	2449	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	11	2		100	2	404		244	1607	5		11	2449	73	
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:	10	11	2		100	2	404		244	1607	5		11	2449	73	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.95		1.00	0.91	1.00	
Lanes:	0.43	0.48	0.09		0.98	0.02	1.00		1.00	1.99	0.01		1.00	3.00	1.00	
Final Sat.:	826	909	165		1863	37	1900		1900	3599	11		1900	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.05	0.05	0.21		0.13	0.45	0.45		0.01	0.47	0.04	
Crit Moves:							****		****					****		
Green/Cycle:	0.12	0.12	0.12		0.12	0.12	0.29		0.18	0.81	0.81		0.01	0.65	0.65	
Volume/Cap:	0.10	0.10	0.10		0.46	0.46	0.73		0.73	0.55	0.55		0.55	0.73	0.06	
Delay/Veh:	39.8	39.8	39.8		42.9	42.9	36.7		46.8	3.4	3.4		77.7	12.6	6.5	
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:	39.8	39.8	39.8		42.9	42.9	36.7		46.8	3.4	3.4		77.7	12.6	6.5	
LOS by Move:	D	D	D		D	D	D		D	A	A		E	B	A	
HCM2kAvgQ:	1	1	1		3	3	12		9	9	9		1	19	1	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 34 Level Of Service: A

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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	1	0	0	0 1!	0	0	1	0 1	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	0	1	2		55	0	27		94	1586	20		0	2487	52	
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	1	2		55	0	27		94	1586	20		0	2487	52	
Added Vol:	0	0	0		0	0	0		0	26	0		0	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1	2		55	0	27		94	1612	20		0	2532	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:	0	1	2		55	0	27		94	1612	20		0	2532	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1	2		55	0	27		94	1612	20		0	2532	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:	0	1	2		55	0	27		94	1612	20		0	2532	52	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.95	0.95		1.00	0.91	1.00	
Lanes:	0.00	0.33	0.67		0.67	0.00	0.33		1.00	1.98	0.02		1.00	3.00	1.00	
Final Sat.:	0	633	1267		1274	0	626		1900	3566	44		1900	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.04		0.05	0.45	0.45		0.00	0.49	0.03	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.07	0.07		0.07	0.00	0.07		0.08	0.87	0.87		0.00	0.79	0.79	
Volume/Cap:	0.00	0.02	0.02		0.62	0.00	0.62		0.62	0.52	0.52		0.00	0.62	0.03	
Delay/Veh:	0.0	43.4	43.4		53.7	0.0	53.7		52.0	1.7	1.7		0.0	4.6	2.3	
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	43.4	43.4		53.7	0.0	53.7		52.0	1.7	1.7		0.0	4.6	2.3	
LOS by Move:	A	D	D		D	A	D		D	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		4	0	4		4	7	7		0	12	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	35	42	41	921	61	142	179	1467	25	50	2390	1033
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:	35	42	41	921	61	142	179	1467	25	50	2390	1033
Added Vol:	0	0	0	12	0	0	0	26	0	0	45	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	933	61	142	179	1493	25	50	2435	1050
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	933	61	142	179	1493	25	50	2435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	933	61	142	179	1493	25	50	2435	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	933	61	142	179	1493	25	50	2435	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5102	85	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.07	0.05	0.29	0.29	0.03	0.47	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.06	0.62	0.62	0.06	0.61	0.00
Volume/Cap:	0.62	0.77	0.77	0.77	0.15	0.34	0.77	0.48	0.48	0.48	0.77	0.00
Delay/Veh:	66.9	76.5	76.5	39.8	31.7	33.5	60.8	10.5	10.5	49.2	15.7	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:	66.9	76.5	76.5	39.8	31.7	33.5	60.8	10.5	10.5	49.2	15.7	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	11	2	4	5	9	9	2	21	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMMITTED PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0	1 0	1	3	0 1	1 0	4	0 1
Volume Module:												
Base Vol:	482	17	29	98	11	59	74	2168	431	74	3357	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	17	29	98	11	59	74	2168	431	74	3357	29
Added Vol:	0	0	0	0	0	0	0	38	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	17	29	98	11	59	74	2206	431	74	3419	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	17	29	98	11	59	74	2206	431	74	3419	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	17	29	98	11	59	74	2206	431	74	3419	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	17	29	98	11	59	74	2206	431	74	3419	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.78	0.08	0.14	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5128	153	260	1900	299	1601	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.05	0.04	0.04	0.04	0.43	0.23	0.04	0.49	0.02
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.15	0.15	0.07	0.07	0.07	0.05	0.65	0.65	0.06	0.65	0.65
Volume/Cap:	0.64	0.76	0.76	0.76	0.54	0.54	0.76	0.66	0.35	0.66	0.76	0.02
Delay/Veh:	41.8	45.7	45.7	68.0	49.6	49.6	75.0	11.4	8.3	59.5	12.7	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	45.7	45.7	68.0	49.6	49.6	75.0	11.4	8.3	59.5	12.7	6.1
LOS by Move:	D	D	D	E	D	D	E	B	A	E	B	A
HCM2kAvgQ:	6	8	8	5	3	3	4	16	6	3	21	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	49	Level Of Service:	C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.42	0.58	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.42	0.58
Final Sat.:	1805	2560	1050	2747	2668	3344	3686	5187	1900	1900	5919	997
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.06	0.06	0.08	0.21	0.43	0.12	0.05	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.47	0.38	0.61	0.61	0.07	0.30	0.30
Volume/Cap:	0.63	0.71	0.71	0.71	0.71	0.18	0.56	0.71	0.21	0.71	0.56	0.56
Delay/Veh:	41.2	43.0	43.0	48.9	48.9	15.5	25.0	14.4	9.0	61.2	29.9	29.9
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:	41.2	43.0	43.0	48.9	48.9	15.5	25.0	14.4	9.0	61.2	29.9	29.9
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	6	7	7	5	5	3	10	18	3	4	9	9

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.8
Optimal Cycle:	100	Level Of Service:	B

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	435	0	378	0	2373	208	0	1010	372
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	435	0	378	0	2373	208	0	1010	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	435	0	378	0	2373	0	0	1010	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	435	0	378	0	2373	0	0	1010	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	435	0	378	0	2373	0	0	1010	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.20	0.00	0.66	0.00	0.00	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.91	0.00	0.91	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	35.4	0.0	62.0	0.0	16.7	0.0	0.0	4.9	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	35.4	0.0	62.0	0.0	16.7	0.0	0.0	4.9	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	15	0	35	0	0	4	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 41 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	1	79	4	305	312	2152	4	17	1444	68
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	1	79	4	305	312	2152	4	17	1444	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	305	312	2152	4	17	1444	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	305	312	2152	4	17	1444	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	305	312	2152	4	17	1444	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.16	0.60	0.60	0.01	0.28	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.39	0.33	0.86	0.86	0.01	0.55	0.55
Volume/Cap:	0.00	0.00	0.01	0.69	0.69	0.41	0.50	0.69	0.69	0.69	0.50	0.06
Delay/Veh:	0.0	0.0	43.9	61.7	61.7	22.6	27.9	3.0	3.0	109.3	14.1	10.5
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	0.0	43.9	61.7	61.7	22.6	27.9	3.0	3.0	109.3	14.1	10.5
LOS by Move:	A	A	D	E	E	C	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	7	8	13	13	2	10	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 41 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	1!	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	33	1	15	42	2261	1	1	1545	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:	0	0	0	33	1	15	42	2261	1	1	1545	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	15	42	2261	1	1	1545	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	15	42	2261	1	1	1545	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	15	42	2261	1	1	1545	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.67	0.02	0.31	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1900	0	1280	39	582	1900	3608	2	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.63	0.63	0.00	0.30	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.04	0.04	0.04	0.06	0.90	0.90	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.69	0.35	0.69	0.69	0.69	0.35	0.02
Delay/Veh:	0.0	0.0	0.0	73.5	73.5	73.5	46.8	1.9	1.9	442.1	1.9	1.3
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	0.0	0.0	73.5	73.5	73.5	46.8	1.9	1.9	442.1	1.9	1.3
LOS by Move:	A	A	A	E	E	E	D	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	3	2	11	11	0	4	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	16	61	29	864	51	127	130	2158	25	42	1535	528
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:	16	61	29	864	51	127	130	2158	25	42	1535	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	864	51	127	130	2158	25	42	1535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	864	51	127	130	2158	25	42	1535	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	864	51	127	130	2158	25	42	1535	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5128	59	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.07	0.04	0.42	0.42	0.02	0.30	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.07	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.23	0.68	0.68	0.68	0.12	0.29	0.51	0.68	0.68	0.68	0.51	0.00
Delay/Veh:	48.5	60.8	60.8	36.6	30.6	32.1	46.5	13.0	13.0	74.1	12.5	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:	48.5	60.8	60.8	36.6	30.6	32.1	46.5	13.0	13.0	74.1	12.5	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	3	17	17	3	10	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
AM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 76 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1! 0	0	1	0 0	1 0	1	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	399	17	36	63	9	36	61	3154	352	62	1803	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:	399	17	36	63	9	36	61	3154	352	62	1803	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:	399	17	36	63	9	36	61	3154	352	62	1803	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	17	36	63	9	36	61	3154	352	62	1803	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:	399	17	36	63	9	36	61	3154	352	62	1803	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.72	0.09	0.19	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5015	170	360	1900	380	1520	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.03	0.02	0.02	0.03	0.61	0.19	0.03	0.26	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.12	0.12	0.04	0.04	0.04	0.08	0.72	0.72	0.04	0.68	0.68
Volume/Cap:	0.67	0.84	0.84	0.84	0.60	0.60	0.38	0.84	0.26	0.84	0.38	0.01
Delay/Veh:	44.8	54.5	54.5	101.8	60.1	60.1	44.9	11.6	4.8	102.4	7.1	5.2
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:	44.8	54.5	54.5	101.8	60.1	60.1	44.9	11.6	4.8	102.4	7.1	5.2
LOS by Move:	D	D	D	F	E	E	D	B	A	F	A	A
HCM2kAvgQ:	6	8	8	4	2	2	2	27	4	4	7	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 57 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	1	0	1	1 1	0	2	2	0 3	0	1	1	0 3	1	0
Volume Module:																
Base Vol:	286	221	79		232	259	811		319	1274	264		226	2238	171	
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	221	79		232	259	811		319	1274	264		226	2238	171	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	286	221	79		232	259	811		319	1274	264		226	2238	171	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	286	221	79		232	259	811		319	1274	264		226	2238	171	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	286	221	79		232	259	811		319	1274	264		226	2238	171	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.88		0.97	0.91	1.00		1.00	0.91	0.91	
Lanes:	1.47	1.13	0.40		1.42	1.58	2.00		2.00	3.00	1.00		1.00	3.72	0.28	
Final Sat.:	2643	2042	730		2559	2856	3344		3686	5187	1900		1900	6425	491	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.09	0.09	0.24		0.09	0.25	0.14		0.12	0.35	0.35	
Crit Moves:			****				****		****					****		
Green/Cycle:	0.14	0.14	0.14		0.21	0.21	0.32		0.11	0.39	0.39		0.19	0.46	0.46	
Volume/Cap:	0.76	0.76	0.76		0.44	0.44	0.76		0.76	0.64	0.36		0.64	0.76	0.76	
Delay/Veh:	45.7	45.7	45.7		35.0	35.0	33.8		50.9	25.7	22.2		41.4	23.6	23.6	
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:	45.7	45.7	45.7		35.0	35.0	33.8		50.9	25.7	22.2		41.4	23.6	23.6	
LOS by Move:	D	D	D		D	D	C		D	C	C		D	C	C	
HCM2kAvgQ:	8	8	8		5	5	14		7	12	6		7	18	18	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 59 Level Of Service: C

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	0		715	0	588		0	1613	178		0	2031	514	
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		715	0	588		0	1613	178		0	2031	514	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		715	0	588		0	1613	0		0	2031	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		715	0	588		0	1613	0		0	2031	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		715	0	588		0	1613	0		0	2031	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.97	1.00	1.00		1.00	0.95	1.00		1.00	0.91	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3686	0	1900		0	3610	1900		0	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.31		0.00	0.45	0.00		0.00	0.39	0.00	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.38	0.00	0.38		0.00	0.56	0.00		0.00	0.56	0.00	
Volume/Cap:	0.00	0.00	0.00		0.50	0.00	0.80		0.00	0.80	0.00		0.00	0.71	0.00	
Delay/Veh:	0.0	0.0	0.0		23.8	0.0	33.9		0.0	20.3	0.0		0.0	17.1	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:	0.0	0.0	0.0		23.8	0.0	33.9		0.0	20.3	0.0		0.0	17.1	0.0	
LOS by Move:	A	A	A		C	A	C		A	C	A		A	B	A	
HCM2kAvgQ:	0	0	0		9	0	18		0	23	0		0	17	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	48	Level Of Service:	B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	10	11	2	100	2	404	245	1762	5	11	2526	73
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:	10	11	2	100	2	404	245	1762	5	11	2526	73
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:	10	11	2	100	2	404	245	1762	5	11	2526	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	245	1762	5	11	2526	73
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:	10	11	2	100	2	404	245	1762	5	11	2526	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3600	10	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.13	0.49	0.49	0.01	0.49	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.29	0.17	0.82	0.82	0.01	0.65	0.65
Volume/Cap:	0.11	0.11	0.11	0.48	0.48	0.74	0.74	0.60	0.60	0.60	0.74	0.06
Delay/Veh:	40.1	40.1	40.1	43.3	43.3	37.9	48.1	3.6	3.6	93.6	12.6	6.2
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:	40.1	40.1	40.1	43.3	43.3	37.9	48.1	3.6	3.6	93.6	12.6	6.2
LOS by Move:	D	D	D	D	D	D	D	A	A	F	B	A
HCM2kAvgQ:	1	1	1	4	4	13	9	11	11	1	20	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.5
Optimal Cycle:	36	Level Of Service:	A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0	0 1!	0 0	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	1	2	55	0	27	95	1766	20	0	2609	52
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	1	2	55	0	27	95	1766	20	0	2609	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:	0	1	2	55	0	27	95	1766	20	0	2609	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	95	1766	20	0	2609	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:	0	1	2	55	0	27	95	1766	20	0	2609	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3570	40	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.49	0.49	0.00	0.50	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.07	0.07	0.07	0.00	0.07	0.08	0.87	0.87	0.00	0.79	0.79
Volume/Cap:	0.00	0.02	0.02	0.63	0.00	0.63	0.63	0.57	0.57	0.00	0.63	0.03
Delay/Veh:	0.0	43.6	43.6	55.3	0.0	55.3	53.3	1.9	1.9	0.0	4.6	2.2
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	43.6	43.6	55.3	0.0	55.3	53.3	1.9	1.9	0.0	4.6	2.2
LOS by Move:	A	D	D	E	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	8	8	0	13	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	42	41	975	61	147	181	1645	25	50	2507	1064
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:	35	42	41	975	61	147	181	1645	25	50	2507	1064
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	975	61	147	181	1645	25	50	2507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	975	61	147	181	1645	25	50	2507	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	975	61	147	181	1645	25	50	2507	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5109	78	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.18	0.03	0.08	0.05	0.32	0.32	0.03	0.48	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.06	0.62	0.62	0.05	0.61	0.00
Volume/Cap:	0.64	0.80	0.80	0.80	0.14	0.35	0.80	0.52	0.52	0.52	0.80	0.00
Delay/Veh:	70.3	81.5	81.5	40.5	31.5	33.3	63.7	10.9	10.9	51.3	16.4	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:	70.3	81.5	81.5	40.5	31.5	33.3	63.7	10.9	10.9	51.3	16.4	0.0
LOS by Move:	E	F	F	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	12	2	4	5	11	11	2	23	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS CONDITIONS
PM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1! 0	0	1	0 0	1 0	1	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	489	17	29	98	11	59	74	2396	435	74	3498	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	17	29	98	11	59	74	2396	435	74	3498	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	17	29	98	11	59	74	2396	435	74	3498	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	17	29	98	11	59	74	2396	435	74	3498	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	489	17	29	98	11	59	74	2396	435	74	3498	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.78	0.08	0.14	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5133	151	257	1900	299	1601	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.05	0.04	0.04	0.04	0.46	0.23	0.04	0.51	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.15	0.15	0.07	0.07	0.07	0.05	0.65	0.65	0.05	0.66	0.66
Volume/Cap:	0.65	0.77	0.77	0.77	0.55	0.55	0.77	0.71	0.35	0.71	0.77	0.02
Delay/Veh:	42.2	46.4	46.4	70.4	50.3	50.3	77.9	12.0	8.0	66.5	12.8	6.0
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	46.4	46.4	70.4	50.3	50.3	77.9	12.0	8.0	66.5	12.8	6.0
LOS by Move:	D	D	D	E	D	D	E	B	A	E	B	A
HCM2kAvgQ:	6	8	8	5	3	3	4	18	6	4	22	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle:	50	Level Of Service:	C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	176	278	114	175	170	276	779	2216	236	95	986	166
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:	176	278	114	175	170	276	779	2216	236	95	986	166
Added Vol:	0	0	0	8	0	0	0	9	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	278	114	183	170	276	779	2225	236	95	988	167
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:	176	278	114	183	170	276	779	2225	236	95	988	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	278	114	183	170	276	779	2225	236	95	988	167
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:	176	278	114	183	170	276	779	2225	236	95	988	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.42	0.58	1.56	1.44	2.00	2.00	3.00	1.00	1.00	3.42	0.58
Final Sat.:	1805	2560	1050	2807	2608	3344	3686	5187	1900	1900	5916	1000
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.07	0.07	0.08	0.21	0.43	0.12	0.05	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.47	0.38	0.60	0.60	0.07	0.30	0.30
Volume/Cap:	0.64	0.71	0.71	0.71	0.71	0.18	0.56	0.71	0.21	0.71	0.56	0.56
Delay/Veh:	41.3	43.2	43.2	48.8	48.8	15.4	25.1	14.5	9.0	61.6	29.9	29.9
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:	41.3	43.2	43.2	48.8	48.8	15.4	25.1	14.5	9.0	61.6	29.9	29.9
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	6	7	7	5	5	3	10	18	3	4	9	9

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	104	Level Of Service:	C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	435	0	378	0	2373	208	0	1010	372
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	435	0	378	0	2373	208	0	1010	372
Added Vol:	0	0	0	9	0	0	0	17	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	444	0	378	0	2390	208	0	1013	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	444	0	378	0	2390	0	0	1013	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	444	0	378	0	2390	0	0	1013	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	444	0	378	0	2390	0	0	1013	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.20	0.00	0.66	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.72	0.00	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.92	0.00	0.92	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	35.7	0.0	63.1	0.0	17.0	0.0	0.0	4.8	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	35.7	0.0	63.1	0.0	17.0	0.0	0.0	4.8	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	15	0	36	0	0	4	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	42	Level Of Service:	B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	1	79	4	305	312	2152	4	17	1444	68
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	1	79	4	305	312	2152	4	17	1444	68
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	79	4	305	312	2190	4	17	1451	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	305	312	2190	4	17	1451	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	305	312	2190	4	17	1451	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	305	312	2190	4	17	1451	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.16	0.61	0.61	0.01	0.28	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.39	0.32	0.87	0.87	0.01	0.55	0.55
Volume/Cap:	0.00	0.00	0.01	0.70	0.70	0.41	0.51	0.70	0.70	0.70	0.51	0.06
Delay/Veh:	0.0	0.0	44.0	63.3	63.3	22.8	28.0	3.1	3.1	113.6	14.0	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.0	63.3	63.3	22.8	28.0	3.1	3.1	113.6	14.0	10.4
LOS by Move:	A	A	D	E	E	C	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	7	8	13	13	2	10	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.4
Optimal Cycle:	43	Level Of Service:	A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	33	1	15	42	2261	1	1	1545	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:	0	0	0	33	1	15	42	2261	1	1	1545	35
Added Vol:	0	0	0	0	0	0	0	38	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	15	42	2299	1	1	1552	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	15	42	2299	1	1	1552	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	15	42	2299	1	1	1552	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	15	42	2299	1	1	1552	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.67	0.02	0.31	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	1900	0	1280	39	582	1900	3608	2	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.64	0.64	0.00	0.30	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.04	0.04	0.04	0.06	0.90	0.90	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.71	0.36	0.71	0.71	0.71	0.36	0.02
Delay/Veh:	0.0	0.0	0.0	75.8	75.8	75.8	46.8	2.0	2.0	458.7	1.8	1.3
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	0.0	0.0	75.8	75.8	75.8	46.8	2.0	2.0	458.7	1.8	1.3
LOS by Move:	A	A	A	E	E	E	D	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	3	2	11	11	0	4	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	16	61	29	864	51	127	130	2158	25	42	1535	528
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:	16	61	29	864	51	127	130	2158	25	42	1535	528
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	876	51	127	130	2196	25	42	1542	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	876	51	127	130	2196	25	42	1542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	876	51	127	130	2196	25	42	1542	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	876	51	127	130	2196	25	42	1542	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5129	58	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.07	0.04	0.43	0.43	0.02	0.30	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.07	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.23	0.69	0.69	0.69	0.12	0.29	0.51	0.69	0.69	0.69	0.51	0.00
Delay/Veh:	48.6	62.1	62.1	36.8	30.6	32.1	46.6	13.2	13.2	76.3	12.4	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:	48.6	62.1	62.1	36.8	30.6	32.1	46.6	13.2	13.2	76.3	12.4	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	10	1	3	3	17	17	3	10	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle:	79	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	0	1 0	1	3	0 1	1 0	4	0 1
Volume Module:												
Base Vol:	399	17	36	63	9	36	61	3154	352	62	1803	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:	399	17	36	63	9	36	61	3154	352	62	1803	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	17	36	63	9	36	61	3204	352	62	1813	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:	399	17	36	63	9	36	61	3204	352	62	1813	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	17	36	63	9	36	61	3204	352	62	1813	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:	399	17	36	63	9	36	61	3204	352	62	1813	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.72	0.09	0.19	1.00	0.20	0.80	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5015	170	360	1900	380	1520	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.03	0.02	0.02	0.03	0.62	0.19	0.03	0.26	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.12	0.12	0.04	0.04	0.04	0.08	0.73	0.73	0.04	0.68	0.68
Volume/Cap:	0.68	0.85	0.85	0.85	0.61	0.61	0.39	0.85	0.26	0.85	0.39	0.01
Delay/Veh:	45.1	55.8	55.8	105.1	61.1	61.1	45.0	11.9	4.7	105.8	7.0	5.2
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:	45.1	55.8	55.8	105.1	61.1	61.1	45.0	11.9	4.7	105.8	7.0	5.2
LOS by Move:	D	E	E	F	E	E	D	B	A	F	A	A
HCM2kAvgQ:	6	8	8	4	2	2	2	28	4	4	7	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	58	Level Of Service:	C

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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:												
Base Vol:	286	221	79	232	259	811	319	1274	264	226	2238	171
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	221	79	232	259	811	319	1274	264	226	2238	171
Added Vol:	0	0	0	4	0	0	0	6	0	0	11	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	221	79	236	259	811	319	1280	264	226	2249	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:	286	221	79	236	259	811	319	1280	264	226	2249	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	221	79	236	259	811	319	1280	264	226	2249	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:	286	221	79	236	259	811	319	1280	264	226	2249	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.47	1.13	0.40	1.43	1.57	2.00	2.00	3.00	1.00	1.00	3.71	0.29
Final Sat.:	2643	2042	730	2582	2833	3344	3686	5187	1900	1900	6406	510
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.24	0.09	0.25	0.14	0.12	0.35	0.35
Crit Moves:			****			****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.20	0.20	0.32	0.11	0.39	0.39	0.19	0.46	0.46
Volume/Cap:	0.76	0.76	0.76	0.45	0.45	0.76	0.76	0.64	0.36	0.64	0.76	0.76
Delay/Veh:	45.8	45.8	45.8	35.1	35.1	34.0	51.1	25.6	22.1	41.4	23.6	23.6
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:	45.8	45.8	45.8	35.1	35.1	34.0	51.1	25.6	22.1	41.4	23.6	23.6
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	8	8	8	5	5	14	7	12	6	7	18	18

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - FY 2013 WITH COMM & CUMU PROJECTS WITH PROJECT CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle:	60	Level Of Service:	C

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			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	715	0	588	0	1613	178	0	2031	514
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	715	0	588	0	1613	178	0	2031	514
Added Vol:	0	0	0	6	0	0	0	10	0	0	19	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	721	0	588	0	1623	178	0	2050	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	721	0	588	0	1623	0	0	2050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	721	0	588	0	1623	0	0	2050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	721	0	588	0	1623	0	0	2050	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.31	0.00	0.45	0.00	0.00	0.40	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.56	0.00	0.00	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.81	0.00	0.81	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	0.0	34.2	0.0	20.4	0.0	0.0	17.1	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:	0.0	0.0	0.0	24.0	0.0	34.2	0.0	20.4	0.0	0.0	17.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	18	0	23	0	0	18	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	49	Level Of Service:	B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	10	11	2	100	2	404	245	1762	5	11	2526	73
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:	10	11	2	100	2	404	245	1762	5	11	2526	73
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	2	100	2	404	245	1788	5	11	2571	73
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:	10	11	2	100	2	404	245	1788	5	11	2571	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	245	1788	5	11	2571	73
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:	10	11	2	100	2	404	245	1788	5	11	2571	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3600	10	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.13	0.50	0.50	0.01	0.50	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.28	0.17	0.82	0.82	0.01	0.66	0.66
Volume/Cap:	0.11	0.11	0.11	0.48	0.48	0.75	0.75	0.61	0.61	0.61	0.75	0.06
Delay/Veh:	40.2	40.2	40.2	43.5	43.5	38.7	49.0	3.6	3.6	96.4	12.6	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	40.2	40.2	43.5	43.5	38.7	49.0	3.6	3.6	96.4	12.6	6.1
LOS by Move:	D	D	D	D	D	D	D	A	A	F	B	A
HCM2kAvgQ:	1	1	1	4	4	13	9	11	11	1	21	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.5
Optimal Cycle:	36	Level Of Service:	A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0	0 1!	0 0	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	1	2	55	0	27	95	1766	20	0	2609	52
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	1	2	55	0	27	95	1766	20	0	2609	52
Added Vol:	0	0	0	0	0	0	0	26	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	27	95	1792	20	0	2654	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:	0	1	2	55	0	27	95	1792	20	0	2654	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	95	1792	20	0	2654	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:	0	1	2	55	0	27	95	1792	20	0	2654	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	1.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3570	40	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.50	0.50	0.00	0.51	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.07	0.07	0.07	0.00	0.07	0.08	0.87	0.87	0.00	0.80	0.80
Volume/Cap:	0.00	0.02	0.02	0.64	0.00	0.64	0.64	0.58	0.58	0.00	0.64	0.03
Delay/Veh:	0.0	43.7	43.7	56.2	0.0	56.2	54.1	1.9	1.9	0.0	4.6	2.2
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	43.7	43.7	56.2	0.0	56.2	54.1	1.9	1.9	0.0	4.6	2.2
LOS by Move:	A	D	D	E	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	8	8	0	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 (Future Volume Alternative)

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	42	41	975	61	147	181	1645	25	50	2507	1064
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:	35	42	41	975	61	147	181	1645	25	50	2507	1064
Added Vol:	0	0	0	12	0	0	0	26	0	0	45	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	987	61	147	181	1671	25	50	2552	1081
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	987	61	147	181	1671	25	50	2552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	987	61	147	181	1671	25	50	2552	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	987	61	147	181	1671	25	50	2552	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5111	76	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.18	0.03	0.08	0.05	0.33	0.33	0.03	0.49	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.06	0.62	0.62	0.05	0.61	0.00
Volume/Cap:	0.65	0.81	0.81	0.81	0.15	0.35	0.81	0.53	0.53	0.53	0.81	0.00
Delay/Veh:	72.1	84.2	84.2	41.0	31.5	33.4	65.4	10.9	10.9	51.8	16.6	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:	72.1	84.2	84.2	41.0	31.5	33.4	65.4	10.9	10.9	51.8	16.6	0.0
LOS by Move:	E	F	F	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	12	2	4	5	11	11	2	24	0

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

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1! 0	0	1	0 0	1 0	1	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	489	17	29	98	11	59	74	2396	435	74	3498	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	17	29	98	11	59	74	2396	435	74	3498	29
Added Vol:	0	0	0	0	0	0	0	38	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	17	29	98	11	59	74	2434	435	74	3560	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	17	29	98	11	59	74	2434	435	74	3560	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	17	29	98	11	59	74	2434	435	74	3560	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	489	17	29	98	11	59	74	2434	435	74	3560	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.78	0.08	0.14	1.00	0.16	0.84	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	5133	151	257	1900	299	1601	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.05	0.04	0.04	0.04	0.47	0.23	0.04	0.51	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.14	0.14	0.07	0.07	0.07	0.05	0.66	0.66	0.05	0.66	0.66
Volume/Cap:	0.66	0.78	0.78	0.78	0.56	0.56	0.78	0.72	0.35	0.72	0.78	0.02
Delay/Veh:	42.5	47.0	47.0	72.2	50.8	50.8	80.0	12.0	7.9	67.7	12.8	5.9
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:	42.5	47.0	47.0	72.2	50.8	50.8	80.0	12.0	7.9	67.7	12.8	5.9
LOS by Move:	D	D	D	E	D	D	E	B	A	E	B	A
HCM2kAvgQ:	6	8	8	5	3	3	4	18	6	4	22	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 117 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	1	0	1	1 1	0	2	2	0 3	0	1	1	0 4	0	1
Volume Module:																
Base Vol:	180	510	150		120	130	10		500	2660	210		120	560	240	
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:	180	510	150		120	130	10		500	2660	210		120	560	240	
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:	180	510	150		120	130	10		500	2660	210		120	560	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	510	150		120	130	10		500	2660	210		120	560	240	
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:	180	510	150		120	130	10		500	2660	210		120	560	240	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.88		0.97	0.91	1.00		1.00	0.91	1.00	
Lanes:	1.00	1.55	0.45		1.44	1.56	2.00		2.00	3.00	1.00		1.00	4.00	1.00	
Final Sat.:	1805	2790	820		2599	2816	3344		3686	5187	1900		1900	6916	1900	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.18	0.18		0.05	0.05	0.00		0.14	0.51	0.11		0.06	0.08	0.13	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.23	0.23	0.23		0.06	0.06	0.43		0.37	0.64	0.64		0.08	0.35	0.35	
Volume/Cap:	0.44	0.80	0.80		0.80	0.80	0.01		0.37	0.80	0.17		0.80	0.23	0.37	
Delay/Veh:	33.3	41.2	41.2		60.7	60.7	16.4		23.1	15.0	7.5		71.7	23.4	24.9	
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:	33.3	41.2	41.2		60.7	60.7	16.4		23.1	15.0	7.5		71.7	23.4	24.9	
LOS by Move:	C	D	D		E	E	B		C	B	A		E	C	C	
HCM2kAvgQ:	5	12	12		5	5	0		6	24	3		6	3	6	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 89 Level Of Service: B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	0		610	0	200		0	2090	150		0	930	890	
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		610	0	200		0	2090	150		0	930	890	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		610	0	200		0	2090	0		0	930	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		610	0	200		0	2090	0		0	930	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		610	0	200		0	2090	0		0	930	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.97	1.00	1.00		1.00	0.95	1.00		1.00	0.91	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3686	0	1900		0	3610	1900		0	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.11		0.00	0.58	0.00		0.00	0.18	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.22	0.00	0.22		0.00	0.78	0.00		0.00	0.78	0.00	
Volume/Cap:	0.00	0.00	0.00		0.74	0.00	0.47		0.00	0.74	0.00		0.00	0.23	0.00	
Delay/Veh:	0.0	0.0	0.0		40.0	0.0	34.6		0.0	7.0	0.0		0.0	3.0	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:	0.0	0.0	0.0		40.0	0.0	34.6		0.0	7.0	0.0		0.0	3.0	0.0	
LOS by Move:	A	A	A		D	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		11	0	6		0	19	0		0	3	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 55 Level Of Service: B

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:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	0	0	1 0	0 1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	0	0	90	10	370	220	2680	10	10	1680	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	370	220	2680	10	10	1680	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:	10	0	0	90	10	370	220	2680	10	10	1680	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	0.00	0.00	0.90	0.10	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1900	0	0	1710	190	1900	3686	5168	19	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.05	0.05	0.19	0.06	0.52	0.52	0.01	0.32	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.20	0.00	0.00	0.20	0.20	0.33	0.12	0.79	0.79	0.01	0.67	0.67
Volume/Cap:	0.03	0.00	0.00	0.26	0.26	0.59	0.48	0.66	0.66	0.66	0.48	0.03
Delay/Veh:	31.8	0.0	0.0	33.7	33.7	29.5	41.6	5.1	5.1	123.0	8.1	5.5
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:	31.8	0.0	0.0	33.7	33.7	29.5	41.6	5.1	5.1	123.0	8.1	5.5
LOS by Move:	C	A	A	C	C	C	D	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	10	4	14	14	1	9	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 41 Level Of Service: A

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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	30	0	40	110	2650	10	0	1690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	110	2650	10	0	1690	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:	0	0	10	30	0	40	110	2650	10	0	1690	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1900	814	0	1086	1900	5168	20	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.00	0.04	0.06	0.51	0.51	0.00	0.33	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.07	0.07	0.00	0.07	0.14	0.93	0.93	0.00	0.79	0.79
Volume/Cap:	0.00	0.00	0.08	0.55	0.00	0.55	0.41	0.55	0.55	0.00	0.41	0.03
Delay/Veh:	0.0	0.0	44.0	50.2	0.0	50.2	40.2	0.6	0.6	0.0	3.3	2.2
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	0.0	44.0	50.2	0.0	50.2	40.2	0.6	0.6	0.0	3.3	2.2
LOS by Move:	A	A	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	3	5	5	0	6	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	79	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	3	0 1	0 1	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	20	30	30	1040	10	80	190	2590	10	10	1740	720
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	30	30	1040	10	80	190	2590	10	10	1740	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	30	30	1040	10	80	190	2590	10	10	1740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1040	10	80	190	2590	10	10	1740	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	30	30	1040	10	80	190	2590	10	10	1740	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1900	1900	1900	5529	1900	1900	3686	5167	20	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.19	0.01	0.04	0.05	0.50	0.50	0.01	0.34	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.02	0.02	0.02	0.26	0.26	0.26	0.09	0.71	0.71	0.01	0.62	0.00
Volume/Cap:	0.47	0.71	0.71	0.71	0.02	0.16	0.54	0.71	0.71	0.71	0.54	0.00
Delay/Veh:	56.5	92.0	92.0	34.9	27.2	28.4	44.9	9.4	9.4	148.4	11.2	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:	56.5	92.0	92.0	34.9	27.2	28.4	44.9	9.4	9.4	148.4	11.2	0.0
LOS by Move:	E	F	F	C	C	C	D	A	A	F	B	A
HCM2kAvgQ:	1	2	2	11	0	2	4	18	18	1	11	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.3
Optimal Cycle:	176	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1! 0	0	1	0 1	0 1	1	0 3	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.50	0.10	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4601	191	766	1900	1900	1900	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.03	0.01	0.03	0.05	0.64	0.22	0.05	0.25	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.18	0.18	0.03	0.03	0.03	0.12	0.74	0.74	0.05	0.67	0.67
Volume/Cap:	0.52	0.87	0.87	0.87	0.35	0.87	0.38	0.87	0.29	0.87	0.38	0.10
Delay/Veh:	37.5	51.8	51.8	122.0	51.2	122.0	41.3	12.1	4.6	96.9	7.5	6.0
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:	37.5	51.8	51.8	122.0	51.2	122.0	41.3	12.1	4.6	96.9	7.5	6.0
LOS by Move:	D	D	D	F	D	F	D	B	A	F	A	A
HCM2kAvgQ:	5	12	12	3	1	3	3	30	4	5	7	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 69 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	1 0	1	1	1	0 2	2	0	3	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	350	190		150	250	400		390	50	1440		290	270	2710		200
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	350	190		150	250	400		390	50	1440		290	270	2710		200
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	350	190		150	250	400		390	50	1440		290	270	2710		200
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	350	190		150	250	400		390	50	1440		290	270	2710		200
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	350	190		150	250	400		390	50	1440		290	270	2710		200
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.95	0.95		0.88	0.97	0.91		1.00	1.00	0.91		1.00
Lanes:	1.52	0.83		0.65	1.15	1.85		2.00	2.00	3.00		1.00	1.00	4.00		1.00
Final Sat.:	2747	1491		1177	2083	3332		3344	3686	5187		1900	1900	6916		1900
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13		0.13	0.12	0.12		0.12	0.01	0.28		0.15	0.14	0.39		0.11
Crit Moves:				****		****				****			****			
Green/Cycle:	0.19	0.19		0.19	0.18	0.18		0.20	0.02	0.42		0.42	0.21	0.61		0.61
Volume/Cap:	0.67	0.67		0.67	0.67	0.67		0.58	0.64	0.67		0.37	0.67	0.64		0.17
Delay/Veh:	39.2	39.2		39.2	40.0	40.0		37.4	65.7	24.4		20.4	40.3	13.0		8.7
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:	39.2	39.2		39.2	40.0	40.0		37.4	65.7	24.4		20.4	40.3	13.0		8.7
LOS by Move:	D	D		D	D	D		D	E	C		C	D	B		A
HCM2kAvgQ:	8	8		8	8	8		7	2	14		6	9	15		3

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 67 Level Of Service: B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	0	0		0	770	0		410	0	1310		180	0	2300		1350
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	770	0		410	0	1310		180	0	2300		1350
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Volume:	0	0		0	770	0		410	0	1310		0	0	2300		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	770	0		410	0	1310		0	0	2300		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
FinalVolume:	0	0		0	770	0		410	0	1310		0	0	2300		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	0.97	1.00		1.00	1.00	0.95		1.00	1.00	0.91		1.00
Lanes:	0.00	0.00		0.00	2.00	0.00		1.00	0.00	2.00		1.00	0.00	3.00		1.00
Final Sat.:	0	0		0	3686	0		1900	0	3610		1900	0	5187		1900
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.21	0.00		0.22	0.00	0.36		0.00	0.00	0.44		0.00
Crit Moves:								****	****					****		
Green/Cycle:	0.00	0.00		0.00	0.33	0.00		0.33	0.00	0.67		0.00	0.00	0.67		0.00
Volume/Cap:	0.00	0.00		0.00	0.64	0.00		0.66	0.00	0.54		0.00	0.00	0.66		0.00
Delay/Veh:	0.0	0.0		0.0	29.7	0.0		31.5	0.0	8.7		0.0	0.0	10.1		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:	0.0	0.0		0.0	29.7	0.0		31.5	0.0	8.7		0.0	0.0	10.1		0.0
LOS by Move:	A	A		A	C	A		C	A	A		A	A	B		A
HCM2kAvgQ:	0	0		0	11	0		12	0	11		0	0	16		0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 82 Level Of Service: B

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:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0	0	0	1 0	0	1	2	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	20	10	10		110	10	400		340	2220	10		10	2920	50	
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	10	10		110	10	400		340	2220	10		10	2920	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	10	10		110	10	400		340	2220	10		10	2920	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	10	10		110	10	400		340	2220	10		10	2920	50	
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	10	10		110	10	400		340	2220	10		10	2920	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.97	0.91	0.91		1.00	0.91	1.00	
Lanes:	0.50	0.25	0.25		0.92	0.08	1.00		2.00	2.99	0.01		1.00	3.00	1.00	
Final Sat.:	950	475	475		1742	158	1900		3686	5164	23		1900	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.06	0.06	0.21		0.09	0.43	0.43		0.01	0.56	0.03	
Crit Moves:							****		****					****		
Green/Cycle:	0.15	0.15	0.15		0.15	0.15	0.27		0.12	0.84	0.84		0.01	0.73	0.73	
Volume/Cap:	0.14	0.14	0.14		0.41	0.41	0.77		0.77	0.51	0.51		0.51	0.77	0.04	
Delay/Veh:	36.9	36.9	36.9		39.3	39.3	40.7		51.0	2.4	2.4		70.8	9.5	3.8	
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:	36.9	36.9	36.9		39.3	39.3	40.7		51.0	2.4	2.4		70.8	9.5	3.8	
LOS by Move:	D	D	D		D	D	D		D	A	A		E	A	A	
HCM2kAvgQ:	1	1	1		4	4	13		7	8	8		1	22	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 61 Level Of Service: A

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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	1	0	0 1!	0	0	1	0 2	1	0	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	10		50	0	60		160	2070	10		0	2860	110	
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	10		50	0	60		160	2070	10		0	2860	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	10		50	0	60		160	2070	10		0	2860	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	10		50	0	60		160	2070	10		0	2860	110	
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	10		50	0	60		160	2070	10		0	2860	110	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.91	0.91		1.00	0.91	1.00	
Lanes:	0.00	0.00	1.00		0.45	0.00	0.55		1.00	2.99	0.01		0.00	3.00	1.00	
Final Sat.:	0	0	1900		864	0	1036		1900	5162	25		0	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.06	0.00	0.06		0.08	0.40	0.40		0.00	0.55	0.06	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.08		0.08	0.00	0.08		0.12	0.92	0.92		0.00	0.80	0.80	
Volume/Cap:	0.00	0.00	0.06		0.69	0.00	0.69		0.69	0.44	0.44		0.00	0.69	0.07	
Delay/Veh:	0.0	0.0	42.4		57.1	0.0	57.1		50.9	0.6	0.6		0.0	5.2	2.2	
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	0.0	42.4		57.1	0.0	57.1		50.9	0.6	0.6		0.0	5.2	2.2	
LOS by Move:	A	A	D		E	A	E		D	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		5	0	5		6	4	4		0	15	1	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle:	124	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	20	10	990	20	100	130	2070	20	10	3070	1130
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	20	10	990	20	100	130	2070	20	10	3070	1130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	20	10	990	20	100	130	2070	20	10	3070	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	10	990	20	100	130	2070	20	10	3070	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	20	10	990	20	100	130	2070	20	10	3070	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1900	1900	1900	5529	1900	1900	3686	5137	50	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.01	0.05	0.04	0.40	0.40	0.01	0.59	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.01	0.01	0.22	0.22	0.22	0.04	0.76	0.76	0.01	0.72	0.00
Volume/Cap:	0.82	0.82	0.41	0.82	0.05	0.24	0.82	0.53	0.53	0.53	0.82	0.00
Delay/Veh:	152.2	152	59.7	41.6	30.9	32.5	74.3	5.0	5.0	75.4	10.8	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:	152.2	152	59.7	41.6	30.9	32.5	74.3	5.0	5.0	75.4	10.8	0.0
LOS by Move:	F	F	E	D	C	C	E	A	A	E	B	A
HCM2kAvgQ:	2	2	1	12	0	3	4	10	10	1	25	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR CONDITIONS

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	109	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	30	30	140	20	120	140	2250	630	60	3850	50
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:	310	30	30	140	20	120	140	2250	630	60	3850	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.64	0.18	0.18	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4865	342	342	1900	1900	1900	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.07	0.01	0.06	0.07	0.43	0.33	0.03	0.56	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.11	0.11	0.09	0.09	0.09	0.09	0.74	0.74	0.05	0.70	0.70
Volume/Cap:	0.58	0.79	0.79	0.79	0.11	0.68	0.79	0.58	0.45	0.58	0.79	0.04
Delay/Veh:	43.5	52.3	52.3	65.5	41.8	54.1	65.5	6.1	5.2	54.6	10.9	4.5
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:	43.5	52.3	52.3	65.5	41.8	54.1	65.5	6.1	5.2	54.6	10.9	4.5
LOS by Move:	D	D	D	E	D	D	E	A	A	D	B	A
HCM2kAvgQ:	4	7	7	6	1	5	6	12	8	3	23	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 119 Level Of Service: C

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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 0	1	0	1	1 1	0	2	2	0 3	0	1	1	0 4	0	1
Volume Module:																
Base Vol:	180	510	150		120	130	10		500	2660	210		120	560	240	
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:	180	510	150		120	130	10		500	2660	210		120	560	240	
Added Vol:	0	0	0		8	0	0		0	9	0		0	2	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	510	150		128	130	10		500	2669	210		120	562	241	
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:	180	510	150		128	130	10		500	2669	210		120	562	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	510	150		128	130	10		500	2669	210		120	562	241	
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:	180	510	150		128	130	10		500	2669	210		120	562	241	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.88		0.97	0.91	1.00		1.00	0.91	1.00	
Lanes:	1.00	1.55	0.45		1.49	1.51	2.00		2.00	3.00	1.00		1.00	4.00	1.00	
Final Sat.:	1805	2790	820		2687	2728	3344		3686	5187	1900		1900	6916	1900	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.18	0.18		0.05	0.05	0.00		0.14	0.51	0.11		0.06	0.08	0.13	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.23	0.23	0.23		0.06	0.06	0.43		0.37	0.64	0.64		0.08	0.35	0.35	
Volume/Cap:	0.44	0.81	0.81		0.81	0.81	0.01		0.37	0.81	0.17		0.81	0.24	0.37	
Delay/Veh:	33.4	41.4	41.4		60.6	60.6	16.4		23.2	15.2	7.5		72.3	23.4	24.9	
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:	33.4	41.4	41.4		60.6	60.6	16.4		23.2	15.2	7.5		72.3	23.4	24.9	
LOS by Move:	C	D	D		E	E	B		C	B	A		E	C	C	
HCM2kAvgQ:	5	12	12		5	5	0		6	24	3		6	3	6	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 92 Level Of Service: B

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				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	2	0 0	0	1	0	0 2	0	1	0	0 3	0	1
Volume Module:																
Base Vol:	0	0	0		610	0	200		0	2090	150		0	930	890	
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		610	0	200		0	2090	150		0	930	890	
Added Vol:	0	0	0		9	0	0		0	17	0		0	3	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		619	0	200		0	2107	150		0	933	892	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		619	0	200		0	2107	0		0	933	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		619	0	200		0	2107	0		0	933	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		619	0	200		0	2107	0		0	933	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.97	1.00	1.00		1.00	0.95	1.00		1.00	0.91	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3686	0	1900		0	3610	1900		0	5187	1900	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.11		0.00	0.58	0.00		0.00	0.18	0.00	
Crit Moves:					****					****				****		
Green/Cycle:	0.00	0.00	0.00		0.22	0.00	0.22		0.00	0.78	0.00		0.00	0.78	0.00	
Volume/Cap:	0.00	0.00	0.00		0.75	0.00	0.47		0.00	0.75	0.00		0.00	0.23	0.00	
Delay/Veh:	0.0	0.0	0.0		40.1	0.0	34.5		0.0	7.2	0.0		0.0	3.1	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:	0.0	0.0	0.0		40.1	0.0	34.5		0.0	7.2	0.0		0.0	3.1	0.0	
LOS by Move:	A	A	A		D	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		11	0	6		0	19	0		0	3	0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 56 Level Of Service: B

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:	Include						Ovl						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	0	0		0	1	0	0	1		2	0	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	10		0		0		90		10		370		220		2680		10		10		1680		40	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	10		0		0		90		10		370		220		2680		10		10		1680		40	
Added Vol:	0		0		0		0		0		0		0		38		0		0		7		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	10		0		0		90		10		370		220		2718		10		10		1687		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:	10		0		0		90		10		370		220		2718		10		10		1687		40	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	10		0		0		90		10		370		220		2718		10		10		1687		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:	10		0		0		90		10		370		220		2718		10		10		1687		40	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		0.97		0.91		0.91		1.00		0.91		1.00	
Lanes:	1.00		0.00		0.00		0.90		0.10		1.00		2.00		2.99		0.01		1.00		3.00		1.00	
Final Sat.:	1900		0		0		1710		190		1900		3686		5168		19		1900		5187		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.00		0.00		0.05		0.05		0.19		0.06		0.53		0.53		0.01		0.33		0.02	
Crit Moves:											****				****				****					
Green/Cycle:	0.20		0.00		0.00		0.20		0.20		0.33		0.12		0.79		0.79		0.01		0.67		0.67	
Volume/Cap:	0.03		0.00		0.00		0.26		0.26		0.60		0.48		0.67		0.67		0.67		0.48		0.03	
Delay/Veh:	32.0		0.0		0.0		33.9		33.9		29.8		41.6		5.1		5.1		126.4		8.0		5.4	
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:	32.0		0.0		0.0		33.9		33.9		29.8		41.6		5.1		5.1		126.4		8.0		5.4	
LOS by Move:	C		A		A		C		C		C		D		A		A		F		A		A	
HCM2kAvgQ:	0		0		0		3		3		10		4		14		14		1		9		0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 42 Level Of Service: A

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:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	1		0	0	1!	0	0		1	0	2	1	0		0	0	3	0	1	
Volume Module:																								
Base Vol:	0		0		10		30		0		40		110		2650		10		0		1690		40	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		10		30		0		40		110		2650		10		0		1690		40	
Added Vol:	0		0		0		0		0		0		0		38		0		0		7		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		10		30		0		40		110		2688		10		0		1697		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:	0		0		10		30		0		40		110		2688		10		0		1697		40	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		10		30		0		40		110		2688		10		0		1697		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:	0		0		10		30		0		40		110		2688		10		0		1697		40	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.91		0.91		1.00		0.91		1.00	
Lanes:	0.00		0.00		1.00		0.43		0.00		0.57		1.00		2.99		0.01		0.00		3.00		1.00	
Final Sat.:	0		0		1900		814		0		1086		1900		5168		19		0		5187		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.04		0.00		0.04		0.06		0.52		0.52		0.00		0.33		0.02	
Crit Moves:							****								****				****					
Green/Cycle:	0.00		0.00		0.07		0.07		0.00		0.07		0.14		0.93		0.93		0.00		0.79		0.79	
Volume/Cap:	0.00		0.00		0.08		0.56		0.00		0.56		0.41		0.56		0.56		0.00		0.41		0.03	
Delay/Veh:	0.0		0.0		44.1		50.7		0.0		50.7		40.3		0.6		0.6		0.0		3.2		2.2	
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		0.0		44.1		50.7		0.0		50.7		40.3		0.6		0.6		0.0		3.2		2.2	
LOS by Move:	A		A		D		D		A		D		D		A		A		A		A		A	
HCM2kAvgQ:	0		0		0		3		0		3		3		5		5		0		6		0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 81 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	30	1040	10	80	190	2590	10	10	1740	720
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	30	30	1040	10	80	190	2590	10	10	1740	720
Added Vol:	0	0	0	12	0	0	0	38	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	30	1052	10	80	190	2628	10	10	1747	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	30	30	1052	10	80	190	2628	10	10	1747	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1052	10	80	190	2628	10	10	1747	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	30	30	1052	10	80	190	2628	10	10	1747	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1900	1900	1900	5529	1900	1900	3686	5167	20	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.19	0.01	0.04	0.05	0.51	0.51	0.01	0.34	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.02	0.02	0.02	0.26	0.26	0.26	0.09	0.71	0.71	0.01	0.62	0.00
Volume/Cap:	0.48	0.72	0.72	0.72	0.02	0.16	0.54	0.72	0.72	0.72	0.54	0.00
Delay/Veh:	56.8	94.7	94.7	35.2	27.2	28.4	45.0	9.5	9.5	153.3	11.1	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:	56.8	94.7	94.7	35.2	27.2	28.4	45.0	9.5	9.5	153.3	11.1	0.0
LOS by Move:	E	F	F	D	C	C	D	A	A	F	B	A
HCM2kAvgQ:	1	2	2	11	0	2	4	18	18	1	11	0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1! 0	0	1 0	1 0	1	1 0	3 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	430	30	120	50	20	50	90	3320	410	90	1760	130
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:	430	30	120	50	20	50	90	3320	410	90	1760	130
Added Vol:	0	0	0	0	0	0	0	50	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	30	120	50	20	50	90	3370	410	90	1770	130
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:	430	30	120	50	20	50	90	3370	410	90	1770	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	30	120	50	20	50	90	3370	410	90	1770	130
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:	430	30	120	50	20	50	90	3370	410	90	1770	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.50	0.10	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	4601	191	766	1900	1900	1900	1900	5187	1900	1900	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.03	0.01	0.03	0.05	0.65	0.22	0.05	0.26	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.18	0.18	0.03	0.03	0.03	0.12	0.74	0.74	0.05	0.67	0.67
Volume/Cap:	0.52	0.88	0.88	0.88	0.35	0.88	0.38	0.88	0.29	0.88	0.38	0.10
Delay/Veh:	37.7	53.1	53.1	125.6	51.3	125.6	41.3	12.4	4.5	99.8	7.4	5.9
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:	37.7	53.1	53.1	125.6	51.3	125.6	41.3	12.4	4.5	99.8	7.4	5.9
LOS by Move:	D	D	D	F	D	F	D	B	A	F	A	A
HCM2kAvgQ:	6	12	12	3	1	3	3	31	4	5	7	1

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #326 Superior Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 69 Level Of Service: C

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						Ovl						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	1	0	1	0		1	1	1	0	2		2	0	3	0	1		1	0	4	0	1	
Volume Module:																								
Base Vol:	350	190		150		250	400		390			50	1440		290			270	2710			200		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		
Initial Bse:	350	190		150		250	400		390			50	1440		290			270	2710			200		
Added Vol:	0	0		0		4	0		0			0	6		0			0	11			8		
PasserByVol:	0	0		0		0	0		0			0	0		0			0	0			0		
Initial Fut:	350	190		150		254	400		390			50	1446		290			270	2721			208		
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:	350	190		150		254	400		390			50	1446		290			270	2721			208		
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0			0		
Reduced Vol:	350	190		150		254	400		390			50	1446		290			270	2721			208		
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:	350	190		150		254	400		390			50	1446		290			270	2721			208		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900			1900	1900		1900			1900	1900			1900		
Adjustment:	0.95	0.95		0.95		0.95	0.95		0.88			0.97	0.91		1.00			1.00	0.91			1.00		
Lanes:	1.52	0.83		0.65		1.17	1.83		2.00			2.00	3.00		1.00			1.00	4.00			1.00		
Final Sat.:	2747	1491		1177		2103	3312		3344			3686	5187		1900			1900	6916			1900		
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.13		0.13		0.12	0.12		0.12			0.01	0.28		0.15			0.14	0.39			0.11		
Crit Moves:				****		****							****					****						
Green/Cycle:	0.19	0.19		0.19		0.18	0.18		0.20			0.02	0.42		0.42			0.21	0.61			0.61		
Volume/Cap:	0.67	0.67		0.67		0.67	0.67		0.58			0.65	0.67		0.37			0.67	0.65			0.18		
Delay/Veh:	39.3	39.3		39.3		40.0	40.0		37.4			66.1	24.4		20.4			40.5	13.0			8.7		
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:	39.3	39.3		39.3		40.0	40.0		37.4			66.1	24.4		20.4			40.5	13.0			8.7		
LOS by Move:	D		D		D	D		D		D		E		C		C		D		B		A		
HCM2kAvgQ:	8		8		8	8		7		2		14		6			9	15			3		

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #327 Newport/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 68 Level Of Service: B

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						Include						Ignore						Ignore					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		2	0	0	0	1		0	0	2	0	1		0	0	3	0	1	
Volume Module:																								
Base Vol:	0	0		0		770	0		410			0	1310		180			0	2300			1350		
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		770	0		410			0	1310		180			0	2300			1350		
Added Vol:	0	0		0		6	0		0			0	10		0			0	19			14		
PasserByVol:	0	0		0		0	0		0			0	0		0			0	0			0		
Initial Fut:	0	0		0		776	0		410			0	1320		180			0	2319			1364		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00			0.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00			0.00		
PHF Volume:	0	0		0		776	0		410			0	1320		0			0	2319			0		
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0			0		
Reduced Vol:	0	0		0		776	0		410			0	1320		0			0	2319			0		
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00			0.00		
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00			0.00		
FinalVolume:	0	0		0		776	0		410			0	1320		0			0	2319			0		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900			1900	1900		1900			1900	1900			1900		
Adjustment:	1.00	1.00		1.00		0.97	1.00		1.00			1.00	0.95		1.00			1.00	0.91			1.00		
Lanes:	0.00	0.00		0.00		2.00	0.00		1.00			0.00	2.00		1.00			0.00	3.00			1.00		
Final Sat.:	0	0		0		3686	0		1900			0	3610		1900			0	5187			1900		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00		0.21	0.00		0.22			0.00	0.37		0.00			0.00	0.45			0.00		
Crit Moves:									****			****							****					
Green/Cycle:	0.00	0.00		0.00		0.33	0.00		0.33			0.00	0.67		0.00			0.00	0.67			0.00		
Volume/Cap:	0.00	0.00		0.00		0.65	0.00		0.66			0.00	0.54		0.00			0.00	0.66			0.00		
Delay/Veh:	0.0	0.0		0.0		30.0	0.0		31.7			0.0	8.6		0.0			0.0	10.1			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:	0.0	0.0		0.0		30.0	0.0		31.7			0.0	8.6		0.0			0.0	10.1			0.0		
LOS by Move:	A		A		A	C		A		C		A		A		A		A		B		A		
HCM2kAvgQ:	0		0		0	11		0		12		0		11		0		0		16		0		

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #328 Riverside Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 85 Level Of Service: B

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:	Include						Ovl						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		0	1	0	0	1		2	0	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	20		10		10		110		10		400		340		2220		10		10		2920		50	
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		10		10		110		10		400		340		2220		10		10		2920		50	
Added Vol:	0		0		0		0		0		0		0		26		0		0		45		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	20		10		10		110		10		400		340		2246		10		10		2965		50	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	20		10		10		110		10		400		340		2246		10		10		2965		50	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	20		10		10		110		10		400		340		2246		10		10		2965		50	
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		10		10		110		10		400		340		2246		10		10		2965		50	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		0.97		0.91		0.91		1.00		0.91		1.00	
Lanes:	0.50		0.25		0.25		0.92		0.08		1.00		2.00		2.99		0.01		1.00		3.00		1.00	
Final Sat.:	950		475		475		1742		158		1900		3686		5164		23		1900		5187		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.02		0.06		0.06		0.21		0.09		0.43		0.43		0.01		0.57		0.03	
Crit Moves:											****		****								****			
Green/Cycle:	0.15		0.15		0.15		0.15		0.15		0.27		0.12		0.84		0.84		0.01		0.73		0.73	
Volume/Cap:	0.14		0.14		0.14		0.42		0.42		0.78		0.78		0.52		0.52		0.52		0.78		0.04	
Delay/Veh:	37.0		37.0		37.0		39.4		39.4		41.5		51.8		2.4		2.4		72.0		9.6		3.7	
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:	37.0		37.0		37.0		39.4		39.4		41.5		51.8		2.4		2.4		72.0		9.6		3.7	
LOS by Move:	D		D		D		D		D		D		D		A		A		E		A		A	
HCM2kAvgQ:	1		1		1		4		4		13		7		8		8		1		22		0	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #329 Tustin Ave/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 62 Level Of Service: A

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:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	1		0	0	1!	0	0		1	0	2	1	0		0	0	3	0	1	
Volume Module:																								
Base Vol:	0		0		10		50		0		60		160		2070		10		0		2860		110	
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		10		50		0		60		160		2070		10		0		2860		110	
Added Vol:	0		0		0		0		0		0		0		26		0		0		45		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		10		50		0		60		160		2096		10		0		2905		110	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		10		50		0		60		160		2096		10		0		2905		110	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		10		50		0		60		160		2096		10		0		2905		110	
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		10		50		0		60		160		2096		10		0		2905		110	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.91		0.91		1.00		0.91		1.00	
Lanes:	0.00		0.00		1.00		0.45		0.00		0.55		1.00		2.99		0.01		0.00		3.00		1.00	
Final Sat.:	0		0		1900		864		0		1036		1900		5162		25		0		5187		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.06		0.00		0.06		0.08		0.41		0.41		0.00		0.56		0.06	
Crit Moves:							****						****								****			
Green/Cycle:	0.00		0.00		0.08		0.08		0.00		0.08		0.12		0.92		0.92		0.00		0.80		0.80	
Volume/Cap:	0.00		0.00		0.06		0.70		0.00		0.70		0.70		0.44		0.44		0.00		0.70		0.07	
Delay/Veh:	0.0		0.0		42.5		58.1		0.0		58.1		51.7		0.6		0.6		0.0		5.2		2.2	
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		0.0		42.5		58.1		0.0		58.1		51.7		0.6		0.6		0.0		5.2		2.2	
LOS by Move:	A		A		D		E		A		E		D		A		A		A		A		A	
HCM2kAvgQ:	0		0		0		5		0		5		6		4		4		0		16		1	

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #330 Dover Drive/Coast Hwy (SR-1)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 132 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	3	0	1	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	20	20	10		990	20	100		130	2070		20	10	3070		1130
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	20	10		990	20	100		130	2070		20	10	3070		1130
Added Vol:	0	0	0		12	0	0		0	26		0	0	45		17
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	20	20	10		1002	20	100		130	2096		20	10	3115		1147
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	20	20	10		1002	20	100		130	2096		20	10	3115		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	20	20	10		1002	20	100		130	2096		20	10	3115		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		0.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	20	20	10		1002	20	100		130	2096		20	10	3115		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00	1.00		0.97	1.00	1.00		0.97	0.91		0.91	1.00	0.91		1.00
Lanes:	1.00	1.00	1.00		3.00	1.00	1.00		2.00	2.97		0.03	1.00	3.00		1.00
Final Sat.:	1900	1900	1900		5529	1900	1900		3686	5138		49	1900	5187		1900
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.18	0.01	0.05		0.04	0.41		0.41	0.01	0.60		0.00
Crit Moves:		****			****				****					****		
Green/Cycle:	0.01	0.01	0.01		0.22	0.22	0.22		0.04	0.76		0.76	0.01	0.73		0.00
Volume/Cap:	0.83	0.83	0.41		0.83	0.05	0.24		0.83	0.54		0.54	0.54	0.83		0.00
Delay/Veh:	157.4	157	60.1		42.1	30.9	32.5		76.5	5.1		5.1	77.2	11.0		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:	157.4	157	60.1		42.1	30.9	32.5		76.5	5.1		5.1	77.2	11.0		0.0
LOS by Move:	F	F	E		D	C	C		E	A		A	E	B		A
HCM2kAvgQ:	2	2	1		13	0	3		4	10		10	1	26		0

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

NEWPORT BEACH CITY HALL RELOCATION TIA - 10106738
SH ANALYSIS - GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #331 Bayside/Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 114 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1!	0 0	1	0	1	0 1	1	0	3	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	310	30	30		140	20	120		140	2250		630	60	3850		50
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:	310	30	30		140	20	120		140	2250		630	60	3850		50
Added Vol:	0	0	0		0	0	0		0	38		0	0	62		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	310	30	30		140	20	120		140	2288		630	60	3912		50
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:	310	30	30		140	20	120		140	2288		630	60	3912		50
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	310	30	30		140	20	120		140	2288		630	60	3912		50
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:	310	30	30		140	20	120		140	2288		630	60	3912		50
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.97	1.00	1.00		1.00	1.00	1.00		1.00	0.91		1.00	1.00	0.91		1.00
Lanes:	2.64	0.18	0.18		1.00	1.00	1.00		1.00	3.00		1.00	1.00	4.00		1.00
Final Sat.:	4865	342	342		1900	1900	1900		1900	5187		1900	1900	6916		1900
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.09		0.07	0.01	0.06		0.07	0.44		0.33	0.03	0.57		0.03
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.11	0.11		0.09	0.09	0.09		0.09	0.75		0.75	0.05	0.71		0.71
Volume/Cap:	0.58	0.80	0.80		0.80	0.11	0.69		0.80	0.59		0.44	0.59	0.80		0.04
Delay/Veh:	43.7	53.1	53.1		67.0	42.0	54.8		67.0	6.1		5.1	55.3	10.9		4.4
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	43.7	53.1	53.1		67.0	42.0	54.8		67.0	6.1		5.1	55.3	10.9		4.4
LOS by Move:	D	D	D		E	D	D		E	A		A	E	B		A
HCM2kAvgQ:	4	7	7		6	1	5		6	12		7	3	24		0

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

APPENDIX I
Trip Generation Survey Data

City Hall Trip Generation Survey Wednesday April 30, 2009

Time	In	Out	Total	Total Parking Demand	In	Out	Hour Totals
Before 7am				92			
7:00-7:15	16	1	17	107			
7:15-7:30	41	1	42	147			
7:30-7:45	34	1	35	180			
7:45-8:00	26	7	33	199	117	10	127
8:00-8:15	18	10	28	207	119	19	**138**
8:15-8:30	14	6	20	215	92	24	116
8:30-8:45	12	10	22	217	70	33	103
8:45-9:00	8	10	18	215	52	36	88
9:00-9:15	16	5	21	226	50	31	81
9:15-9:30	11	11	22	226	47	36	83
9:30-9:45	9	7	16	228	44	33	77
9:45-10:00	20	9	29	239	56	32	88
10:00-10:15	12	18	30	233	52	45	97
10:15-10:30	12	9	21	236	53	43	96
10:30-10:45	13	12	25	237	57	48	105
10:45-11:00	11	14	25	234	48	53	101
11:00-11:15	13	13	26	234	49	48	97
11:15-11:30	7	13	20	228	44	52	96
11:30-11:45	19	21	40	226	50	61	111
11:45-12:00	9	20	29	215	48	67	**115**
12:00-12:15	6	15	21	206	41	69	110
12:15-12:30	10	7	17	209	44	63	107
12:30-12:45	17	15	32	211	42	57	99
12:45-1:00	15	8	23	218	48	45	93
1:00-1:15	17	15	32	220	59	45	104
1:15-1:30	15	12	27	223	64	50	114
1:30-1:45	9	7	16	225	56	42	98
1:45-2:00	11	13	24	223	52	47	99
2:00-2:15	17	11	28	229	52	43	95
2:15-2:30	14	9	23	234	51	40	91
2:30-2:45	7	8	15	233	49	41	90
2:45-3:00	11	12	23	232	49	40	89
3:00-3:15	5	10	15	227	37	39	76
3:15-3:30	17	12	29	232	40	42	82
3:30-3:45	18	7	25	**243**	51	41	92
3:45-4:00	8	16	24	235	48	45	93
4:00-4:15	17	14	31	238	60	49	109
4:15-4:30	11	8	19	241	54	45	99
4:30-4:45	6	18	24	229	42	56	98
4:45-5:00	6	21	27	214	40	61	101
5:00-5:15	1	40	41	175	24	87	111
5:15-5:30	6	22	28	159	19	101	120
5:30-5:45	4	33	37	130	17	116	**133**
5:45-6:00	3	17	20	116	14	112	126
Total	572	548	1120				

Results of Laguna Beach Dog Park Survey Thursday May 14, 2009

	In	Out	Total	
8:00-8:15	7	4	11	
8:15-8:30	8	2	10	
8:30-8:45	4	4	8	
8:45-9:00	4	4	8	
SubT 8-9am	**23**	**14**	**37**	a.m. peak hour of adjacent street
9:00-9:15	8	4	12	
9:15-9:30	6	9	15	
9:30-9:45	4	6	10	
9:45-10:00	6	9	15	
SubT 9-10am	*24*	*28*	*52*	
10:00-11:00	21	16	37	
11:00-12:00	23	26	49	
12:00-1:00	11	21	32	
1:00-2:00	17	11	28	
2:00-3:00	17	15	32	
3:00-4:00	18	20	38	
4:00-4:15	2	1	3	
4:15-4:30	2	6	8	
4:30-4:45	7	2	9	
4:45-5:00	2	2	4	
SubT 4-5pm	*13*	*11*	*24*	
5:00-5:15	5	7	12	
5:15-5:30	6	5	11	
5:30-5:45	5	1	6	
5:45-6:00	4	4	8	
SubT 5-6pm	**20**	**17**	**37**	p.m. peak hour of adjacent street
		Total	366	

Estimated dawn-8am Trips	40
Estimated 6pm-dusk Trips	74
Estimated Total ADT	**480**

Peak Observed Parking Demand: 23
Parking Demand at 6:00 p.m. : 18