HYATT NEWPORT
TRAFFIC IMPACT ANALYSIS

Prepared for:
City of Newport Beach

Prepared by:

IBI GROUP

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EXECUTIVE SUMMARY

Project Description

The Sunstone Hotel Investors, Inc. (Sunstone) proposes to expand the existing Hyatt Newport Beach hotel (Hyatt Newport) located on a 25.7 acre site at 1107 Jamboree Road in the City of Newport Beach. The project would encompass the addition of 88 new timeshare units; an expanded ballroom with 11,032 square feet of facility space; a 10,072-square-foot spa and new pool; and a two-level parking garage. As proposed, project implementation would require demolition of 12 existing villas (rooms), the existing terrace ballroom (3,190 sqft), and removal of a nine-hole golf course.

Analysis Methodology

The traffic impact analysis is performed in accordance with the City of Newport Beach standards. Traffic operations are analyzed using the Intersection Capacity Utilization (ICU) methodology. TRAFFIX software is used to perform ICU analysis.

Traffic Impacts and Recommended Mitigation Measures

Existing, Future Without Project and Future With Project conditions are analyzed at ten study intersections. Effects of cumulative projects identified by the City of Newport Beach are considered for both Future Without and With Project conditions. Table ES.1 summarizes the traffic conditions at each project study intersection for the AM peak hour. Table ES.2 summarizes the traffic conditions at each project study intersection for the PM peak hour.

Table ES.1: Weekday AM Peak Hour Intersection LOS Summary

No.	Intersection	Existing		Without Project		With Project		Increase in V/C	Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.736	C	0.811	D	0.813	D	0.002	No
2	Coast Highway and Bayside Drive	0.775	C	0.865	D	0.867	D	0.002	No
3	Coast Highway and Jamboree Road	0.740	C	0.895	D	0.900	D	0.005	No
4	Coast Highway and Newport Center Drive	0.371	A	0.514	A	0.515	A	0.001	No
5	Coast Highway and Avocado Avenue	0.459	A	0.573	A	0.574	A	0.001	No
6	Coast Highway and MacArthur Boulevard	0.570	A	0.736	C	0.737	C	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.763	C	0.885	D	0.887	D	0.002	No
8	Jamboree Road and Santa Barbara Road	0.564	A	0.663	B	0.665	B	0.002	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.374	A	0.461	A	0.461	A	0.000	No
10	Jamboree Road and Back Bay Drive	0.389	A	0.481	A	0.485	A	0.004	No

Table ES.2: Weekday PM Peak Hour Intersection LOS Summary

No.	Intersection	Existing		Without Project		With Project		Increase in V/C	Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.779	C	0.914	E	0.916	E	0.002	No
2	Coast Highway and Bayside Drive	0.650	B	0.781	C	0.782	C	0.001	No
3	Coast Highway and Jamboree Road	0.771	C	1.026	F	1.032	F	0.006	No
4	Coast Highway and Newport Center Drive	0.506	A	0.618	B	0.619	B	0.001	No
5	Coast Highway and Avocado Avenue	0.544	A	0.651	B	0.652	B	0.001	No
6	Coast Highway and MacArthur Boulevard	0.756	C	0.945	E	0.946	E	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.828	D	0.958	E	0.961	E	0.003	No
8	Jamboree Road and Santa Barbara Road	0.659	B	0.742	C	0.745	C	0.003	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.477	A	0.559	A	0.573	A	0.014	No
10	Jamboree Road and Back Bay Drive	0.485	A	0.601	B	0.611	B	0.010	No

All study intersections operate at a satisfactory level of service in the existing condition. As would be expected, LOS levels at each intersection in the Without Project and With Project conditions are slightly worse than the existing conditions due to regional traffic growth and trips added by this project and other future projects. Study intersections 1, 3, 6 and 7 operate below the acceptable level of service in the Future Without Project and Future With Project conditions. However, the increase in V/C at these intersections resulting from project traffic does not exceed the impact threshold established by the City of Newport Beach. No significant impacts are identified to traffic circulation as a result of proposed expansion of the Hyatt Newport hotel, and no mitigation measures are required at the study intersections.

No significant traffic impacts are identified related to parking availability and project site access. The Hyatt Newport hotel is anticipated to provide sufficient parking facilities to meet parking demand generated by the hotel and timeshare facilities. No significant impacts related to parking availability are identified.

1.0 INTRODUCTION

This report documents the results of a traffic impact analysis performed for the City of Newport Beach, analyzing the traffic impacts resulting from the proposed expansion of the Hyatt Newport Hotel. The traffic impact analysis has been completed in accordance with the City of Newport Beach traffic study guidelines. Traffic level of service calculation sheets for the Existing, Future Without Project, and Future With Project conditions are provided in the Appendix of this report.

1.1 REPORT SECTIONS

This report consists of six sections.

- Introduction
- Analysis Methodology
- Existing Conditions
- Future Conditions Without Project
- Future Conditions With Project
- Recommended Mitigation Measures

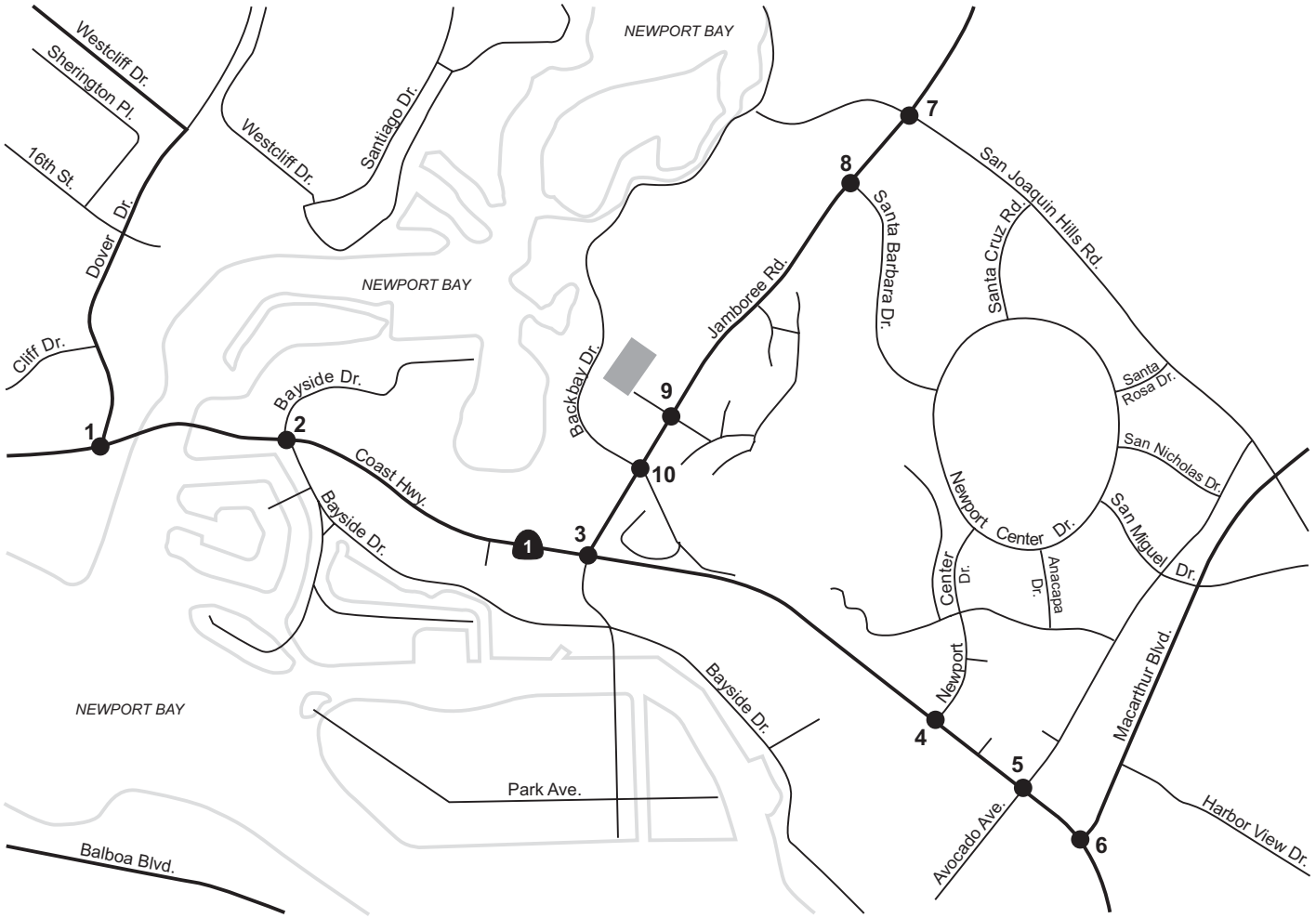
1.2 PROJECT DESCRIPTION

The Sunstone Hotel Investors, Inc. (Sunstone) proposes to expand the existing Hyatt Newport Beach hotel (Hyatt Newport) located on a 25.7 acre site at 1107 Jamboree Road in the City of Newport Beach. The project would encompass the addition of 88 new timeshare units; an expanded ballroom adding 11,032 square feet of facility space; a 10,072-square-foot spa and new pool; and a two-level parking garage. As proposed, project implementation would require demolition of 12 existing villas (rooms), the terrace ballroom (3,190 sqft), and removal of the nine-hole golf course.

Figure 1-1 is a vicinity map showing the location of the Hyatt Regency Newport Hotel. Figure 1-2 shows the proposed project site plan.

The Opening Year for the proposed Hyatt Regency hotel expansion is assumed to be 2011. This study analyzes future without and with project conditions one year after the project opening year – 2012, consistent with City of Newport Beach traffic study guidelines. The following operating scenarios are evaluated in the traffic impact analysis:

- Existing Condition
- Future (2012) Conditions Without Project
- Future (2012) Conditions With Project



LEGEND

Project Site

Study Intersection

N

NOT TO SCALE

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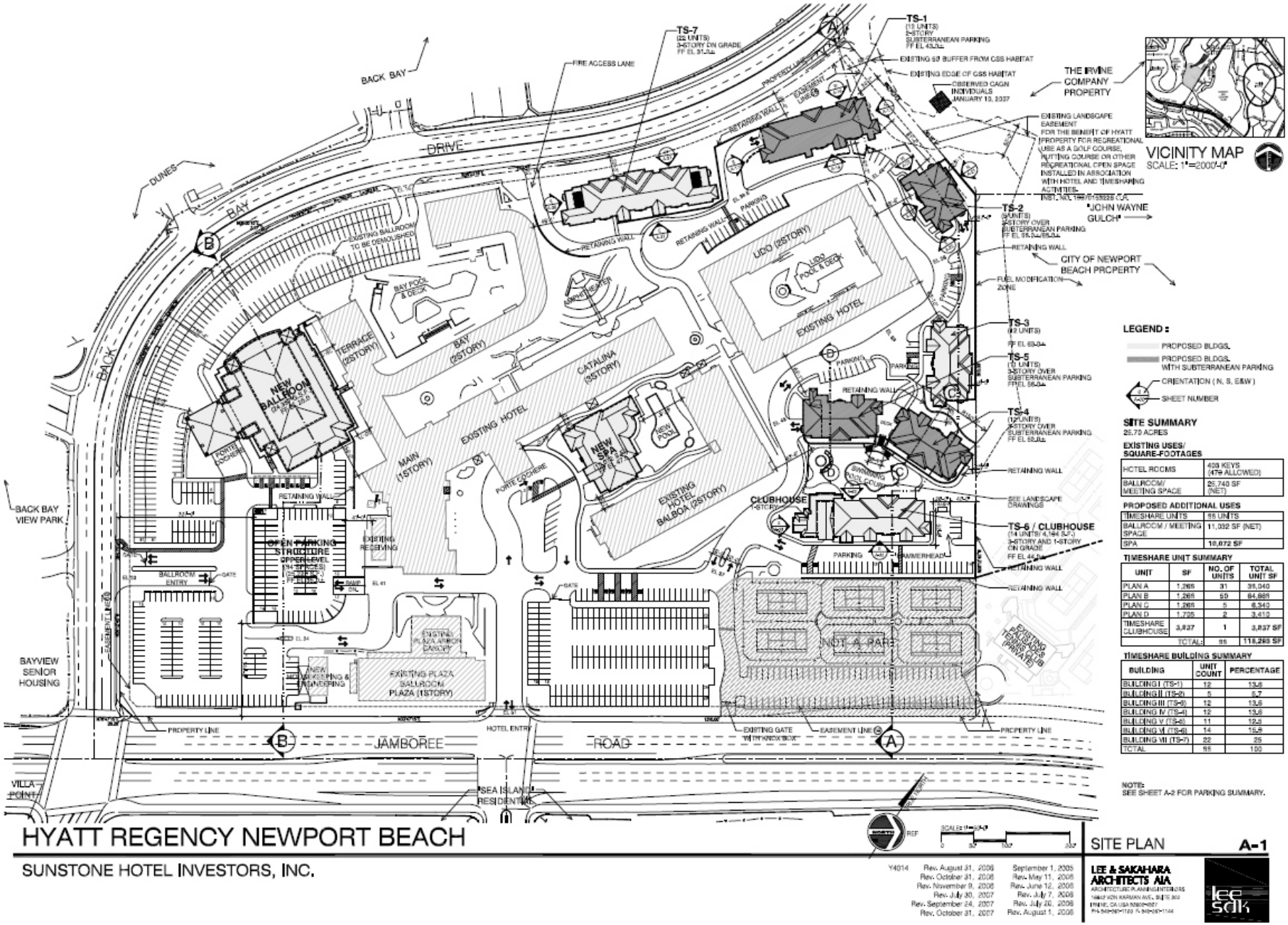
Project Location/Study Area

Figure 1-1



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Project Site Plan

Figure 1-2

2.0 ANALYSIS METHODOLOGY

The traffic impact analysis is performed in accordance with the City of Newport Beach standards. The analysis examines weekday AM peak hour and PM peak hour traffic conditions in the vicinity of the proposed project.

Traffic operations at signalized intersections are analyzed using the Intersection Capacity Utilization (ICU) methodology. Capacity analysis is a set of procedures for estimating the traffic-carrying ability of facilities based on operational conditions. The City of Newport Beach has established 1,600 vehicles per lane per hour as the capacity standard for analysis. The efficiency of traffic operations is commonly measured by traffic engineers and planners with a grading system called Level of Service (LOS). Evaluation of roadways and intersections involves the assignment of grades from A to F, with "A" representing the highest level of operating conditions and "F" representing extremely congested and restricted operations.

The level of service analysis for signalized intersections is performed using a traffic impact analysis software program called TRAFFIX. TRAFFIX is a network-based interactive computer program that enables calculation of levels of service at signalized and unsignalized intersections for multiple locations and scenarios.

2.1 SIGNALIZED INTERSECTIONS

Traffic conditions at signalized intersections are evaluated using the Intersection Capacity Utilization (ICU) analysis methodology for signalized intersections, which evaluates capacity in terms of the volume-to-capacity (v/c) ratio. The LOS level is determined by measuring the ratio of volume-to-capacity (V/C) for each roadway and intersection. Each letter grade corresponds to a range of V/C values, which are described in detail in Table 2.1.

Table 2.1: Level of Service for Signalized Intersections

Level of Service	Description of Traffic Conditions	V/C Ratio
A	At level of service A there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00 – 0.60
B	Level of service B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61 – 0.70
C	In level of service C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.	0.71 – 0.80
D	Level of service D encompasses a zone of increasing restriction, approaching instability. Delay to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.	0.81 – 0.90
E	Level of service E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.91 – 1.00
F	Level of service F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.	>1.00
Source: City of Newport Beach Traffic Phasing Ordinance, Chapter 15.40		

2.2 TRAFFIC IMPACT LEVEL OF SIGNIFICANCE

The City of Newport Beach standard for the minimum acceptable intersection level of service (LOS) is LOS D. Mitigation is required for any intersection where the project trips causes the intersection level of service to deteriorate from LOS D to LOS E. For an intersection operating at LOS E or worse in the without project condition an increase in V/C of 0.010 or greater due to project traffic is also considered a significant impact.

The Orange County Congestion Management Program (CMP) guidelines specify LOS E as the minimum acceptable intersection level of service for CMP intersections. A significant impact is caused by a 1% increase in V/C (0.010) if the CMP intersection already operates at LOS F.

2.3 TRAFFIC PHASING ORDINANCE

The City of Newport Beach typically requires new projects to complete a traffic impact analysis that is consistent with the City's adopted Traffic Phasing Ordinance (TPO). However, the proposed expansion of the Hyatt Newport hotel was previously analyzed under the TPO as part of the Circulation Improvement and Open Space Agreement (CIOSA) project. The CIOSA project and the associated traffic study were approved by the City of Newport Beach in 1992. As such, the City of Newport Beach does not require that a new TPO analysis be completed for this proposed project. The traffic impact analysis summarized in this report is conducted to satisfy the requirements of the California Environmental Quality Act (CEQA) and is completed consistent with the traffic study guidelines established by the City of Newport Beach.

3.0 EXISTING CONDITIONS

This section provides information on the street network that serves the project site. Existing traffic counts and levels of service at the project study intersections are presented in this section.

3.1 EXISTING ROADWAY NETWORK

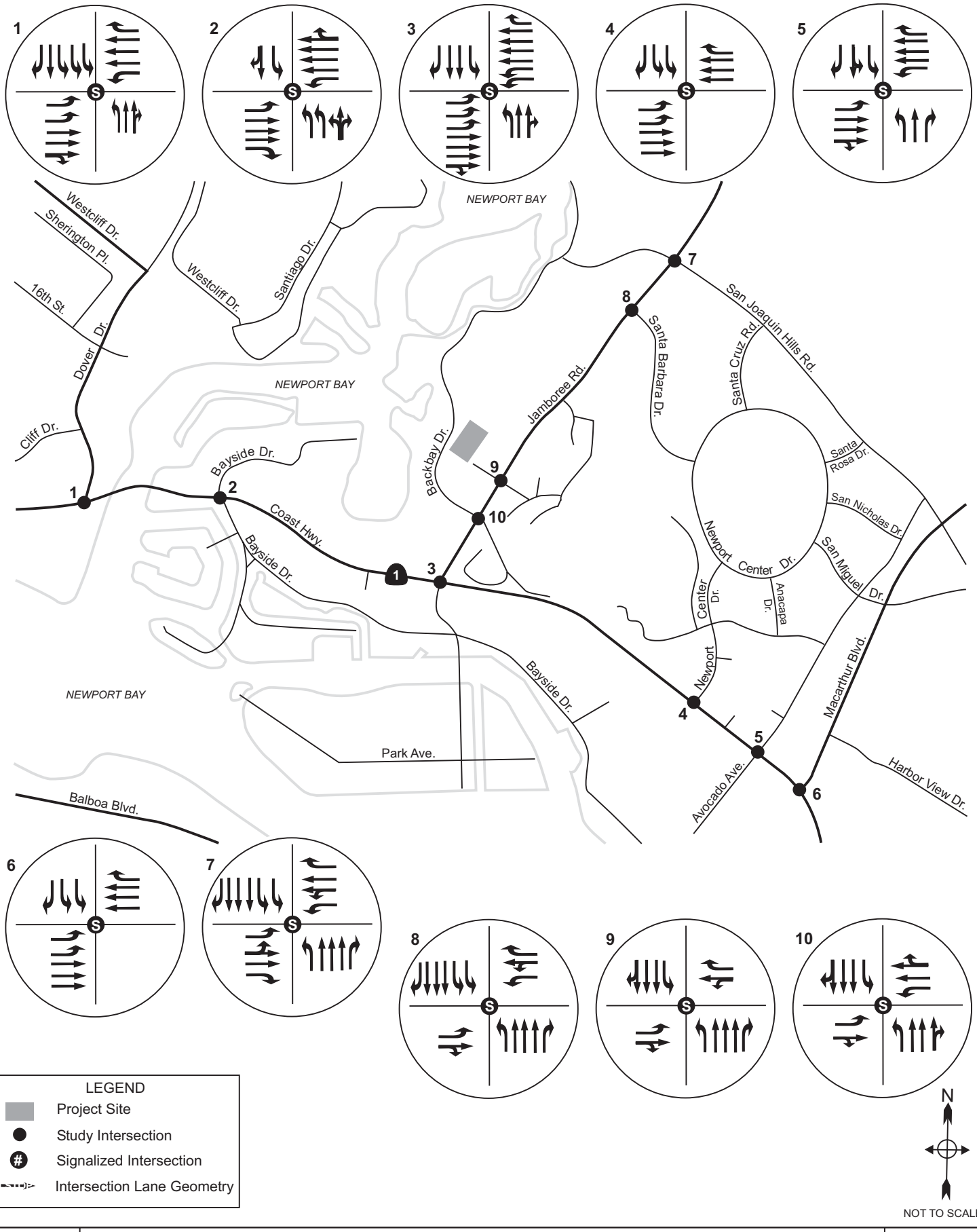
The existing study area roadway network is described in this section and shown in Figure 3-1.

- **Jamboree Road** is a north-south divided major arterial roadway with three lanes in each direction.
- **Coast Highway** runs east-west with a raised median and three lanes in each direction between MacArthur Boulevard and Jamboree Road. Between Jamboree Road and Dover Drive, Coast Highway is an eight lane roadway.
- **Dover Drive** is a north-south four lane divided primary arterial roadway.
- **Bayside Drive** is a four lane undivided secondary arterial roadway.
- **Newport Center Drive** is a divided, six lane major arterial roadway.
- **Avocado Avenue** is a four lane undivided secondary arterial roadway.
- **MacArthur Boulevard** is a north-south divided major arterial roadway with three lanes in each direction.
- **Back Bay Drive** is a collector roadway providing one lane in each direction adjacent to the project site.
- **Santa Barbara Road** is a four lane undivided secondary road connecting Jamboree Road and Fashion Island.
- **San Joaquin Hills Road** is a major arterial roadway with a raised median, providing three lanes in each direction.

3.2 PROJECT STUDY INTERSECTIONS

Ten intersections are selected for evaluation and are described in this section. The ten study intersections were identified in consultation with the City of Newport Beach. All study intersections are signalized. Figure 3-1 shows the study intersections with existing lane geometries. The ten study intersections are identified below:

1. Coast Highway and Dover Drive
2. Coast Highway and Bayside Drive
3. Coast Highway and Jamboree Road
4. Coast Highway and Newport Center Drive
5. Coast Highway and Avocado Avenue
6. Coast Highway and MacArthur Boulevard (CMP Intersection)
7. Jamboree Road and San Joaquin Hills Road
8. Jamboree Road and Santa Barbara Road
9. Jamboree Road and Hyatt Newport Entrance/Island Lagoon
10. Jamboree Road and Back Bay Drive



IBI GROUP	Newport Beach Traffic Impact Study	Figure 3-1
	Existing Study Intersection Geometry	

3.3 EXISTING TRAFFIC CONDITIONS

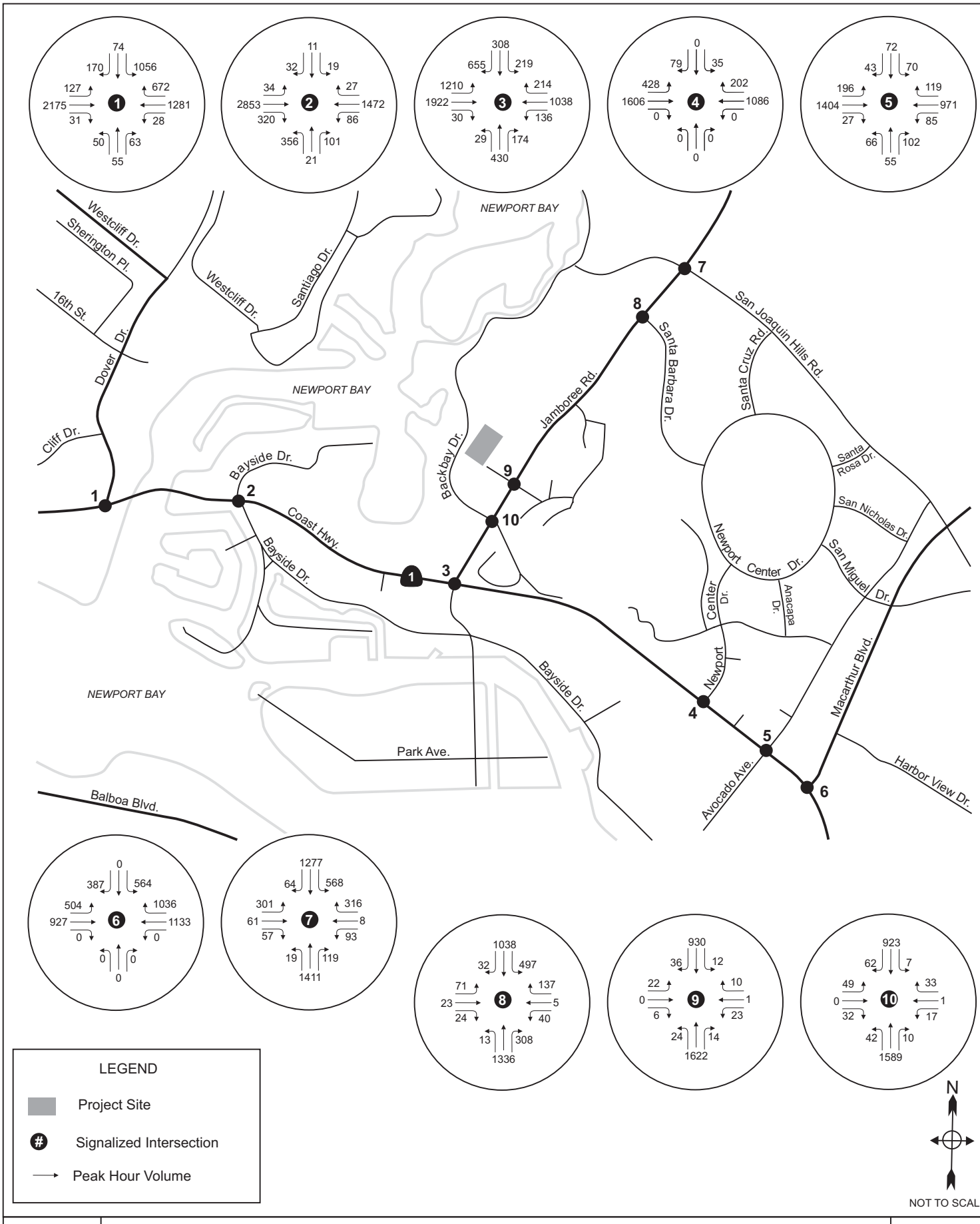
Intersection turning movement counts for eight of the ten study intersections were provided by the City of Newport Beach. City-provided traffic counts were conducted in 2004 and 2005. In order to estimate Year 2006 traffic conditions at these intersections, a 1% per year traffic growth rate was applied to designated roadways, consistent with City of Newport Beach standards. Roadways with an approved 1% per year growth rate are identified in the Appendix of this report. The eight intersections with City-provided traffic counts are as follows:

- Coast Highway and Dover Drive
- Coast Highway and Bayside Drive
- Coast Highway and Jamboree Road
- Coast Highway and Newport Center Drive
- Coast Highway and Avocado Avenue
- Coast Highway and MacArthur Boulevard
- Jamboree Road and San Joaquin Hills Road
- Jamboree Road and Santa Barbara Road

Intersection turning movement counts were performed at the remaining two project study intersections in April 2006. Counts were conducted from 7:00 AM to 9:00 AM to capture the AM peak hour and from 4:00 PM to 6:00 PM for the PM peak hour. These intersections are:

- Jamboree Road and Hyatt Newport Entrance/Island Lagoon
- Jamboree Road and Back Bay Drive

Because these traffic counts were completed in 2006, the application of an annual growth factor is not necessary. Vehicle counts by turning movement at all ten project intersections for AM and PM peak hour are shown in Figures 3-2 and 3-3.



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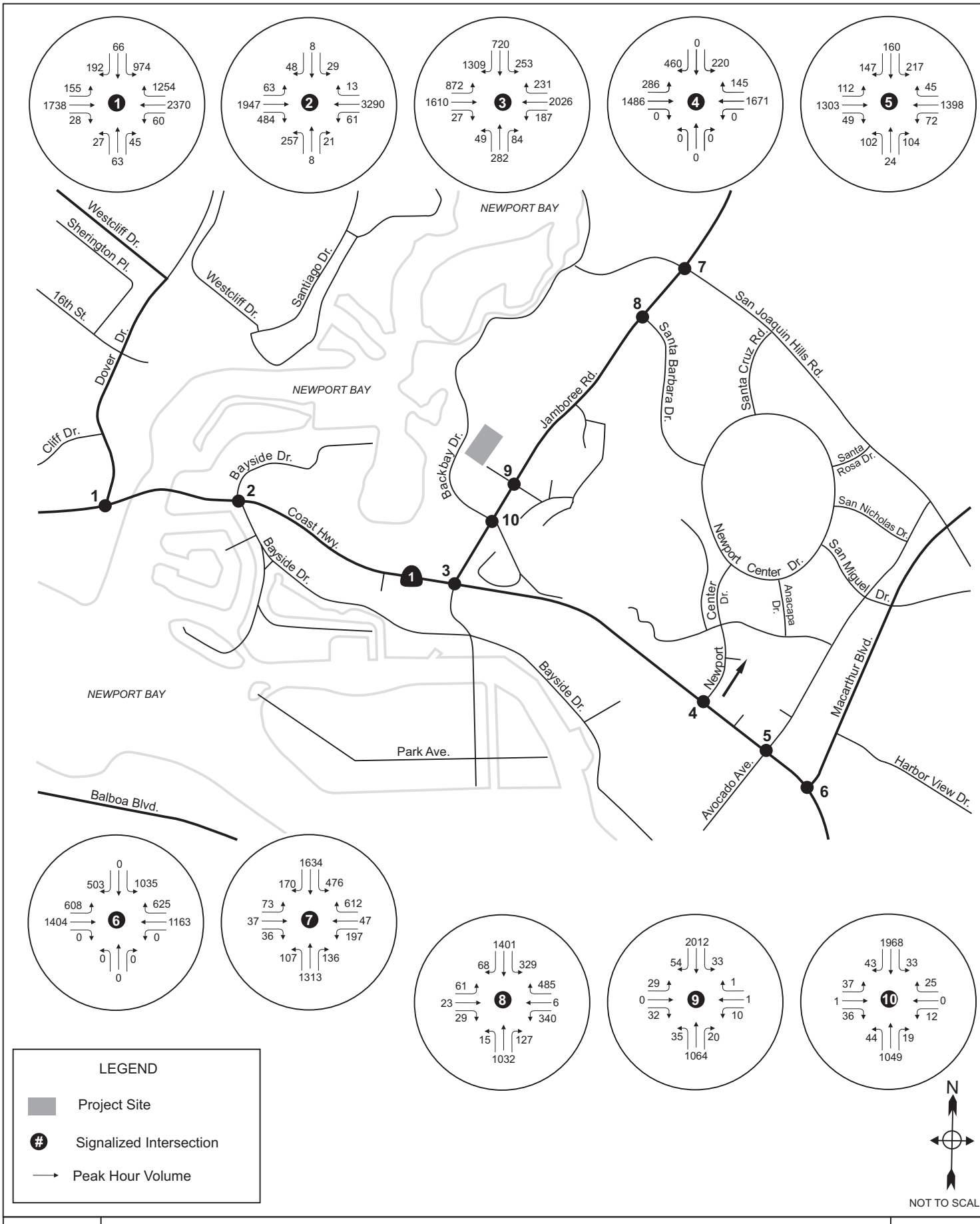
Existing (Year 2006) Study Intersection Volumes - AM Peak

Figure 3-2



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Newport Beach Traffic Impact Study

Existing (Year 2006) Study Intersection Volumes - PM Peak

Figure 3-3

3.4 EXISTING LEVEL OF SERVICE

Intersection level of service for the existing condition is analyzed for each of the ten project study intersections. The analysis includes a review of the weekday AM and PM peak hours. Table 3.1 summarizes the results of the AM and PM peak hour existing conditions analysis. All study intersections operate at a satisfactory level of service in the existing condition.

Table 3.1: Existing AM and PM Peak Hour LOS Summary

No.	Intersection	AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Coast Highway and Dover Drive	0.736	C	0.779	C
2	Coast Highway and Bayside Drive	0.775	C	0.650	B
3	Coast Highway and Jamboree Road	0.740	C	0.771	C
4	Coast Highway and Newport Center Drive	0.371	A	0.506	A
5	Coast Highway and Avocado Avenue	0.459	A	0.544	A
6	Coast Highway and MacArthur Boulevard	0.570	A	0.756	C
7	Jamboree Road and San Joaquin Hills Road	0.763	C	0.828	D
8	Jamboree Road and Santa Barbara Road	0.564	A	0.659	B
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.374	A	0.477	A
10	Jamboree Road and Back Bay Drive	0.389	A	0.485	A

3.5 ROADWAY LINK TRAFFIC VOLUMES - EXISTING CONDITION

Average daily traffic (ADT) data was also collected for arterial roadway links in the project study area. ADT data was obtained from Orange County Transportation Authority (OCTA) traffic volume maps for 2005. A growth rate of 1% per year was applied to the appropriate roadway segments, consistent City of Newport Beach guidelines, to obtain Year 2006 ADT volumes. New ADT counts are obtained at two locations where OCTA traffic volume data was not available. Roadway link 24-hour tube counts were conducted on Santa Barbara Drive east of Jamboree Road and on Back Bay Drive east of Jamboree Road in December 2006.

The City of Newport Beach does not require an analysis of ADT and roadway link level of service for traffic impact studies. The ADT data collected and presented in this report is used in the analysis of noise and air quality as part of the preparation of the environmental impact report (EIR) for the project. Table 3.2 summarizes the average daily traffic volumes traffic volumes under existing conditions.

Table 3.2: Existing Average Daily Traffic

No.	Roadway Segment	Existing ADT (Veh./Day)
1	Jamboree Road north of San Joaquin Hills Road	38,502
2	Jamboree Road north of Santa Barbara Drive	34,000
3	Jamboree Road north of the Project Entrance	34,000
4	Jamboree Road south of the Project Entrance	34,000
5	Jamboree Road south of Back Bay Drive	34,000
6	Coast Highway west of Dover Drive	51,515
7	Coast Highway west of Bayside Drive	56,667
8	Coast Highway west of Jamboree Road	46,364
9	Coast Highway east of Jamboree Road	37,091
10	Coast Highway east of Newport Center Drive	37,091
11	Coast highway east of Avocado Avenue	37,091
12	Coast Highway east of Macarthur Blvd	37,091
13	San Joaquin Hills Road east of Jamboree Road	18,000
14	Santa Barbara Drive east of Jamboree Road	14,524
15	Newport Center Drive north of Coast Highway	10,000
16	Macarthur Blvd north of Coast Highway	35,030
17	Dover Drive north of Coast Highway	32,000
18	Back Bay Drive east of Jamboree Road	997

4.0 FUTURE WITHOUT PROJECT CONDITION (YEAR 2012)

The Opening Year for the proposed Hyatt Regency hotel expansion is assumed to be 2011. This section analyzes future without project conditions one year after the project opening year – 2012. Traffic volumes used in the analysis of the future without project condition are developed by applying an annual growth rate to existing traffic volumes to account for ambient traffic volume increases and by adding in trips generated by approved projects and reasonability foreseeable projects planned within the project study area.

The lane geometries for each of the 10 study intersections in Year 2012 are anticipated to be the same as the existing conditions. Forecast traffic conditions for the future without the proposed project in the Year 2012 are presented in this section.

4.1 PROJECT COMPLIANCE WITH 1992 CIOSA TRAFFIC STUDY

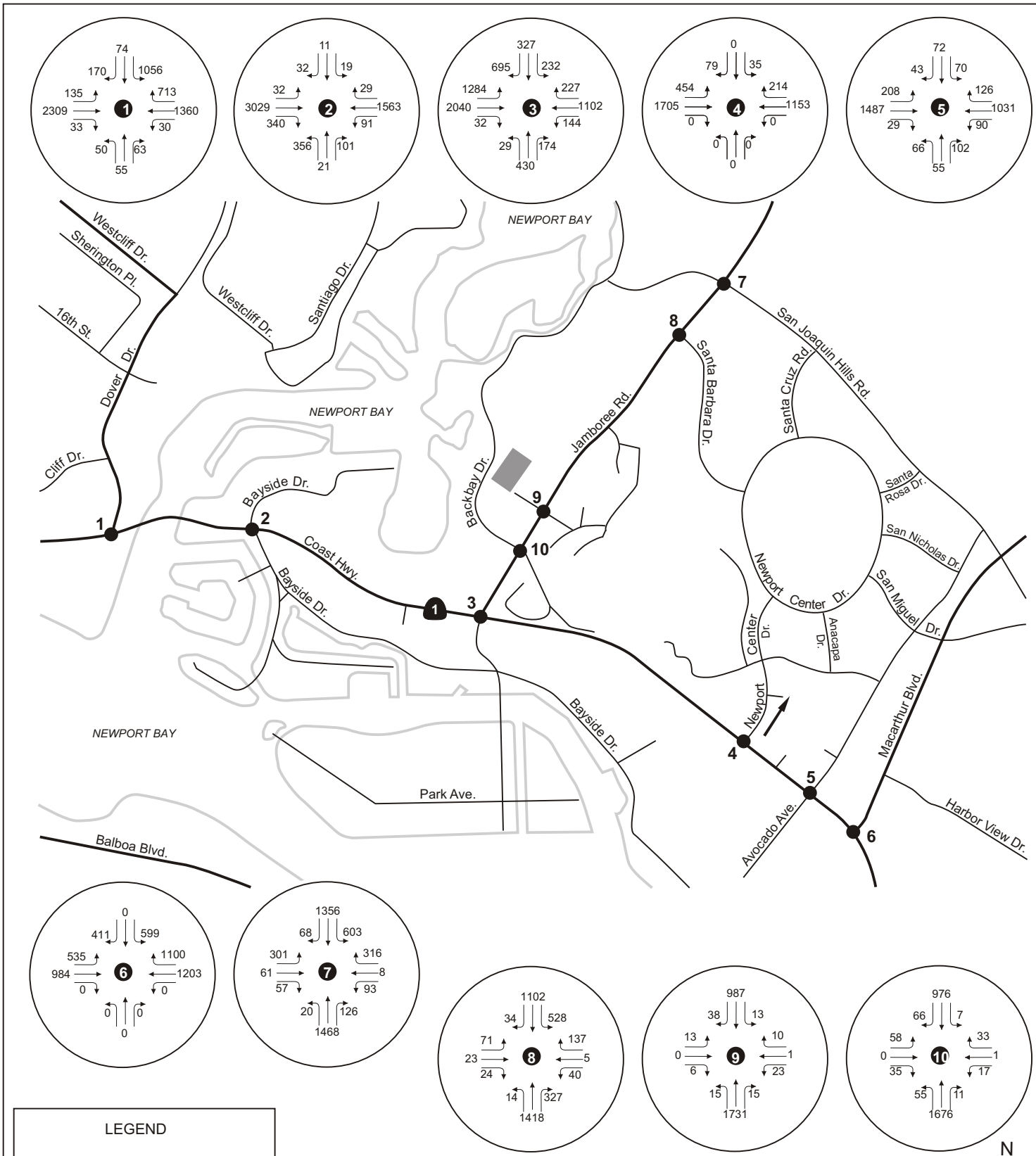
In 1992, the City of Newport Beach approved the Circulation Improvement and Open Space Agreement (CIOSA), which included several proposed land use projects located throughout the City. The CIOSA project included the expansion of the Hyatt Newport hotel to 479 total rooms, an increase of 68 rooms from the baseline 1992 condition. A traffic study for the CIOSA development, including a Traffic Phasing Ordinance (TPO) analysis, was completed and approved by the City of Newport Beach. As such, a new TPO analysis is not required as part of this updated traffic study. This current traffic study is being completed as part of an analysis under the California Environmental Quality Act (CEQA) to determine in the environmental baseline conditions have changed since the original 1992 traffic analysis.

As part of the future conditions analysis, the City of Newport Beach provides vehicle trips generated by projects that have been approved by the City, but have not yet been completed. These approved project vehicle trips are not reflected in existing traffic counts. To include the approved project trips in the analysis, the trips must be added to the baseline traffic volumes. The approved project list includes vehicle trips generated by projects identified as part of CIOSA, which includes the 68-room expansion of the Hyatt Newport.

The trips generated by the 1992 approval of the Hyatt Newport hotel under CIOSA are removed from the analysis of future traffic conditions in order to avoid double counting the trips generated by this project. An accounting of previously approved Hyatt Newport expansion vehicle trips removed from the future baseline traffic conditions is provided in Section 4.3 of the traffic study.

4.2 AMBIENT TRAFFIC GROWTH

In accordance with the City of Newport Beach standards, ambient traffic volumes for Year 2012 are estimated by applying an annual growth rate of 1% to existing traffic volumes on specific roadways identified by the City of Newport Beach. Baseline Year 2012 traffic volumes are shown in Figure 4-1 and 4-2.



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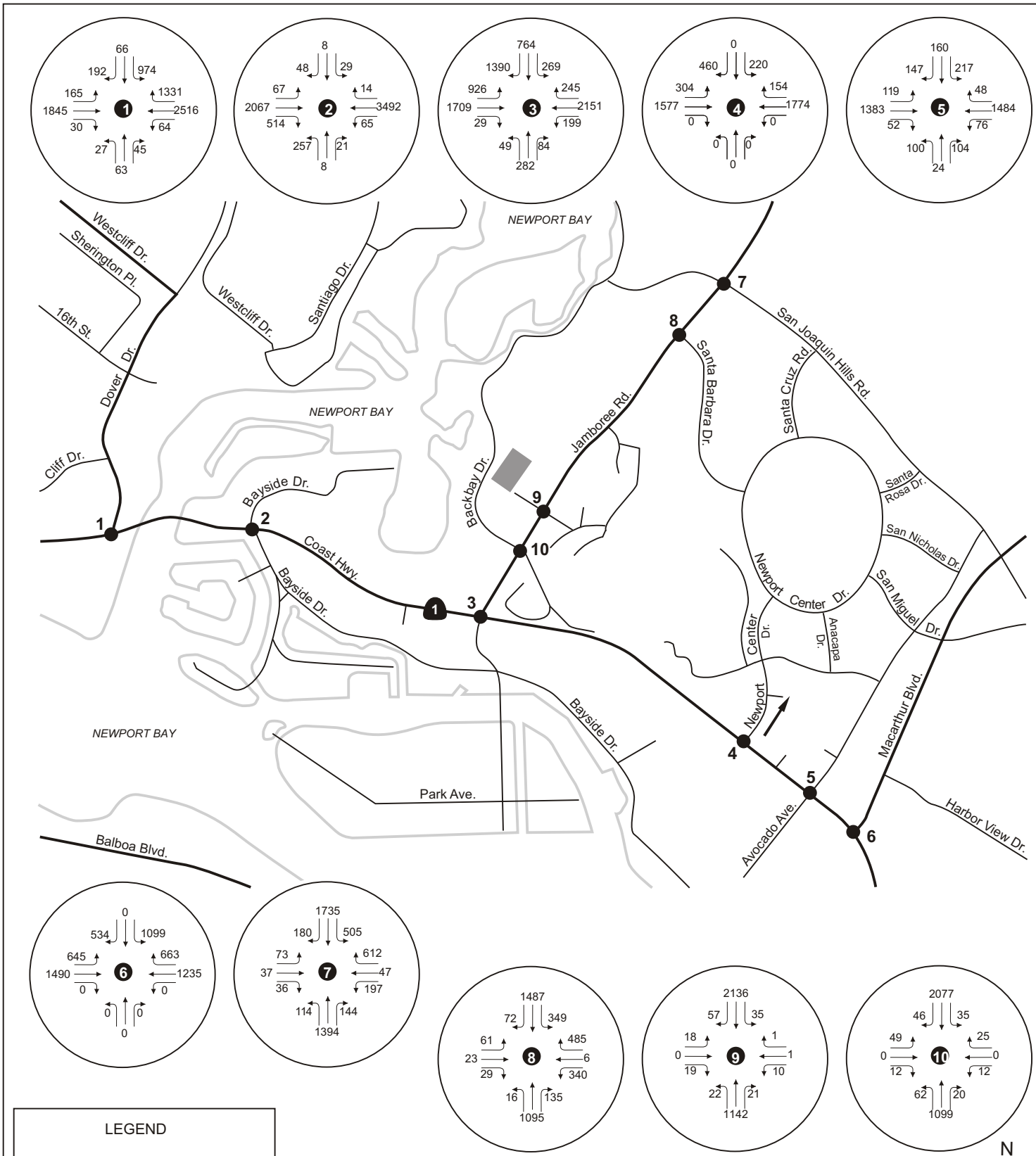
Ambient Turning Movement Volumes (Year 2012) - AM Peak

Figure 4-1



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Newport Beach Traffic Impact Study

Ambient Turning Movement Volumes (Year 2012) - PM Peak

Figure 4-2

4.3 APPROVED AND CUMULATIVE PROJECTS

The City of Newport Beach compiled a list of approved and reasonably foreseeable projects that are located within the project study area. Approved projects are included in the City of Newport Beach Traffic Phasing Ordinance (TPO). Reasonably foreseeable, or cumulative, projects are also incorporated into the future conditions analysis. The City of Newport Beach provided trip generation rates and trip distribution patterns for each of the approved and cumulative projects. Table 4.1 and Table 4.2 identify the approved and cumulative projects. Additional detail for the trip generation and trip distribution assumptions used for the approved and cumulative projects is provided in the Appendix of this report.

Table 4.1: Approved Projects

City Project No.	Project Name
148	Fashion Island Expansion
154	Temple Bat Yahm Expansion
157	Ford Redevelopment
168	Hoag Hospital Phase II
555	CIOSA-Irvine Project*
910	Newport Dunes
936	1401 Dove Street
938	Olsen Townhome Project
939	Bayview Landing Senior
941	494/496 Old Newport Bl.
942	401 Old Newport Blvd.
943	Newport Technology Center
944	1901 Westcliff Surgical
945	Hoag Hospital Phase III
946	Newport Lexus
947	Birch Medical Office
948	Saafar Fine Indian Cuisine
949	St. Mark Presbyterian
950	St. Andrews Presbyterian
951	Corporate Plaza West
952	Mariner's Mile Gateway

* Trips associated with the 68-room expansion of the Hyatt Newport hotel are removed from the future baseline condition.

Table 4.2: Cumulative Projects

No.	Cumulative Project	Land Use
1	South Coast Shipyard	Residential/Retail/Office
2	Mormon Temple	Church
3	Our Lady Queen of Angels	Church/Classrooms
4	Mariners Church	Church/Health Club
5	Exodus Community Center	Church/School/Health Club/Child Care Center
6	Newport Coast Development	Multiple Land Use
7	Bonita Canyon	Residential
8	Newport Ridge Development	Multiple Land Use

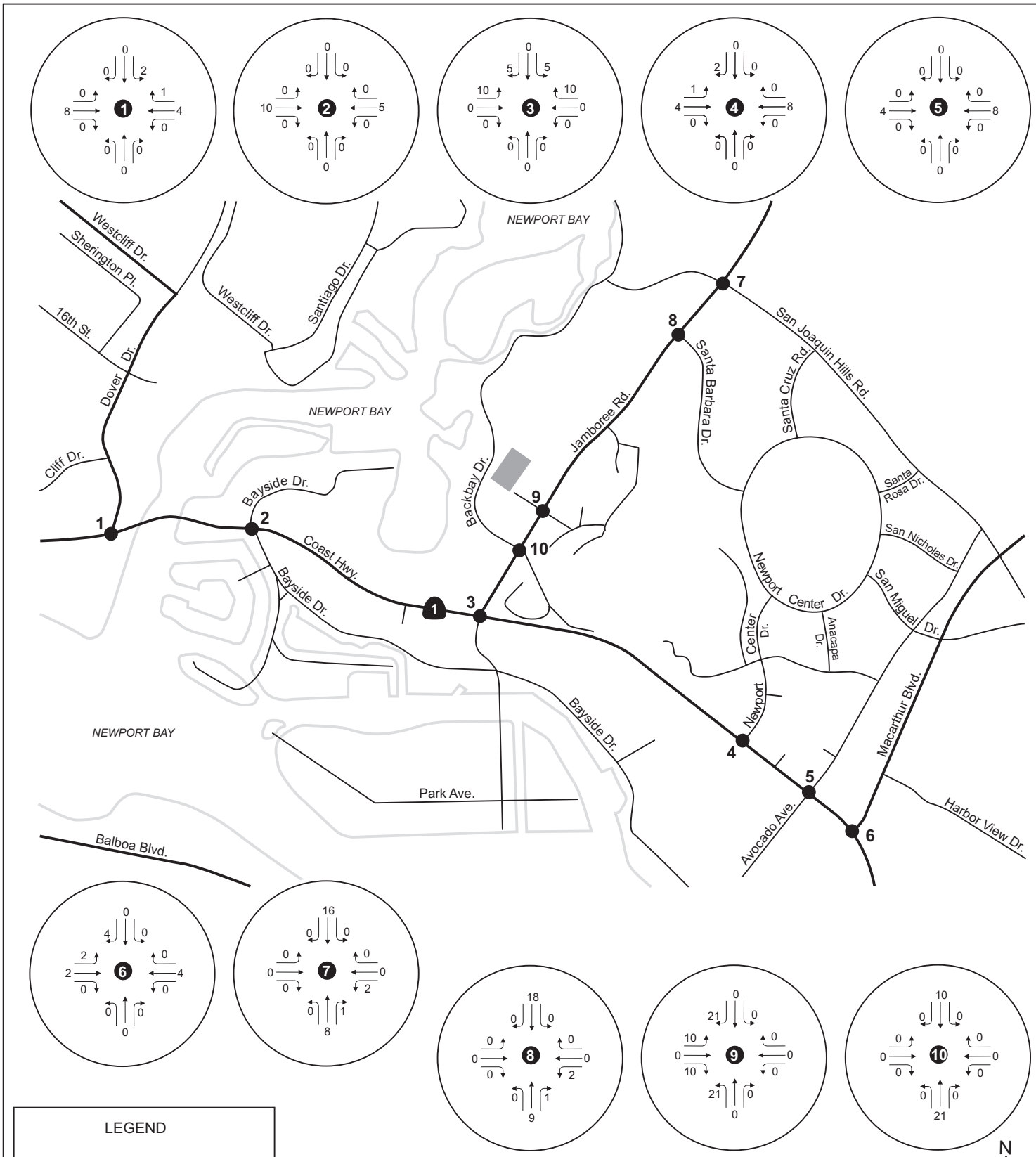
As noted previously, the Approved Projects list includes the CIOSA project and the approved 68-room expansion of the Hyatt Newport hotel. In order to avoid double counting the trips generated by the proposed Hyatt Newport hotel expansion, the portion of vehicle trips allocated to the 68-room expansion under CIOSA must be removed from the baseline future traffic conditions. Table 4.3 summarizes the trip generation estimates for the 68-room hotel expansion obtained from the approved CIOSA traffic study.

Table 4.3: CIOSA Hyatt Newport Expansion Trip Generation

Code	Land Use	Unit	Qty	Time Period	Enter		Exit		Total Rate	
					Rate	Trips	Rate	Trips	Rate	Trips
Hotel	Hotel	Room	68	AM	-	41	-	20	-	61
				PM	-	27	-	27	-	54
				Daily	-	357	-	357	-	714

Figure 4-3 and 4-4 identify the specific study intersections where the vehicle trips generated by the CIOSA Hyatt Newport expansion project are removed from the future traffic volumes for AM and PM peak hours. The assumed CIOSA Hyatt Newport expansion trip distribution is consistent with the project trip distribution pattern used in this report and summarized in Figure 5-1, with the exception of Intersection 9 and 10. In the existing condition, only Study Intersection 9 (Jamboree Road/Hyatt entrance) provides entrance to the project site and all CIOSA-related trips are distributed through this entrance. In the with project condition, vehicle access will be provided from Study Intersection 9 and Study Intersection 10 via Back Bay Drive.

Figure 4-5 and Figure 4-6 show the vehicle trips added to each project study intersection in the AM and PM peak hours as a result of the approved and cumulative projects. These traffic volumes are net values that reflect the removal of the CIOSA Hyatt Newport expansion trips.



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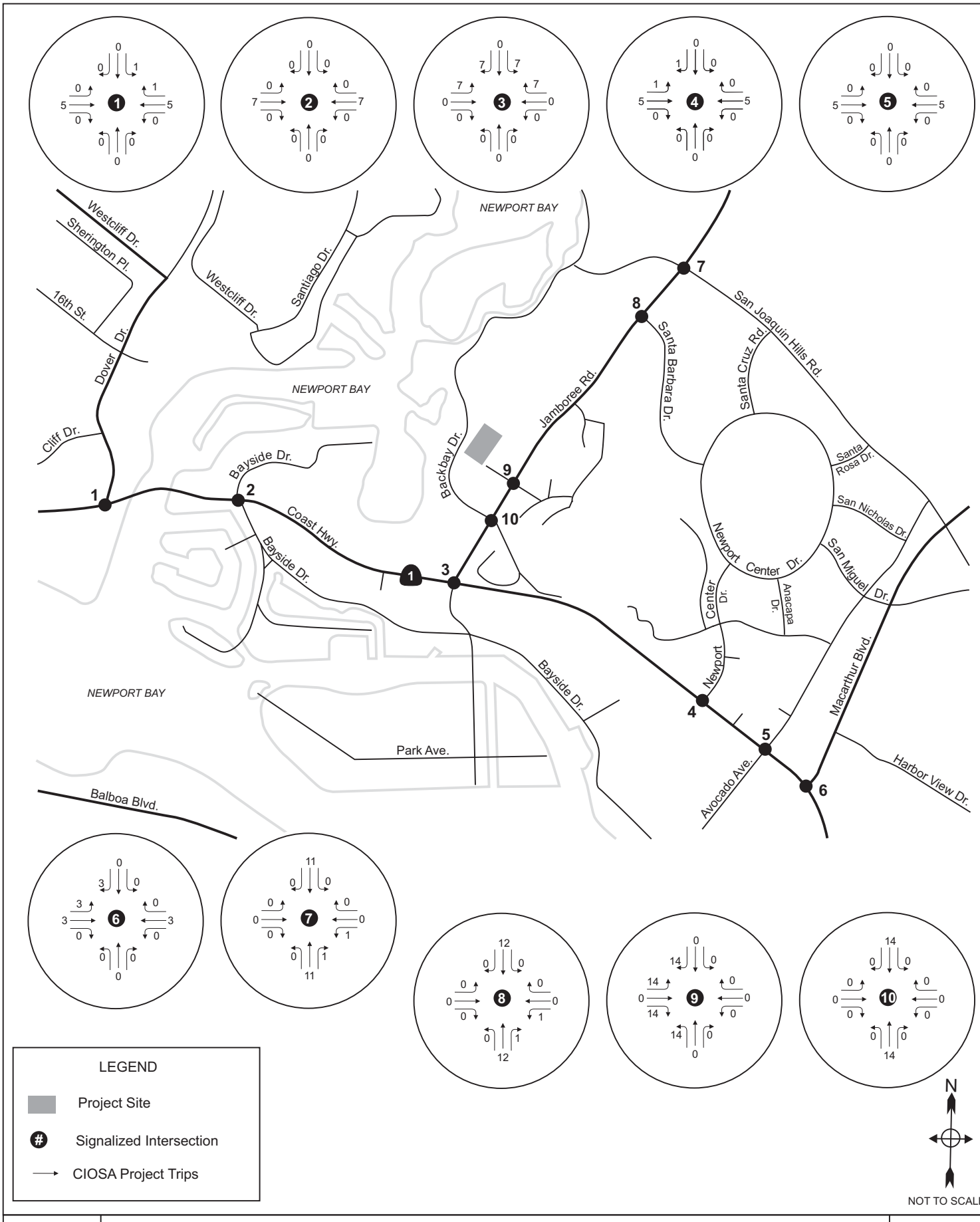
CIOSA Hyatt Expansion Trips Removed from Study Intersections - AM Peak

Figure 4-3



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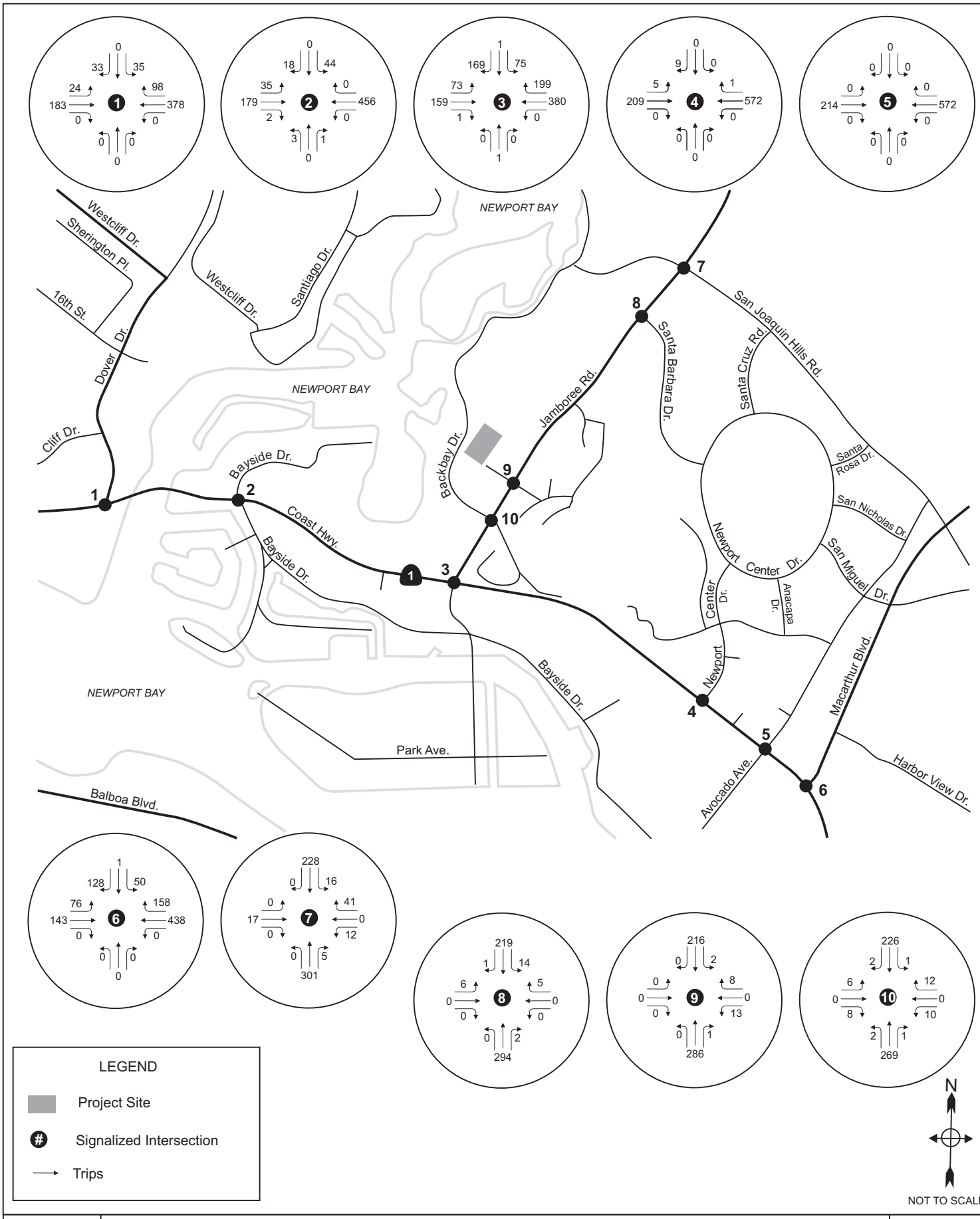
CIOSA Hyatt Expansion Trips Removed from Study Intersections - PM Peak

Figure 4-4



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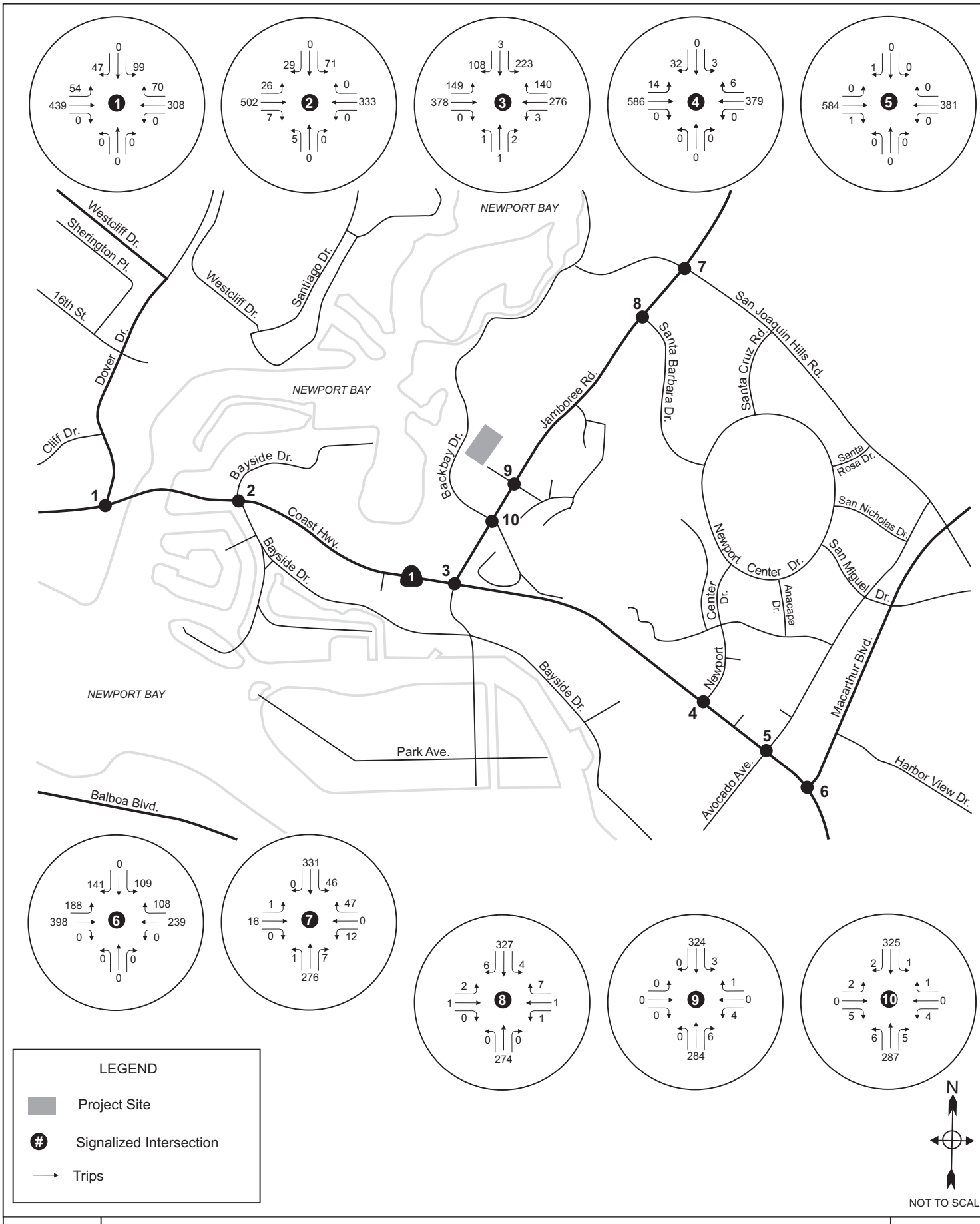
Newport Beach Traffic Impact Study

Net Approved and Cumulative Project Added Trips - AM Peak

Figure 4-5



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Newport Beach Traffic Impact Study

Net Approved and Cumulative Project Added Trips - PM Peak

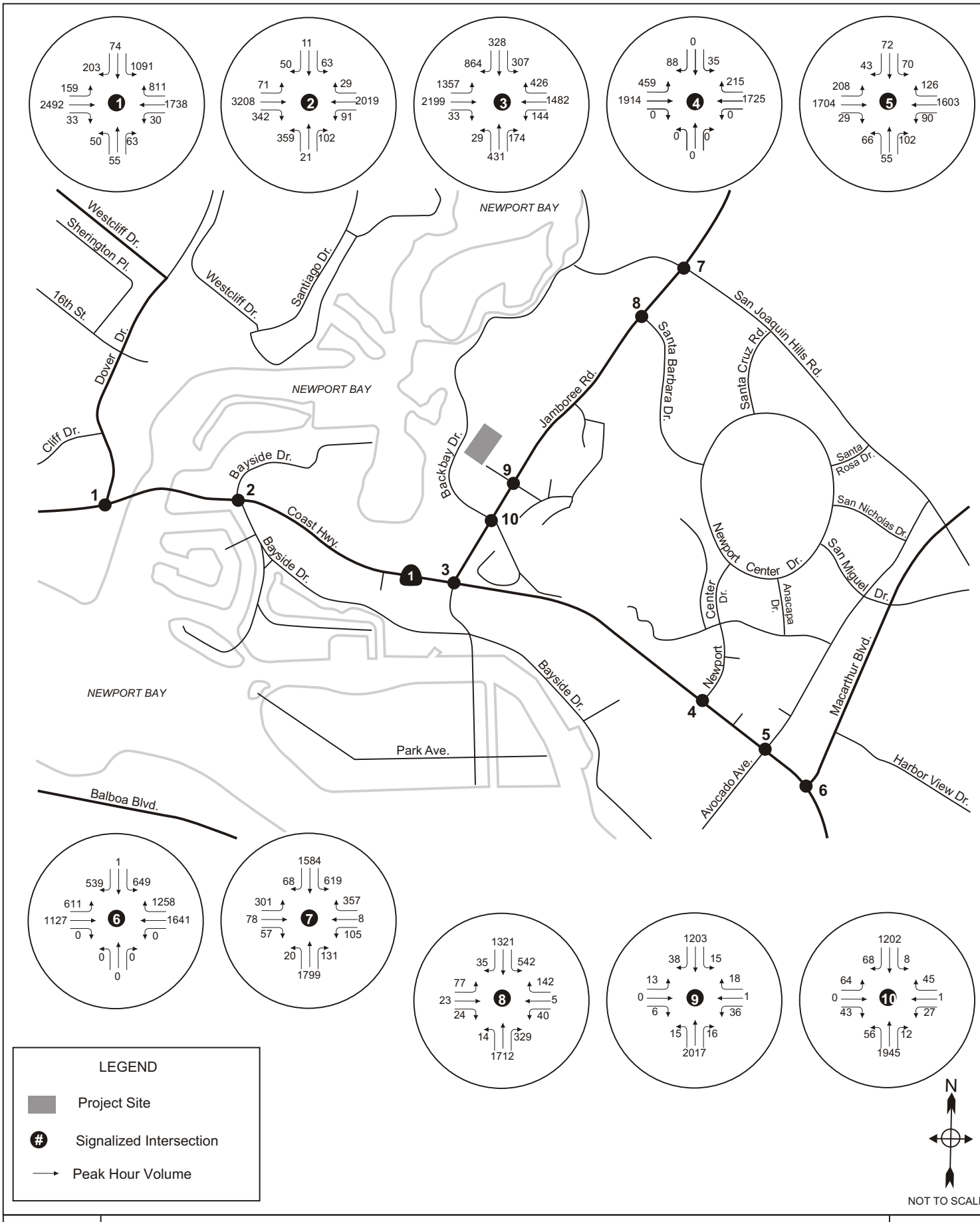
Figure 4-6

4.4 INTERSECTION LOS ANALYSIS – WITHOUT PROJECT CONDITION

Table 4.4 summarizes the AM and PM peak hour LOS for the ten study intersections in the Future Without Project Condition. The increases in traffic volumes reflect ambient traffic growth and new trips generated by the approved and cumulative projects. As would be expected, LOS levels at each intersection were slightly worse than the existing conditions during AM peak hour. The LOS level during PM peak hour for three intersections changes to an unacceptable level in the future condition (defined as LOS E or worse). The intersection turning movement volumes for the Future Without Project condition are shown in Figures 4-7 and 4-8.

Table 4.4: Future Without Project (Year 2012) Intersection LOS Summary

No.	Intersection	AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Coast Highway and Dover Drive	0.811	D	0.914	E
2	Coast Highway and Bayside Drive	0.865	D	0.781	C
3	Coast Highway and Jamboree Road	0.895	D	1.026	F
4	Coast Highway and Newport Center Drive	0.514	A	0.618	B
5	Coast Highway and Avocado Avenue	0.573	A	0.651	B
6	Coast Highway and MacArthur Boulevard	0.736	C	0.945	E
7	Jamboree Road and San Joaquin Hills Road	0.885	D	0.958	E
8	Jamboree Road and Santa Barbara Road	0.663	B	0.742	C
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.461	A	0.559	A
10	Jamboree Road and Back Bay Drive	0.481	A	0.601	B



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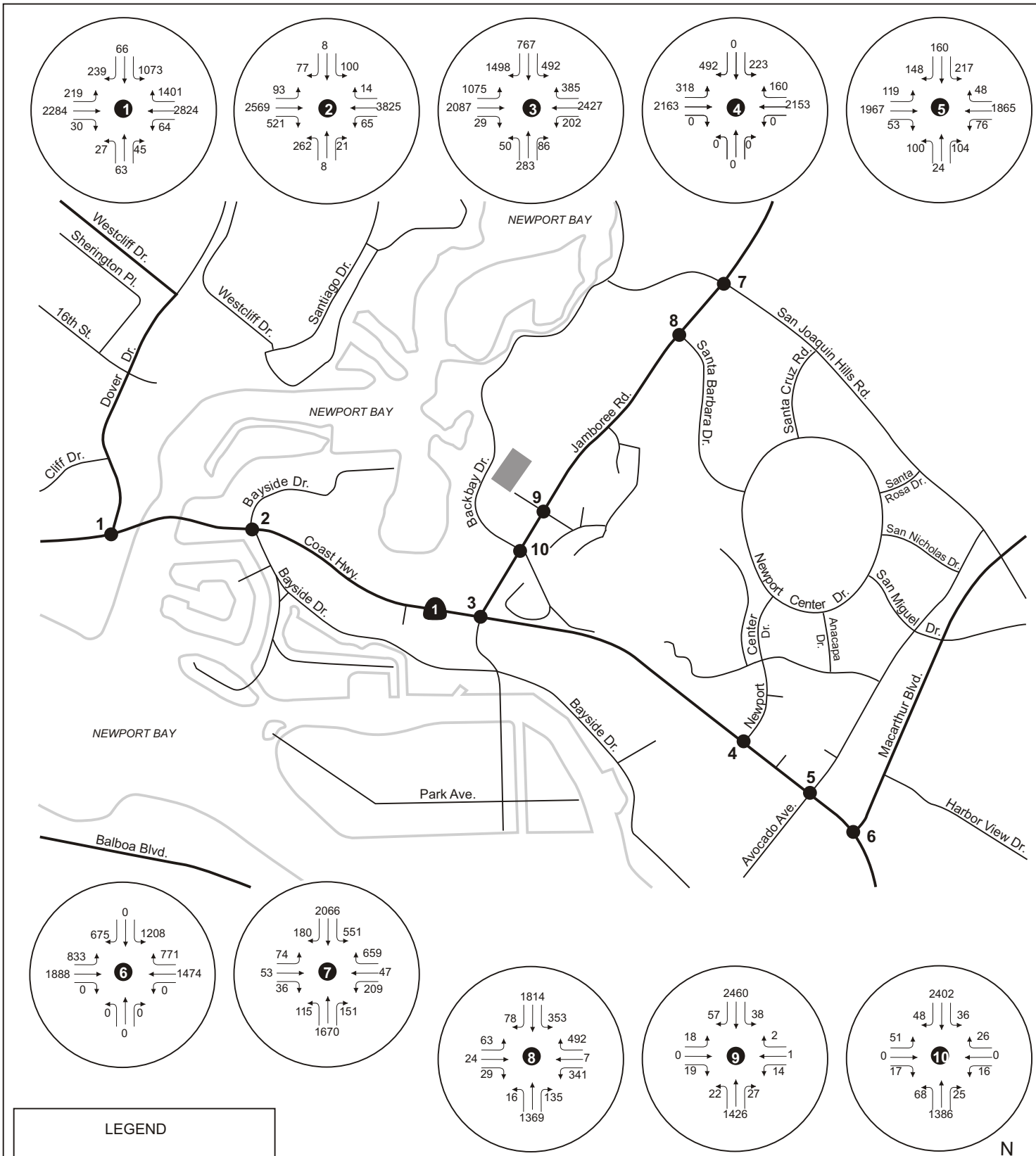
Future Without Project (Year 2012) Study Intersection Volumes - AM Peak

Figure 4-7



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Newport Beach Traffic Impact Study

Future Without Project (Year 2012) Study Intersection Volumes - PM Peak

Figure 4-8

4.5 ROADWAY LINK TRAFFIC VOLUMES – WITHOUT PROJECT CONDITION

Table 4.4 summarizes the ADT volumes for the Future Without Project conditions. The increase in average daily traffic volumes reflect ambient growth and new trips generated by the approved and cumulative projects.

Table 4.4: Future Without Project (Year 2012) Average Daily Traffic

No.	Roadway Segment	Without Project ADT (Veh./Day)
1	Jamboree Road north of San Joaquin Hills Road	48,058
2	Jamboree Road north of Santa Barbara Drive	42,381
3	Jamboree Road north of the Project Entrance	42,215
4	Jamboree Road south of the Project Entrance	42,275
5	Jamboree Road south of Back Bay Drive	42,415
6	Coast Highway west of Dover Drive	63,056
7	Coast Highway west of Bayside Drive	69,359
8	Coast Highway west of Jamboree Road	59,132
9	Coast Highway east of Jamboree Road	50,423
10	Coast Highway east of Newport Center Drive	50,355
11	Coast highway east of Avocado Avenue	49,927
12	Coast Highway east of Macarthur Blvd	49,937
13	San Joaquin Hills Road east of Jamboree Road	19,350
14	Santa Barbara Drive east of Jamboree Road	14,648
15	Newport Center Drive north of Coast Highway	10,538
16	Macarthur Blvd north of Coast Highway	43,056
17	Dover Drive north of Coast Highway	34,750
18	Back Bay Drive east of Jamboree Road	1,107

5.0 FUTURE WITH PROJECT TRAFFIC CONDITIONS (YEAR 2012)

Forecast traffic conditions with the proposed project in the Year 2012 conditions are presented in this section. The traffic analysis for the Year 2012 Future With Project condition includes new trips generated by the proposed project as well as the Year 2012 ambient traffic volumes and trips generated by the approved and cumulative projects.

5.1 PROJECT TRIP GENERATION

Forecast trip generation for the expansion of the Hyatt Newport Beach hotel was estimated using trip generation rates from the City of Newport Beach Traffic Analysis Model (NBTAM). The proposed project includes 88 new timeshare units, an expanded ballroom adding a net 7,842 square feet of facility space, a 10,072 sq. ft. spa, a 2-level parking garage, and removal of an existing 9-hole golf course and 12 villas (rooms). Table 5.1 summarizes the net trip generation for the proposed hotel expansion.

Table 5.1: Project Trip Generation

Code	Land Use	Unit	Qty	Time Period	Enter		Exit		Total Rate	
					Rate	Trips	Rate	Trips	Rate	Trips
Hotel	Timeshare Units/Rooms	Room	76	AM	0.40	30	0.27	21	0.67	51
				PM	0.41	31	0.35	27	0.76	58
				Daily		331		330	8.70	661

Source: NBTAM - Newport Beach ADT and Peak Rate Summary

The proposed project results in a net increase of 76 rooms/time share units. With the proposed expansion, the Hyatt Newport hotel would have a total of 479 rooms, consistent with the entitlements for this site and the proposed hotel expansion analyzed as part of the Circulation Improvement and Open Space Agreement (CIOSA) in 1992.

For the purposes of trip generation, timeshare units and hotel rooms are considered to be equivalent. It should also be noted that the NBTAM trip generation rate for hotel rooms is higher than the average trip generation rate published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 7th Edition. The ITE hotel rate is assumed to include hotel trips generated by hotel rooms and other ancillary hotel facilities including ballrooms, restaurants, and spas.

A comparison between the previously approved Hyatt Newport expansion under CIOSA and the current project is also provided. As noted, the CIOSA project included the addition of 68-hotel rooms, resulting in a total of 479 rooms on the Hyatt Newport site. Since the approval of CIOSA, the baseline number of hotel rooms on the Hyatt site has been reduced from 411 to 403. The new proposed expansion will remain equal to the 479 room cap. Tables 5.2, 5.3 and 5.4 provide a comparison of the AM peak hour, PM peak hour, and Daily trip rates assumed in the 1992 approval of the hotel expansion under CIOSA and the current expansion proposal.

Table 5.2: AM Peak Hour Project Trip Generation Comparison

Project	Net New Rooms	Enter		Exit		Total Rate	
		Rate	Trips	Rate	Trips	Rate	Trips
CIOSA Hyatt Expansion	68	0.60	41	0.29	20	0.90	61
Current Expansion Proposal	76	0.40	30	0.27	21	0.67	51
	Change		-11		+1		-10

Table 5.3: PM Peak Hour Project Trip Generation Comparison

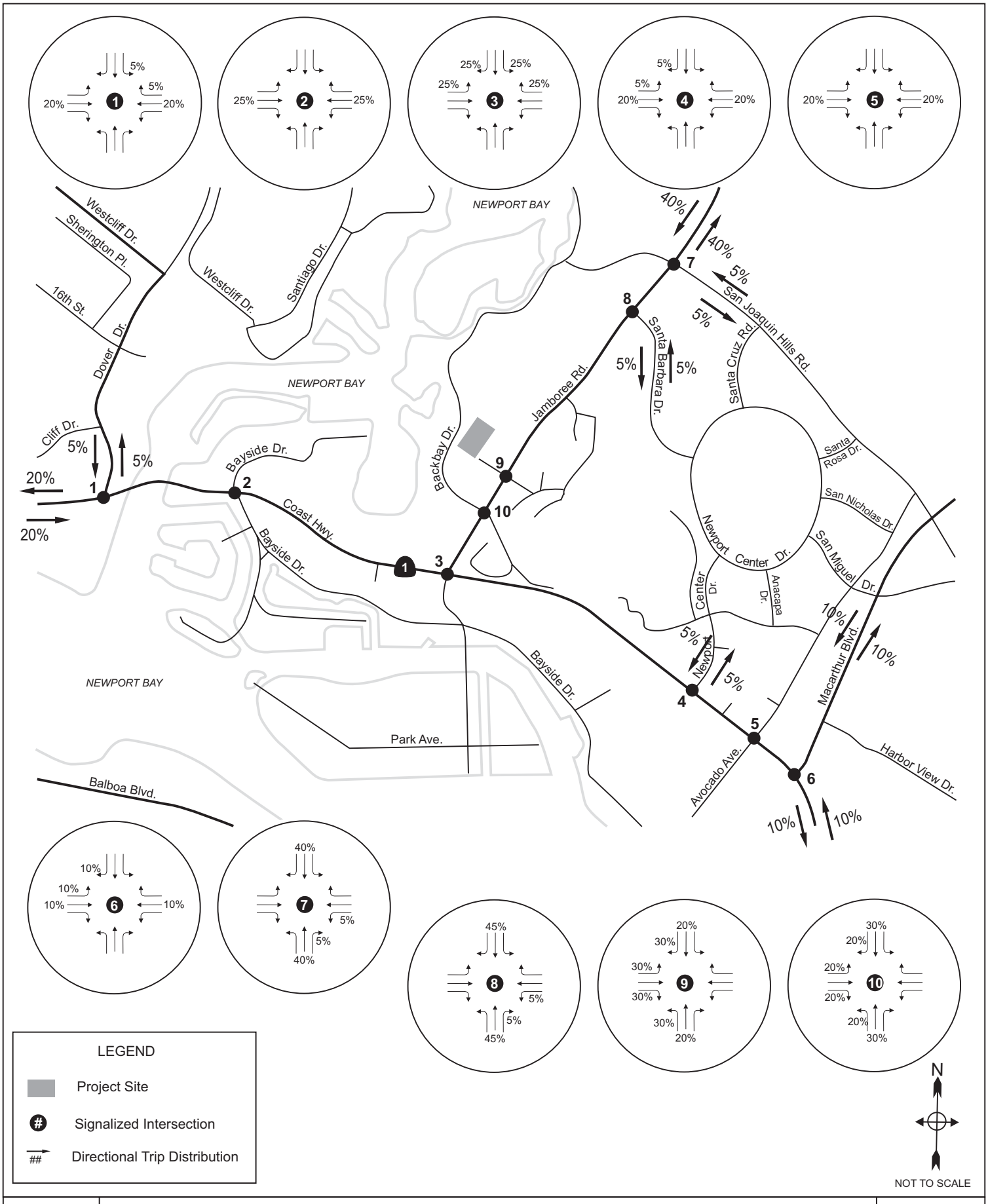
Project	Net New Rooms	Enter		Exit		Total Rate	
		Rate	Trips	Rate	Trips	Rate	Trips
CIOSA Hyatt Expansion	68	0.39	27	0.39	27	0.79	54
Current Expansion Proposal	76	0.41	31	0.35	27	0.76	58
	Change		+4		0		+4

Table 5.4: Daily Project Trip Generation Comparison

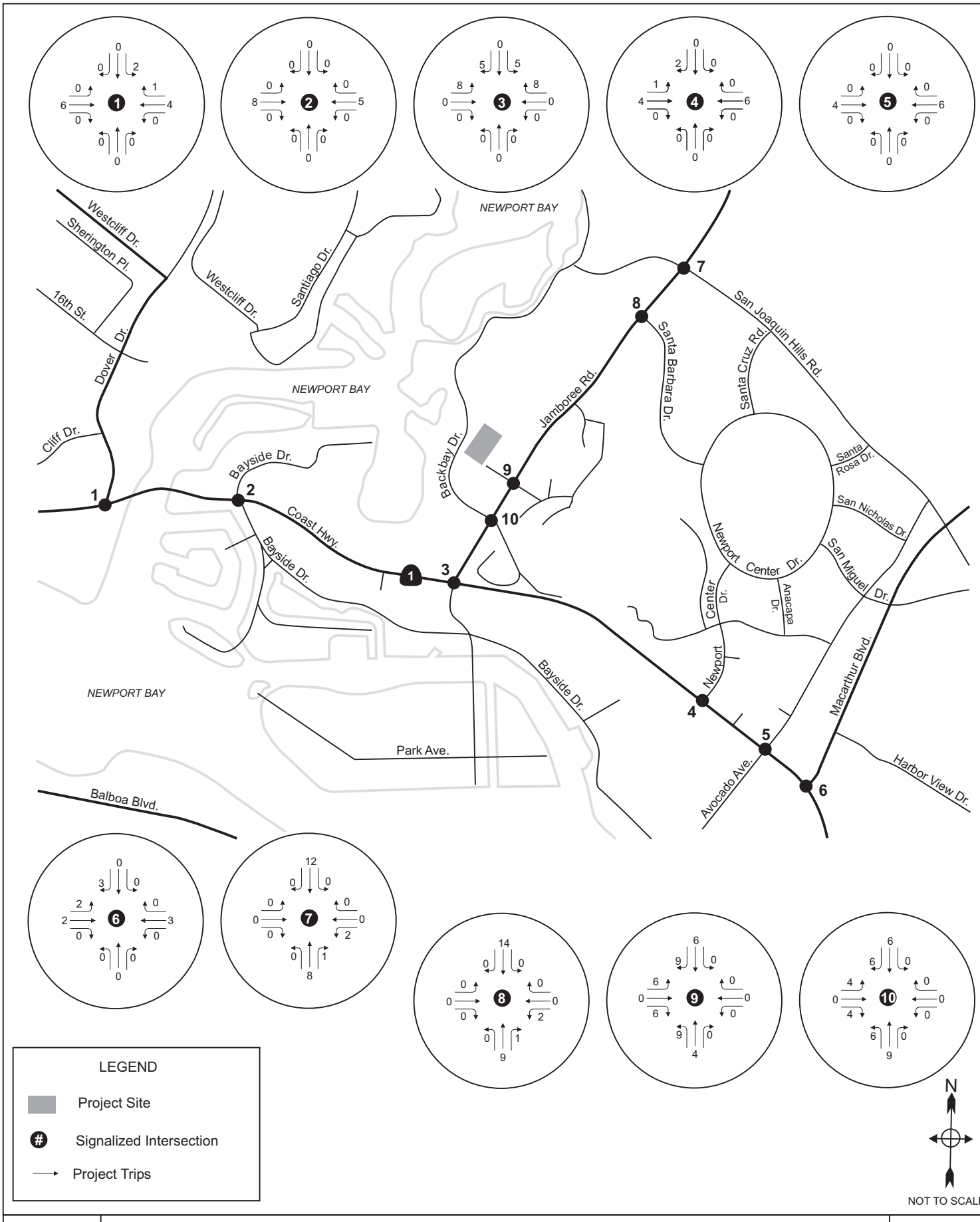
Project	Net New Rooms	Enter		Exit		Total Rate	
		Rate	Trips	Rate	Trips	Rate	Trips
CIOSA Hyatt Expansion	68	-	357	-	357	10.50	714
Current Expansion Proposal	76	-	331	-	330	8.70	661
	Change		-26		-27		-53

The results of this trip generation comparison suggest that a similar number of vehicle trips would be generated by the current proposed expansion project during the AM and PM peak hours when compared to the expansion approved in 1992 under CIOSA even with an additional eight rooms included in the proposal. This refinement likely reflects updated information regarding hotel trip generation rates that have been incorporated into NBTAM during the intervening 14 years between the CIOSA approval and the current analysis. An additional comparison of the NBTAM hotel trip generation rate and existing hotel facilities in the City of Newport Beach is provided in the following section of this report.

Figure 5-1 shows the project trip distribution. Project added trips at the study intersections are shown in Figures 5-2 and 5-3 for AM and PM peak hour. It should be noted that the project trip distribution includes the reassignment of existing trips entering and exiting the project site. In the existing condition, the main entrance off Jamboree Road serves as the sole vehicular access to the project site (Study Intersection #9). In the Future With Project condition, project access would also be provided from Back Bay Drive, resulting in vehicle trips accessing the project site through Study Intersection 10. The project trip distribution assumes that 60 percent of vehicle trips to and from the site would use the primary access driveway on Jamboree Road and the remaining 40 percent of project trips will access the project site via Back Bay Drive.



IBI GROUP	Newport Beach Traffic Impact Study	Figure 5-1
	Project Trip Distribution	



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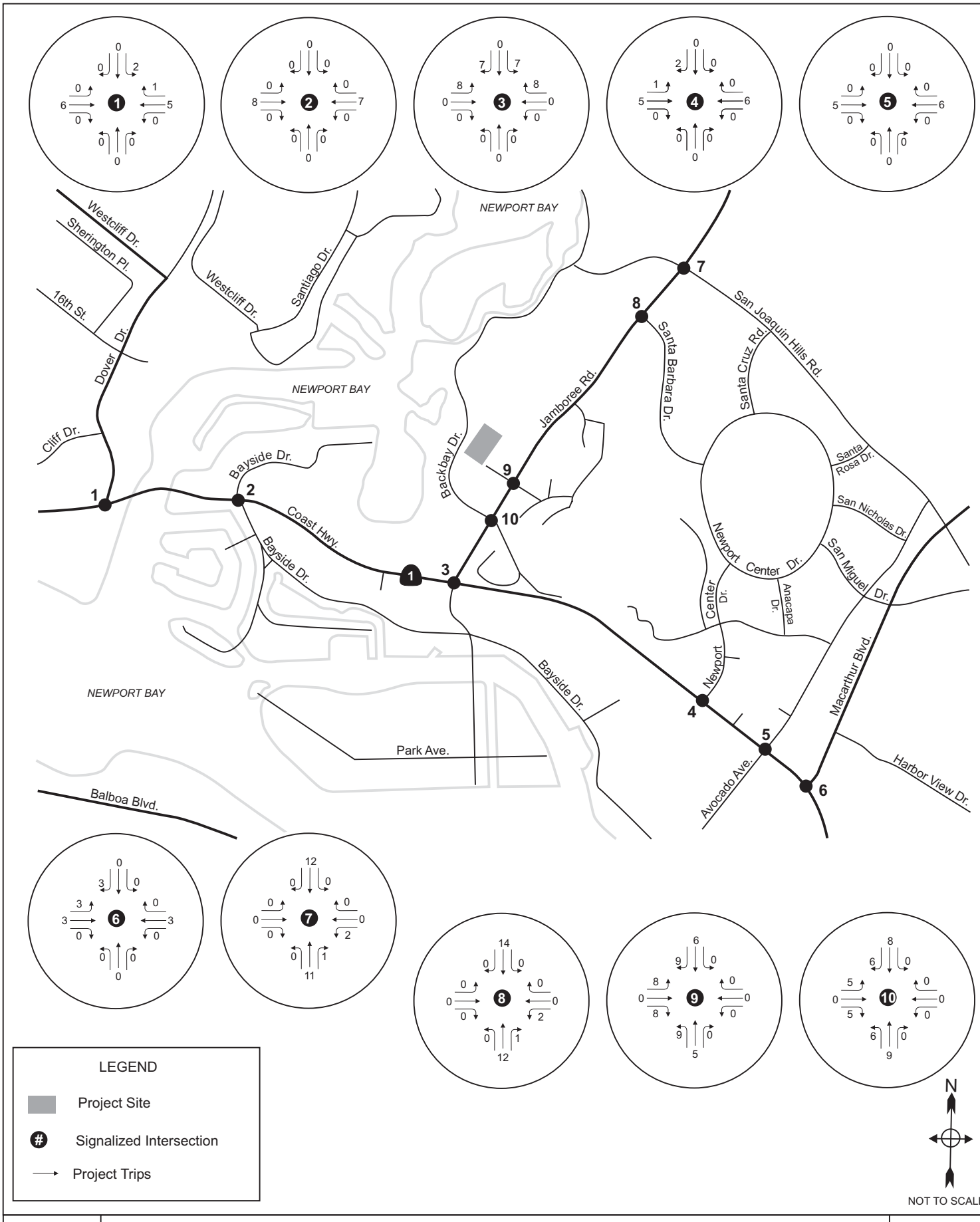
Project Added Trips - AM Peak

Figure 5-2



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Newport Beach Traffic Impact Study

Project Added Trips - PM Peak

Figure 5-3

5.2 HOTEL TRIP GENERATION COMPARISON

The City of Newport Beach requested an additional analysis of hotel trip generation to verify that the adopted NBTAM hotel rate would adequately account for automobile trips generated by the new hotel rooms and ancillary facilities such as the proposal ballroom and spa. A two-step analysis was completed to verify if the NBTAM hotel trip generation rate provides a reasonable forecast of project trip generation.

First, several hotels in the Newport Beach area were selected for a comparison of the ratio between the number of hotel rooms and size of ballroom/banquet facilities provided for the hotel. The selected hotels are considered to be of similar size and within a similar room rate class to the Hyatt Newport hotel. Table 5.2 summarizes the number of hotel rooms and the size of the ballroom/banquet facilities provided at the Hyatt Newport and other similar hotels in the vicinity of Newport Beach.

Table 5.2: Hotel Ballroom-Banquet Facility Size Comparison

Hotel	Ballroom-Banquet Facility Space (in sqft.)	Guest Rooms	Facility Space per Guest Room (in sqft.)
Hyatt Newport (current condition)	22,590	403	56.1
Hyatt Newport (proposed condition)	30,432	479	63.5
Hyatt Newport (increase only)	7,842	76	103.2
Balboa Bay Club	10,537	132	79.8
Fairmont Newport Beach	17,000	444	38.3
Hilton Costa Mesa	48,000	486	98.8
Hyatt Huntington Beach	21,000	266	78.9
Hyatt Regency Irvine	52,000	517	100.6
Marriott Dana Point	30,000	536	56.0
Marriott Newport Beach	41,000	532	77.1
Radisson Newport Beach	25,000	335	74.6
The Island Hotel	30,000	295	101.7
Average (non-Hyatt Newport Properties)	292,537	3,920	74.6

This comparison illustrates that while the proposed expansion at the Hyatt Newport hotel will increase the size of the ballroom/banquet facilities at the hotel, the ratio of facility space to the total number of hotel rooms will remain below the industry average for comparable hotels in the Newport Beach area.

The second step is this comparison is the collection of peak hour traffic counts from a comparable hotel property to verify the assumption that the standard per-room hotel trip generation rate would include trips generated by ballroom/banquet facilities and other ancillary hotel facilities.

The Newport Beach Marriott Hotel on Newport Center Drive was selected as a comparable property to conduct peak hour driveway traffic counts. This hotel is slightly larger than the Hyatt Newport hotel in terms of number rooms and facility space, allowing for a more conservative observation. The hotel also has an on-site spa, similar to what is proposed for the Hyatt Newport. The purpose of the peak period traffic counts is to determine the actual trip generation rate for this hotel and to compare this observed trip generation rate with the standard NBTAM hotel trip generate rate.

AM and PM peak period traffic counts were conducted on Thursday, September 14, 2006 at each driveway providing access to the Newport Marriott. This day was selected to provide a typical weekday operation for hotel occupancy and because a 450-attendee all-day conference was

scheduled at the Newport Marriott hotel. The scheduled conference allowed for a traffic count to be conducted while a large event was taking place, providing an opportunity to assess the potential trip generation for large conferences or ballroom facility events in addition to trips generated by the hotel rooms. Table 5.3 summarizes the observed vehicle trips generated by the Newport Marriott hotel, the ITE hotel trip generation forecast for a 532-room hotel, and NBTAM hotel trip generation forecast for a 532-room hotel. Table 5.4 summarizes the trip generation data on a per-room basis. Additional data related to the Newport Marriott traffic counts is provided in the Appendix of this report.

Table 5.3: Comparable Hotel Trip Generation

Rate	Land Use	Unit	Qty	Time Period	Enter		Exit		Total	
					Dist	Trips	Dist	Trips	Rate	Trips
Observed Newport Marriott Traffic Counts	Hotel	Rooms	532	AM	-	94	-	59	-	153
				PM	-	75	-	122	-	197
ITE Standard Hotel Rate	Hotel	Rooms	532	AM	0.34	181	0.22	117	0.56	298
				PM	0.31	165	0.28	149	0.59	314
NBTAM Rate	Hotel	Rooms	532	AM	0.4	213	0.27	144	0.67	356
				PM	0.41	218	0.35	186	0.76	404

Table 5.4: Vehicle Trips Per Room

Rate	AM Peak Hour	PM Peak Hour
Observed Newport Marriott Traffic Counts	0.29	0.37
ITE Standard Hotel Rate	0.56	0.59
NBTAM Rate	0.67	0.76

The observed vehicle trips generated by the Newport Marriott hotel during the AM and PM peak hours are lower than the standard ITE and NBTAM average hotel trip generation forecasts for a hotel of this size. Based on this observed information, it was determined that the use of the NBTAM hotel trip generation rate would provide for a reasonable forecast of new vehicle trips generated by the Hyatt Newport hotel expansion.

5.3 INTERSECTION LOS ANALYSIS – WITH PROJECT CONDITION

Table 5.5 summarizes the AM and PM peak hour LOS for the ten study intersections in the Future With Project Condition. The increases in traffic volumes reflect the traffic generated by the project, in addition to the ambient growth rate and new trips generated by the approved and cumulative projects. As would be expected, LOS levels at each intersection were slightly worse than the Future Without Project conditions. However, no significant traffic impacts are identified as a result of the proposed Hyatt Newport expansion. The intersection turning movement volumes for the Future With Project condition are shown in Figures 5-4 and 5-5.

Table 5.5: Future With Project (Year 2012) Intersection LOS Summary

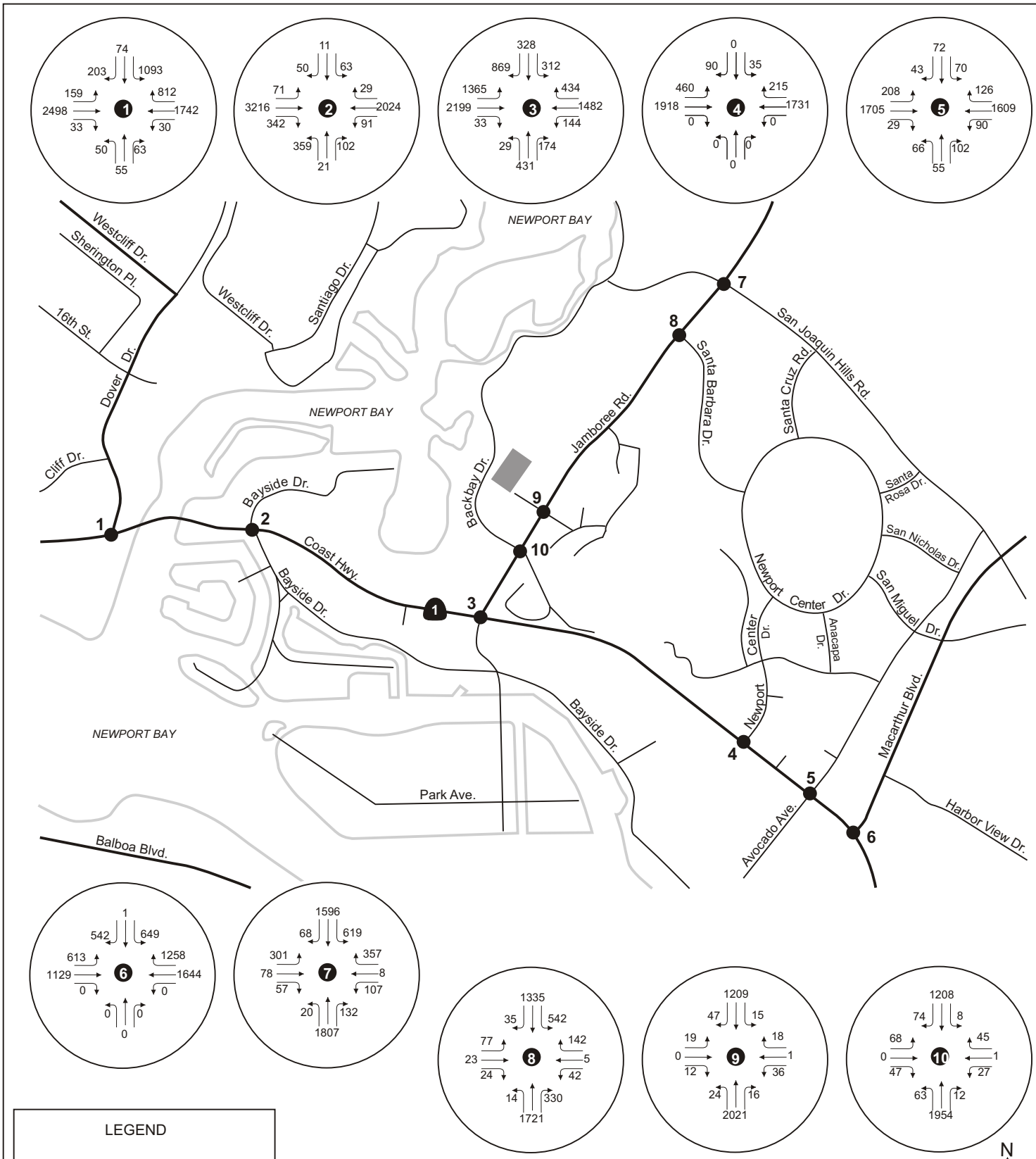
No.	Intersection	AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Coast Highway and Dover Drive	0.813	D	0.916	E
2	Coast Highway and Bayside Drive	0.867	D	0.782	C
3	Coast Highway and Jamboree Road	0.900	D	1.032	F
4	Coast Highway and Newport Center Drive	0.515	A	0.619	B
5	Coast Highway and Avocado Avenue	0.574	A	0.652	B
6	Coast Highway and MacArthur Boulevard	0.737	C	0.946	E
7	Jamboree Road and San Joaquin Hills Road	0.887	D	0.961	E
8	Jamboree Road and Santa Barbara Road	0.665	B	0.745	C
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.461	A	0.573	A
10	Jamboree Road and Back Bay Drive	0.485	A	0.611	B

5.4 ROADWAY LINK TRAFFIC VOLUMES – WITH PROJECT CONDITION

Table 5.6 summarizes the ADT volumes for the Future With Project condition. The increase in average daily traffic volumes reflect the ambient growth, new trips generated by the cumulative projects, and project generated trips.

Table 5.6: Future With Project (Year 2012) Average Daily Traffic

No.	Roadway Segment	With Project ADT (Veh./Day)
1	Jamboree Road north of San Joaquin Hills Road	48,322
2	Jamboree Road north of Santa Barbara Drive	42,679
3	Jamboree Road north of the Project Entrance	42,545
4	Jamboree Road south of the Project Entrance	42,605
5	Jamboree Road south of Back Bay Drive	42,745
6	Coast Highway west of Dover Drive	63,188
7	Coast Highway west of Bayside Drive	69,525
8	Coast Highway west of Jamboree Road	59,298
9	Coast Highway east of Jamboree Road	50,589
10	Coast Highway east of Newport Center Drive	50,521
11	Coast highway east of Avocado Avenue	50,059
12	Coast Highway east of Macarthur Blvd	50,069
13	San Joaquin Hills Road east of Jamboree Road	19,384
14	Santa Barbara Drive east of Jamboree Road	14,682
15	Newport Center Drive north of Coast Highway	10,572
16	Macarthur Blvd north of Coast Highway	43,122
17	Dover Drive north of Coast Highway	34,784
18	Back Bay Drive east of Jamboree Road	1,107



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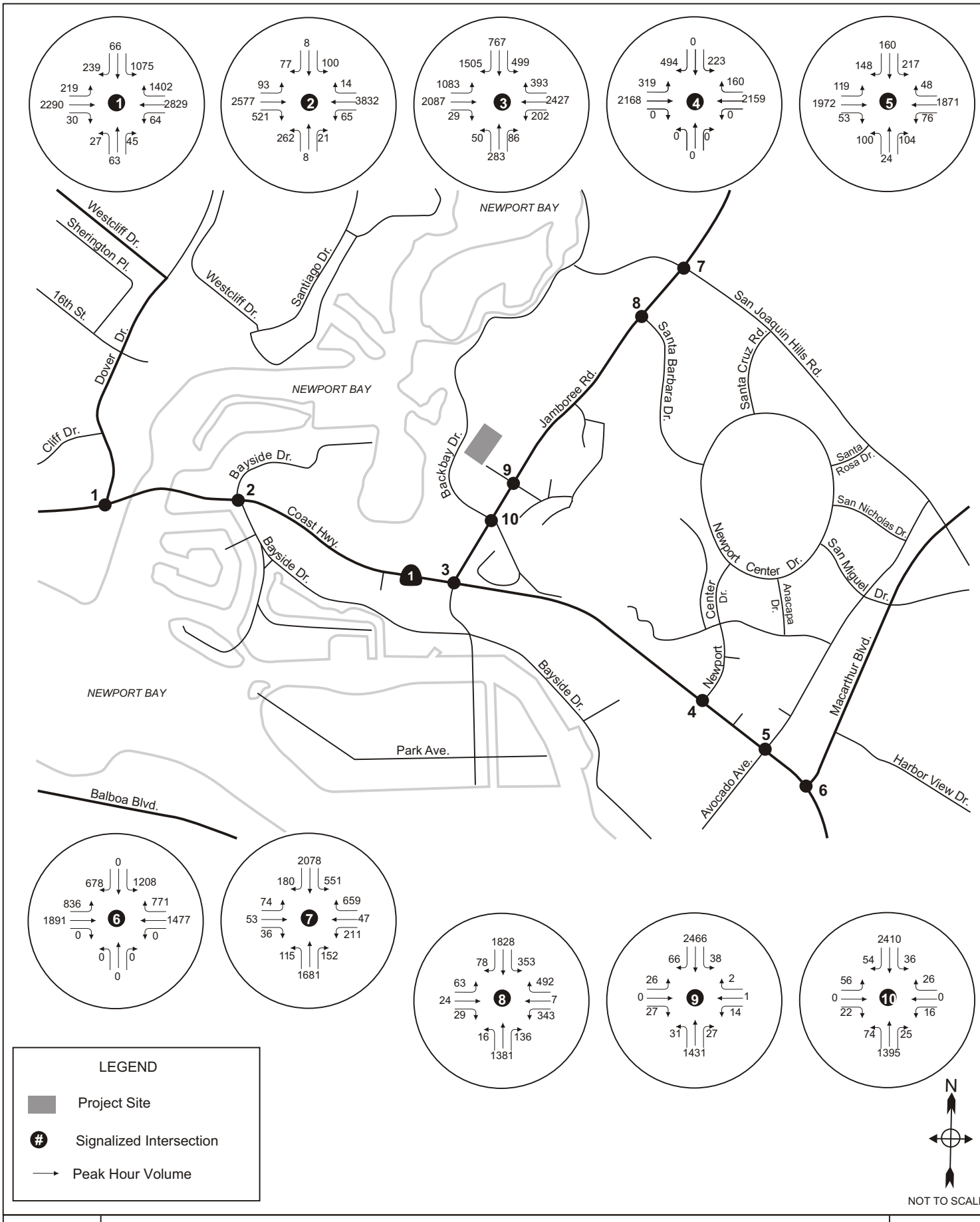
Future With Project (Year 2012) Study Intersection Volumes - AM Peak

Figure 5-4



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Future With Project (Year 2012) Study Intersection Volumes - PM Peak

Figure 5-5

5.5 ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM

The Orange County Congestion Management Program (CMP) monitors the level of service at all designed CMP intersections in the County. One CMP intersection is located in the study area. This intersection is:

- MacArthur Boulevard at Pacific Coast Highway

The Orange County CMP defines a significant impact as an increase in v/c of 0.010 or greater during either the AM or PM peak hour for intersections operating at LOS F. Table 5.7 summarizes the LOS at this CMP intersection for the Existing, Future Without Project, and Future With Project conditions.

Table 5.7: CMP Intersection LOS Summary

Time Period	Intersection	Existing		Without Project		With Project		Increase in V/C	Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
AM	Coast Highway and MacArthur Boulevard	0.570	A	0.736	C	0.737	C	0.001	No
PM	Coast Highway and MacArthur Boulevard	0.756	C	0.945	E	0.946	E	0.001	No

No significant traffic impacts are identified at this CMP intersection as a result of the proposed Hyatt Newport expansion. No mitigation measures are necessary.

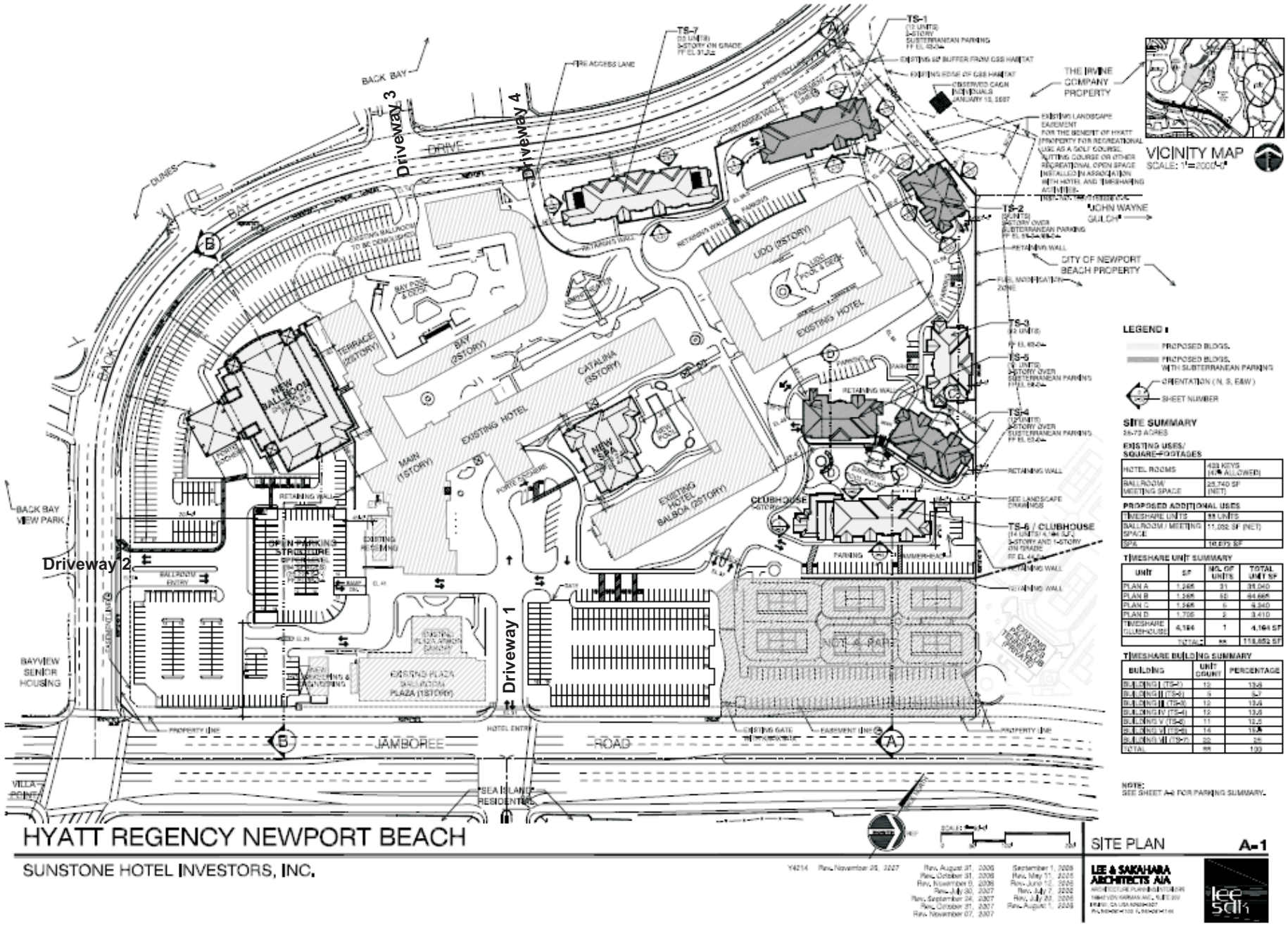
5.6 SITE ACCESS AND CIRCULATION

The project site plan for the proposed hotel expansion is shown in Figure 5-6. With the proposed expansion, the Hyatt Newport hotel site would have four access driveways. The primary access driveway will remain on Jamboree Road at the existing signalized intersection with Island Lagoon Road (Dwy 1). This driveway will continue to serve as the primary access point for hotel guests and visitors.

A second main access driveway would be created on Back Bay Drive by enhancing an existing rarely used driveway, approximately 200 feet west of the intersection of Jamboree Road and Back Bay Drive (Dwy 2). This driveway would be an upgrade of the existing driveway and would serve as the primary access for visitors and guests attending conferences and functions at the hotel. Two additional secondary access driveways are proposed further west on Back Bay Drive. One driveway will provide secondary access to the main parking lot (Dwy 3). The driveway furthest to the west will provide emergency vehicle access to the new timeshare units and the hotel (Dwy 4).

In the existing condition, visitor and guest access to the Hyatt Newport hotel is provided exclusively from the main entrance driveway off Jamboree Road. The existing driveways along Back Bay Drive are typically closed to hotel guest vehicles and are reserved for emergency vehicle and employee access. After completion of the proposed expansion, it is anticipated that the main access driveway off Jamboree Road will remain the primary access point for hotel guests to access the hotel rooms and timeshare units. Consistent with the existing on-site circulation, hotel guests would access the main parking facility located south of the main access driveway (Dwy 1).

The new timeshare units will be located north of the main access driveway and the existing hotel structures. Vehicles traveling to and from the timeshare units would use Dwy 1 as the main access point to the Hyatt Newport property. Parking facilities for these timeshare units would be located adjacent to the units. Vehicles accessing the timeshare units will circulate to the north of the project site, away from the main parking facilities. With the separation of on-site vehicle traffic for the hotel and traffic for the timeshare units, no significant impacts to on-site traffic circulation are anticipated to be caused by the proposed timeshare units.



HYATT REGENCY NEWPORT BEACH

SUNSTONE HOTEL INVESTORS, INC.

SITE PLAN A-1

LEE & SAKAHARA ARCHITECTS AIA

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Project Site Access Driveways

Figure 5-6

The proposed new ballroom facility would be located on the south end of the project site between Dwy 2 and Dwy 3 along Back Bay Drive. Dwy 2 would serve as the primary access and egress location for large conferences and functions held in the ballroom facility. Dwy 2 provides direct access to a proposed new parking structure on the Hyatt Newport site and to the remaining main parking facilities for the hotel.

The location of Dwy 2 adjacent to these main parking facilities and away from the main guest entrance to hotel would assist in reducing on-site vehicle circulation conflicts between ballroom visitors and hotel guests. Dwy 2 would provide left turn and right turn access on Back Bay Drive, with the signalized intersection of Back Bay Drive and Jamboree Road providing the primary access to the regional roadway network. Based on the current site plan provided by the project applicant, it is assumed that entrance on Dwy 2 is not controlled by an access gate. No significant impacts related to vehicle queuing and access or egress are anticipated as result of the operation of Dwy 2 as the primary access for large ballroom conferences and functions.

5.7 ON-SITE PARKING

The project applicant submitted a parking analysis for the hotel site after completion of the proposed expansion. The parking demand analysis technical report prepared by RK Engineering Group, *Hyatt Newporter Parking Review*, is dated May 10, 2006. A review of the conclusions and findings of this parking study is provided in this section.

The *Hyatt Newporter Parking Review* identifies that after completion of the proposed Hyatt Newport expansion, the project will provide a total of 912 parking spaces for the hotel facilities and timeshare units. The Hyatt Newport hotel rooms and ballroom/banquet facilities would be served by 785 parking spaces configured as 345 standard parking spaces and 440 tandem/valet spaces. The report notes that several hotels in the City of Newport Beach and other cities operate exclusively with valet parking, and allocating a majority of the provided hotel parking to valet service is not uncommon in the hotel industry. The report also acknowledges the recent approval of a 100% valet parking service the Island Hotel in Newport Beach (formerly Four Seasons hotel). The timeshare units would be served by 118 standard parking spaces that would be reserved for use only by timeshare unit guests.

Table 5.8 summarizes the land uses, minimum parking requirements, and provided parking identified in the *Hyatt Newporter Parking Review* report.

Table 5.8: Hyatt Newport Off-Street Parking Summary

Use	Zoning Code Parking Requirement	Units	Parking Spaces Required by City Code	Parking Spaces Provided
Hotel (includes guest rooms and banquet facilities)	1 space per 2 rooms	391 rooms	196	785
Timeshare Units	1.2 spaces per room	88 units	106	127
Timeshare Clubhouse/Meeting Facilities	1 space per 50 sqft	1,702 sqft	34	
Overall Site Total	-	-	336	912

Sources: City of Newport Beach Zoning Code, Chapter 20.66 and Chapter 20.84.

Valet Parking

The project site plan includes tandem parking spaces located in the proposed two-level parking garage, surface parking lot proposed along the southern portion of the project site, and in the lot east of existing hotel building. In order to ensure proper utilization of these tandem parking spaces a valet parking plan will need to be implemented for the project site. The project applicant will be conditioned by the City of Newport Beach to submit a valid valet parking plan for the project to the City's Engineering Department prior to the occupancy of the proposed improvements.

Anticipated Parking Demand

The *Hyatt Newporter Parking Review* report and project site plan call for one parking space per five occupants in proposed hotel banquet facilities. This assumption is aggressive in that it assumes a higher than average vehicle occupancy rate. The average vehicle occupancy rate in Southern California is 1.2 occupants per vehicle. While it is reasonable to assume that some conference/banquet attendees would be guests at the hotel, some events in the ballroom facilities will attract significant numbers of visitors that are not staying at the hotel. It is likely that the average vehicle occupancy rate for the ballroom/banquet facilities would fall between the standard 1.2 occupant figure and the five occupants per vehicle figure cited in the applicant's parking study.

Chapter 20.66 of the Newport Beach Zoning Code identifies minimum parking requirements for hotels at one space per two hotel rooms. Banquet facilities are assumed to be included within this requirement. As a point of comparison, the Urban Land Institute (ULI) manual *Shared Parking,* 2nd Edition was also reviewed to compare the hotel and conference facility parking demand data included in this publication with the parking proposed for the Hyatt Newport hotel. The ULI manual has compiled parking data from land uses throughout the United States and identifies typical peak parking rates for specific land uses and opportunities for shared parking between adjacent land uses.

Shared Parking identifies a peak demand of 20 parking spaces per 1,000 sq.ft. of facility space for hotels with ballroom/banquet facilities that exceed 50 sq.ft. per guest room. As noted in Table 5.2, the Hyatt Newport hotel will provide 63.5 sq.ft. of ballroom/banquet facility space per guest room if the proposed expansion is approved. This ratio results in a forecast peak demand of 608 parking spaces for the ballroom/ banquet facilities.

Together, the hotel guest rooms and banquet facilities would be anticipated to have a combined parking demand of 804 spaces allocated as 608 spaces for the banquet facility and 196 spaces for the hotel guest rooms. However, this assumes that the peak time periods for parking demand for each use overlap. *Shared Parking* also forecasts peak parking demand time periods based on actual parking surveys of specific land uses. Table 5.9 summarizes parking demand for the Hyatt Newport hotel on an hourly basis for a typical weekday.

Table 5.9: Hyatt Newport Hotel Off-Street Parking Demand Forecast

Time Period	Hotel Guest Room Demand	Banquet/Meeting Facility Demand	Total Demand	Available Parking
8:00 am	176	304	480	305
9:00 am	157	608	765	20
10:00 am	137	608	745	40
11:00 am	137	608	745	40
12:00 pm	127	608	735	50
1:00 pm	127	608	735	50
2:00 pm	137	608	745	40
3:00 pm	137	608	745	40
4:00 pm	147	608	755	30
5:00 pm	157	608	765	20
6:00 pm	167	304	471	314
7:00 pm	167	182	349	436
8:00 pm	176	182	359	426
9:00 pm	186	61	247	538
10:00 pm	186	0	186	599

Based on these forecast parking demand rates, at no time would the Hyatt Newport hotel exceed the current project development plan for 785 parking spaces for use by the hotel guest rooms and ballroom/banquet facilities. Additional analysis of the timeshare parking facilities is also necessary, as the City of Newport Beach Zoning Code requires 140 parking spaces for the timeshare units and clubhouse area. In the project site plan, 127 parking spaces are reserved for the exclusive use of the timeshare units. Possible timeshare overflow parking demand could be accommodated in the general hotel parking. Hourly parking demand forecasts from *Shared Parking* were used to estimate the peak parking demand generated by the timeshare units and the associated clubhouse facility. The results of this forecast are summarized in Table 5.10.

Table 5.10: Hyatt Newport Timeshare Off-Street Parking Demand Forecast

Time Period	Timeshare Unit Demand	Clubhouse/Lounge Demand	Total Demand	Available Parking
8:00 AM	95	10	106	21
9:00 AM	85	3	88	39
10:00 AM	74	3	78	49
11:00 AM	74	2	76	51
12:00 PM	69	34	103	24
1:00 PM	69	34	103	24
2:00 PM	74	11	85	42
3:00 PM	74	3	78	49
4:00 PM	80	3	83	44
5:00 PM	85	10	95	32
6:00 PM	90	19	109	18
7:00 PM	90	20	110	17
8:00 PM	95	24	119	8
9:00 PM	101	23	123	4
10:00 PM	101	20	121	6

Table 5.10 shows that the anticipated parking demand generated by the timeshare units and the associated clubhouse/lounge facility would not exceed the exclusive parking designated for the timeshare facilities. Additionally, overflow parking demand from the timeshare units and facilities could be accommodated in the general hotel parking facilities. Table 5.11 summarizes parking demand for the entire Hyatt Newport hotel complex.

Table 5.11: Hyatt Newport Total Off-Street Parking Demand Forecast

Time Period	Hotel Demand	Timeshare Demand	Total Demand	Available Parking
8:00 AM	480	106	586	326
9:00 AM	765	88	853	59
10:00 AM	745	78	823	89
11:00 AM	745	76	821	91
12:00 PM	735	103	838	74
1:00 PM	735	103	838	74
2:00 PM	745	85	831	81
3:00 PM	745	78	823	89
4:00 PM	755	83	838	74

5:00 PM	765	95	860	52
6:00 PM	471	109	579	333
7:00 PM	349	111	460	453
8:00 PM	359	119	478	434
9:00 PM	247	123	370	542
10:00 PM	186	121	307	605

Based on the forecasted parking demand summarized in Table 5.11, the Hyatt Newport hotel would provide sufficient parking facilities to meet parking demand generated by the hotel and timeshare facilities. No significant impacts related to parking availability are identified.

Timeshare Underground Parking Facilities

The project site plan shows three timeshare buildings that are proposed to be served by subterranean parking located below the timeshare units. The buildings are TS-1, TS-2 and TS-4 on the project site plan (Figure 1-2). Timeshare building TS-1 has an access aisle for subterranean parking that is about 325 feet in length. The access aisle for the subterranean parking to timeshare building TS-4 is over 500 feet in length, and the access aisle for the subterranean parking to timeshare building TS-2 is about 75 feet in length. These three access aisles do not include vehicle turn around areas at their termination points, preventing vehicles that have entered the subterranean areas from turning around if no parking stalls are available. To address this issue, the three proposed subterranean parking facilities serving timeshare buildings TS-1, TS-2, and TS-4 should remove one proposed parking turnaround space near the terminus of the parking facility and designate this space as a location for vehicles to turn around an exit the subterranean parking area if no parking stalls are available.

As shown in the previous section, sufficient parking supply is provided on-site to serve the timeshare units and hotel uses. The removal of three parking stalls from the proposed project would not significant impact parking available for the project.

6.0 TRAFFIC IMPACTS AND RECOMMENDED MITITGATION MEASURES

This section discusses the significant traffic impacts identified in this traffic impact analysis and provides mitigation measures to address each impact.

6.1 WITH PROJECT CONDITION

No significant traffic impacts are identified for the With Project Condition at the 10 study intersections included in the traffic impact study. At all 10 intersections, the increase in V/C due to project traffic is less than the City of Newport Beach's significant impact threshold of 0.010.

6.2 SITE ACCESS AND PARKING

The following improvements are recommended for site access and parking:

- In order to ensure proper utilization of tandem parking spaces located in the parking garage, the proposed parking lot, and the southern portion of project site, a valet parking plan is required as part of the conditions of approval for the project.
- A vehicle turnaround space in the timeshare underground parking facility must be provided for vehicles to turn around and exit the subterranean parking area if no parking stalls are available.
- The applicant shall conduct a vehicle queuing analysis for any access driveway proposed to be controlled by access gates in the future. The queuing analysis would be reviewed and approved by the City of Newport Beach.

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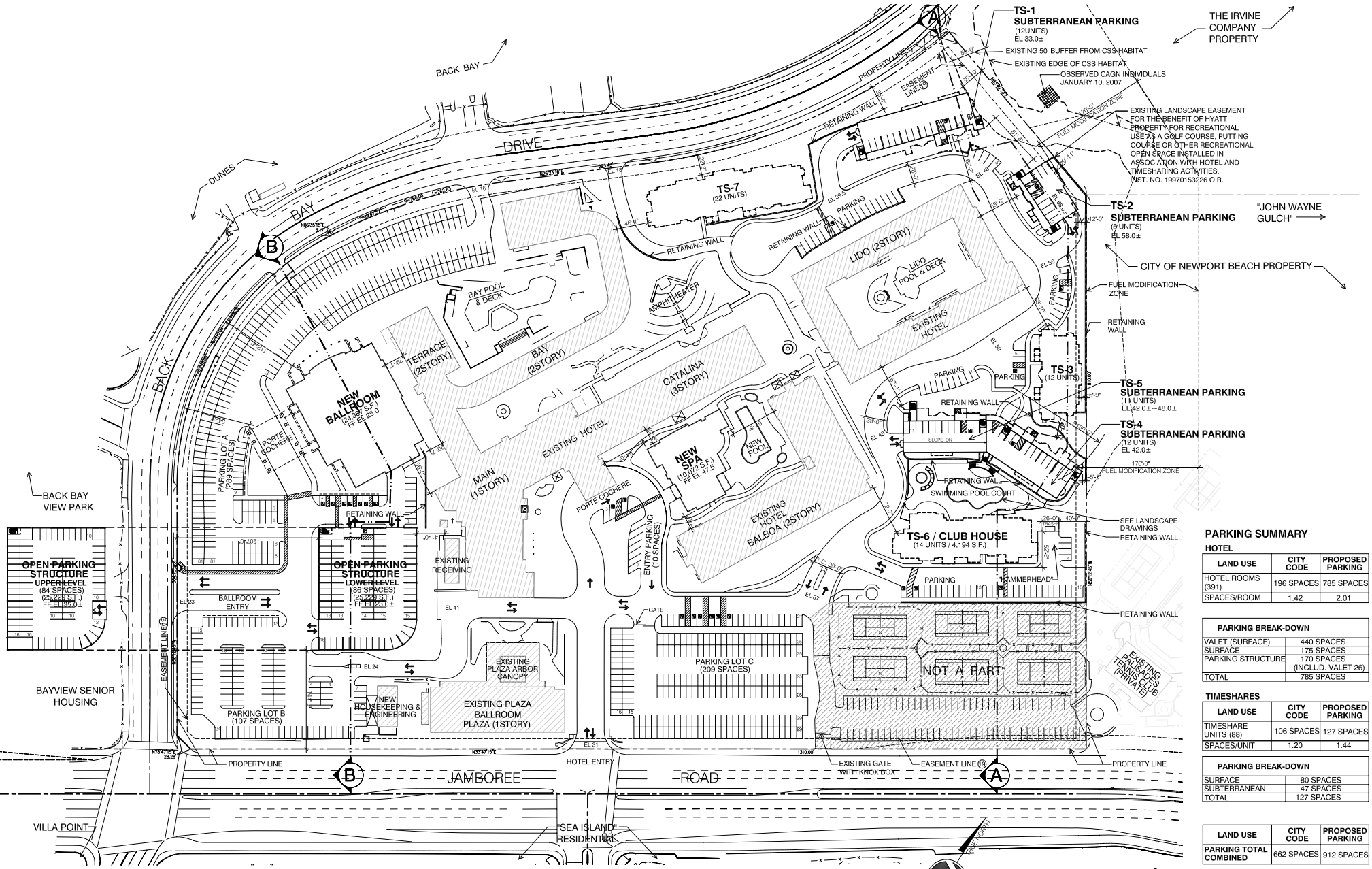
TECHNICAL APPENDIX



PARKING SUMMARY

HOTEL

LAND USE	CITY CODE	PROPOSED PARKING
HOTEL ROOMS (391)	196 SPACES	785 SPACES
SPACES/ROOM	1.42	2.01

PARKING BREAK-DOWN	
VALET (SURFACE)	440 SPACES
SURFACE	175 SPACES
PARKING STRUCTURE	170 SPACES (INCLUD. VALET 26)
TOTAL	785 SPACES

TIMESHARES

LAND USE	CITY CODE	PROPOSED PARKING
TIMESHARE UNITS (88)	106 SPACES	127 SPACES
SPACES/UNIT	1.20	1.44

PARKING BREAK-DOWN	
SURFACE	80 SPACES
SUBTERRANEAN	47 SPACES
TOTAL	127 SPACES

LAND USE	CITY CODE	PROPOSED PARKING
PARKING TOTAL COMBINED	662 SPACES	912 SPACES

HYATT REGENCY NEWPORT BEACH

SUNSTONE HOTEL INVESTORS, INC.

Y4014

SCALE: 1"=50'-0"

0 50' 100' 200'

Rev. August 31, 2006
Rev. July 30, 2007
Rev. September 24, 2007
Rev. November 07, 2007
Rev. November 26, 2007
September 1, 2005
Rev. May 11, 2006
Rev. June 12, 2006
Rev. July 7, 2006
Rev. July 17, 2006
Rev. August 1, 2006

PARKING PLAN **A-2**

LEE & SAKAHARA ARCHITECTS AIA
ARCHITECTURE PLANNING INTERIORS
16842 VON KARMAN AVE., SUITE 300
IRVINE, CA USA 92606-4927
PH. 949-261-1100 F. 949-261-1144

ATTACHED XREFS: Y4014-BALLROOM-XRP081606; y4029-FITNESS-XRP-081606; Y4076-XRP-TS45-081606; Y4014-XTB; Y4076-XRP-TS7-081606; Y4076-XRP-TS2-081606; Y4076-XRP-TS1-081606; Y4076-XFP-TS45-081005; Y4076-XFP-4BLDG-070105; Y4014-XTB-SITEPLAN; Y4076-XFP-TS45-081606; Boundary; Y4076-XRP-TS1-081606; Y4076-XFP-TS1-081606
Date: Nov 26, 2007, 3:08pm - Drawing: P:\2004\Y4076 - Hyatt Ballroom Site NB\Dwgs\Concept\Concept-Environmental-102507\Fire Dept.-110707\ Y4076 SITEPLAN11907.dwg

Newport Hyatt - Existing AM

Scenario Report

Scenario:	AM Peak Existing
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Newport Hyatt - Existing AM

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Coast Hwy And	50	55	63	1056	74	170	127	2175	31	28	1281	0
2	Coast Hwy and	356	21	101	19	11	32	34	2853	320	86	1472	27
3	Coast Highway	29	430	174	219	308	0	1210	1922	30	136	1038	0
4	Coast Hwy and	0	0	0	35	0	0	428	1606	0	0	1086	0
5	Coast Hwy and	66	55	102	70	72	0	196	1401	27	85	971	119
6	Coast Hwy and	0	0	0	564	0	0	504	927	0	0	1133	0
7	Jamboree Road	19	1411	0	568	1277	0	301	61	0	93	8	316
8	Jamboree Road	13	1336	308	497	1038	32	71	23	24	40	5	137
9	Jamboree Road	24	1622	14	12	930	36	22	0	6	23	1	10
10	Jamboree Road	42	1589	10	7	923	62	49	0	32	17	1	33

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Newport Hyatt - Existing AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Coast Hwy And Dover Drive	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000
# 2 Coast Hwy and Bayside Drive	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000
# 3 Coast Highway and Jamboree Roa	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000
# 4 Coast Hwy and Newport Center	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000
# 5 Coast Hwy and Avacado Avenue	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000
# 6 Coast Hwy and MacArthur Boulev	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000
# 7 Jamboree Road and San Joaquin	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 8 Jamboree Road and Santa Barbar	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000
# 10 Jamboree Road and Back Bay Dri	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000

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Newport Hyatt - Existing AM

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

Intersection #1 Coast Hwy And Dover Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 (Y+R = 5 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				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:	50	55	63		1056	74	170		127	2175	31		28	1281	672	
Growth 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	
Initial Bse:	50	55	63		1056	74	170		127	2175	31		28	1281	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	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	55	63		1056	74	170		127	2175	31		28	1281	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	55	63		1056	74	170		127	2175	31		28	1281	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	
Final Vol.:	50	55	63		1056	74	170		127	2175	31		28	1281	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	2.96	0.04		1.00	3.00	1.00	
Final Sat.:	1600	1600	1600		4800	1600	1600		3200	4733	67		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.04		0.22	0.05	0.11		0.04	0.46	0.46		0.02	0.27	0.00	
Crit Moves:			****		****					****			****			

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Newport Hyatt - Existing AM

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

Intersection #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775
Loss Time (sec): 0 (Y+R = 5 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:	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	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	3	1	0	
Volume Module:																								
Base Vol:	356	21	101				19	11	32				34	2853	320				86	1472	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:	356	21	101				19	11	32				34	2853	320				86	1472	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:	356	21	101				19	11	32				34	2853	320				86	1472	27			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	356	21	101				19	11	32				34	2853	320				86	1472	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			
Final Vol.:	356	21	101				19	11	32				34	2853	320				86	1472	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:	2.24	0.13	0.63				1.00	0.26	0.74				1.00	3.00	1.00				1.00	3.93	0.07			
Final Sat.:	3575	211	1014				1600	409	1191				1600	4800	1600				1600	6285	115			
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.10	0.10				0.01	0.03	0.03				0.02	0.59	0.20				0.05	0.23	0.23			
Crit Moves:	****								****					****						****				

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Newport Hyatt - Existing AM

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

Intersection #3 Coast Highway and Jamboree Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.740
Loss Time (sec):	0 (Y+R = 5 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			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:	29	430	174	219	308	655	1210	1922	30	136	1038	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	29	430	174	219	308	0	1210	1922	30	136	1038	0
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:	29	430	174	219	308	0	1210	1922	30	136	1038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	430	174	219	308	0	1210	1922	30	136	1038	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
Final Vol.:	29	430	174	219	308	0	1210	1922	30	136	1038	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2278	922	1600	3200	1600	4800	6302	98	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.14	0.10	0.00	0.25	0.30	0.30	0.04	0.16	0.00
Crit Moves:		****			****			****			****	

Newport Hyatt - Existing AM

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

Intersection #4 Coast Hwy and Newport Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
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						Ignore						Include						Ignore					
Min. Green:	0	0	0	0	0	0	0	0	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		2	0	3	0	0		0	0	3	0	1	
Volume Module:																								
Base Vol:	0	0	0				35	0	79				428	1606	0				0	1086	202			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	0.00			
Initial Bse:	0	0	0				35	0	0				428	1606	0				0	1086	0			
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				35	0	0				428	1606	0				0	1086	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				35	0	0				428	1606	0				0	1086	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			
Final Vol.:	0	0	0				35	0	0				428	1606	0				0	1086	0			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	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				0.13	0.33	0.00				0.00	0.23	0.00			
Crit Moves:							****						****							****				

Newport Hyatt - Existing AM

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

Intersection #5 Coast Hwy and Avacado Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.459
Loss Time (sec):	0 (Y+R = 5 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			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 2	1	0	1 0 3	0	1
Volume Module:												
Base Vol:	66	55	102	70	72	43	196	1401	27	85	971	119
Growth 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
Initial Bse:	66	55	102	70	72	0	196	1401	27	85	971	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:	66	55	102	70	72	0	196	1401	27	85	971	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	55	102	70	72	0	196	1401	27	85	971	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
Final Vol.:	66	55	102	70	72	0	196	1401	27	85	971	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	1.00	1.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4709	91	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.06	0.04	0.05	0.00	0.12	0.30	0.30	0.05	0.20	0.07
Crit Moves:			****		****			****			****	

Newport Hyatt - Existing AM

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

Intersection #6 Coast Hwy and MacArthur Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 4 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:	Permitted			Permitted			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	564	0	387	504	927	0	0	1133	1036
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	564	0	0	504	927	0	0	1133	0
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	564	0	0	504	927	0	0	1133	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	0	504	927	0	0	1133	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
Final Vol.:	0	0	0	564	0	0	504	927	0	0	1133	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.16	0.19	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

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Newport Hyatt - Existing AM

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

Intersection #7 Jamboree Road and San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 0 (Y+R = 5 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:	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:	19	1411	119		568	1277	64		301	61	57		93	8	316	
Growth 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	
Initial Bse:	19	1411	0		568	1277	0		301	61	0		93	8	316	
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:	19	1411	0		568	1277	0		301	61	0		93	8	316	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1411	0		568	1277	0		301	61	0		93	8	316	
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	
Final Vol.:	19	1411	0		568	1277	0		301	61	0		93	8	316	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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:	0.01	0.29	0.00		0.18	0.27	0.00		0.09	0.04	0.00		0.03	0.01	0.20	
Crit Moves:		****				****				****					****	

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Newport Hyatt - Existing AM

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

Intersection #8 Jamboree Road and Santa Barbara Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 5 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:	1 0	3 0	1	2 0	3 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	13	1336	308	497	1038	32	71	23	24	40	5	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1336	308	497	1038	32	71	23	24	40	5	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1336	308	497	1038	32	71	23	24	40	5	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1336	308	497	1038	32	71	23	24	40	5	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	1336	308	497	1038	32	71	23	24	40	5	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	3.00	1.00	2.00	3.00	1.00	1.00	0.49	0.51	1.78	0.22	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	783	817	2844	356	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.19	0.16	0.22	0.02	0.04	0.03	0.03	0.01	0.01	0.09
Crit Moves:		****			****			****				****

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Newport Hyatt - Existing AM

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

Intersection #9 Jamboree Road and Hyatt Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
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:	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	3 0	1		1 0	2 1	0		1 0	0 1	0		0 1	0 0	1	
Volume Module:																
Base Vol:	24	1622	14		12	930	36		22	0	6		23	1	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:	24	1622	14		12	930	36		22	0	6		23	1	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:	24	1622	14		12	930	36		22	0	6		23	1	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	1622	14		12	930	36		22	0	6		23	1	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	24	1622	14		12	930	36		22	0	6		23	1	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	3.00	1.00		1.00	2.89	0.11		1.00	0.00	1.00		0.96	0.04	1.00	
Final Sat.:	1600	4800	1600		1600	4621	179		1600	0	1600		1533	67	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.01		0.01	0.20	0.20		0.01	0.00	0.00		0.02	0.02	0.01	
Crit Moves:		****				****				****				****		

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Newport Hyatt - Existing AM

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

Intersection #10 Jamboree Road and Back Bay Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 0 (Y+R = 5 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:	1 0 2	1	0	1 0 2	1	0	1 0 0	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	42	1589	10	7	923	62	49	0	32	17	1	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:	42	1589	10	7	923	62	49	0	32	17	1	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:	42	1589	10	7	923	62	49	0	32	17	1	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1589	10	7	923	62	49	0	32	17	1	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
Final Vol.:	42	1589	10	7	923	62	49	0	32	17	1	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	2.98	0.02	1.00	2.81	0.19	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4770	30	1600	4498	302	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.00	0.21	0.21	0.03	0.00	0.02	0.01	0.00	0.02
Crit Moves:		****			****			****				****

Newport Hyatt - Existing PM

Scenario Report

Scenario:	PM Peak Existing
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Newport Hyatt - Existing PM

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Coast Hwy And	27	63	45	974	66	192	155	1738	28	60	2370	0
2	Coast Hwy and	257	8	21	29	8	48	63	1947	484	61	3290	13
3	Coast Highway	49	282	84	253	720	0	872	1610	27	187	2026	0
4	Coast Hwy and	0	0	0	220	0	0	286	1486	0	0	1671	0
5	Coast Hwy and	100	24	104	217	160	0	112	1303	49	72	1398	45
6	Coast Hwy and	0	0	0	1035	0	0	608	1404	0	0	1163	0
7	Jamboree Road	107	1313	0	476	1634	0	73	37	0	197	47	612
8	Jamboree Road	15	1032	127	329	1401	68	61	23	29	340	6	485
9	Jamboree Road	35	1064	20	33	2012	54	29	0	32	10	1	1
10	Jamboree Road	44	1049	19	33	1968	43	37	1	36	12	0	25

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Newport Hyatt - Existing PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Coast Hwy And Dover Drive	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 2 Coast Hwy and Bayside Drive	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 3 Coast Highway and Jamboree Roa	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 4 Coast Hwy and Newport Center	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 5 Coast Hwy and Avacado Avenue	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 6 Coast Hwy and MacArthur Boulev	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 7 Jamboree Road and San Joaquin	D	xxxxx	0.828	D	xxxxx	0.828	+ 0.000 V/C
# 8 Jamboree Road and Santa Barbar	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 10 Jamboree Road and Back Bay Dri	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C

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Newport Hyatt - Existing PM

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

Intersection #1 Coast Hwy And Dover Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.779
Loss Time (sec):	0 (Y+R = 5 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:	27	63	45		974	66	192		155	1738	28		60	2370	1254	
Growth 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	
Initial Bse:	27	63	45		974	66	192		155	1738	28		60	2370	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	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:	27	63	45		974	66	192		155	1738	28		60	2370	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	63	45		974	66	192		155	1738	28		60	2370	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	
Final Vol.:	27	63	45		974	66	192		155	1738	28		60	2370	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.17	0.83		3.00	1.00	1.00		2.00	2.95	0.05		1.00	3.00	1.00	
Final Sat.:	1600	1867	1333		4800	1600	1600		3200	4724	76		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.20	0.04	0.12		0.05	0.37	0.37		0.04	0.49	0.00	
Crit Moves:		****				****				****				****		

Newport Hyatt - Existing PM

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

Intersection #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 5 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	3	1 0
Volume Module:																
Base Vol:	257	8	21		29	8	48		63	1947	484		61	3290	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:	257	8	21		29	8	48		63	1947	484		61	3290	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:	257	8	21		29	8	48		63	1947	484		61	3290	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	257	8	21		29	8	48		63	1947	484		61	3290	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	257	8	21		29	8	48		63	1947	484		61	3290	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:	2.70	0.08	0.22		1.00	0.14	0.86		1.00	3.00	1.00		1.00	3.98	0.02	
Final Sat.:	4313	134	352		1600	229	1371		1600	4800	1600		1600	6375	25	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.02	0.04	0.04		0.04	0.41	0.30		0.04	0.52	0.52	
Crit Moves:	****				****				****					****		

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Newport Hyatt - Existing PM

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

Intersection #3 Coast Highway and Jamboree Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.771
Loss Time (sec):	0 (Y+R = 5 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:	49	282		84			253	720		1309			872	1610		27			187	2026		231		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		0.00		
Initial Bse:	49	282		84			253	720		0			872	1610		27			187	2026		0		
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:	49	282		84			253	720		0			872	1610		27			187	2026		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	49	282		84			253	720		0			872	1610		27			187	2026		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		
Final Vol.:	49	282		84			253	720		0			872	1610		27			187	2026		0		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.54		0.46			1.00	2.00		1.00			3.00	3.93		0.07			2.00	4.00		1.00		
Final Sat.:	1600	2466		734			1600	3200		1600			4800	6294		106			3200	6400		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.11		0.11			0.16	0.23		0.00			0.18	0.26		0.26			0.06	0.32		0.00		
Crit Moves:		****						****						****							****			

Newport Hyatt - Existing PM

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

Intersection #4 Coast Hwy and Newport Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 (Y+R = 5 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:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	0	0	0	0	0	0	0	0	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		2	0	3	0	0		0	0	3	0	1	
Volume Module:																								
Base Vol:	0	0	0	220	0	460	286	1486	0	0	1671	145												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00												
Initial Bse:	0	0	0	220	0	0	286	1486	0	0	1671	0												
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	220	0	0	286	1486	0	0	1671	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	220	0	0	286	1486	0	0	1671	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												
Final Vol.:	0	0	0	220	0	0	286	1486	0	0	1671	0												
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	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	0.07	0.00	0.00	0.09	0.31	0.00	0.00	0.35	0.00												
Crit Moves:				****			****				****													

Newport Hyatt - Existing PM

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

Intersection #5 Coast Hwy and Avacado Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 5 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:	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	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	100	24	104	217	160	147	112	1303	49	72	1398	45
Growth 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
Initial Bse:	100	24	104	217	160	0	112	1303	49	72	1398	45
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:	100	24	104	217	160	0	112	1303	49	72	1398	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	24	104	217	160	0	112	1303	49	72	1398	45
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
Final Vol.:	100	24	104	217	160	0	112	1303	49	72	1398	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:	1.00	1.00	1.00	1.15	0.85	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1842	1358	1600	1600	4626	174	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.07	0.12	0.12	0.00	0.07	0.28	0.28	0.05	0.29	0.03
Crit Moves:			****		****		****				****	

Newport Hyatt - Existing PM

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

Intersection #6 Coast Hwy and MacArthur Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 0 (Y+R = 4 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			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	1035	0	503	608	1404	0	0	1163	625
Growth Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00	
Initial Bse:	0	0	0	1035	0	0	608	1404	0	0	1163	0
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	1035	0	0	608	1404	0	0	1163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1035	0	0	608	1404	0	0	1163	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	
Final Vol.:	0	0	0	1035	0	0	608	1404	0	0	1163	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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		0.32 0.00	0.00		0.19 0.29	0.00		0.00 0.24	0.00	
Crit Moves:				****			****				****	

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Newport Hyatt - Existing PM

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

Intersection #7 Jamboree Road and San Joaquin Hills Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 0 (Y+R = 5 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			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:	107	1313	136	476	1634	170	73	37	36	197	47	612
Growth 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
Initial Bse:	107	1313	0	476	1634	0	73	37	0	197	47	612
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:	107	1313	0	476	1634	0	73	37	0	197	47	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1313	0	476	1634	0	73	37	0	197	47	612
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
Final Vol.:	107	1313	0	476	1634	0	73	37	0	197	47	612
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.99	1.01	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3185	1615	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.00	0.15	0.34	0.00	0.02	0.02	0.00	0.06	0.03	0.38
Crit Moves:		****		****				****				****

Newport Hyatt - Existing PM

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

Intersection #8 Jamboree Road and Santa Barbara Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 0 (Y+R = 5 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:	1 0	3 0	1	2 0	3 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	15	1032	127	329	1401	68	61	23	29	340	6	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1032	127	329	1401	68	61	23	29	340	6	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1032	127	329	1401	68	61	23	29	340	6	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1032	127	329	1401	68	61	23	29	340	6	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1032	127	329	1401	68	61	23	29	340	6	485
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	0.44	0.56	1.97	0.03	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	708	892	3145	55	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.10	0.29	0.04	0.04	0.03	0.03	0.11	0.11	0.30
Crit Moves:		****			****			****				****

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Newport Hyatt - Existing PM

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

Intersection #9 Jamboree Road and Hyatt Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 (Y+R = 5 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	3	0	1		1	0	2	1	0		1	0	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	35	1064		20			33	2012		54			29		0		32		10		1		1	
Growth Adj:	1.00	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	1064		20			33	2012		54			29		0		32		10		1		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	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	1064		20			33	2012		54			29		0		32		10		1		1	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	35	1064		20			33	2012		54			29		0		32		10		1		1	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	35	1064		20			33	2012		54			29		0		32		10		1		1	
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00		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	2.92		0.08			1.00		0.00		1.00		0.91		0.09		1.00	
Final Sat.:	1600	4800		1600			1600	4675		125			1600		0		1600		1455		145		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.22		0.01			0.02	0.43		0.43			0.02		0.00		0.02		0.01		0.01		0.00	
Crit Moves:	****							****					****								****			

Newport Hyatt - Existing PM

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

Intersection #10 Jamboree Road and Back Bay Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 (Y+R = 5 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 2	1	0	1 0 2	1	0	1 0 0	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	44 1049		19	33 1968		43	37	1	36	12	0	25
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	44 1049		19	33 1968		43	37	1	36	12	0	25
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	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 1.00	1.00	1.00
PHF Volume:	44 1049		19	33 1968		43	37	1	36	12	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44 1049		19	33 1968		43	37	1	36	12	0	25
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	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 1.00	1.00	1.00
Final Vol.:	44 1049		19	33 1968		43	37	1	36	12	0	25
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	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 1.00	1.00	1.00
Lanes:	1.00 2.95	0.05	1.00	2.94	0.06	1.00	0.03	0.97	1.00	1.00	1.00	1.00
Final Sat.:	1600 4715		85	1600 4697		103	1600	43	1557	1600 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.03 0.22	0.22	0.02	0.42	0.42	0.02	0.02	0.02	0.01	0.00	0.02	
Crit Moves:	****			****		****					****	

Newport Hyatt - Future No Project AM - Year 2012

Scenario Report

Scenario:	AM Peak No Project
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Coast Hwy And	50	55	63	1091	74	203	159	2492	33	30	1738	0
2	Coast Hwy and	359	21	102	63	11	50	71	3208	342	91	2019	29
3	Coast Highway	29	431	174	307	328	0	1357	2199	33	144	1482	0
4	Coast Hwy and	0	0	0	35	0	0	459	1914	0	0	1725	0
5	Coast Hwy and	66	55	102	70	72	0	208	1701	29	90	1603	126
6	Coast Hwy and	0	0	0	649	1	0	611	1127	0	0	1641	0
7	Jamboree Road	20	1799	0	619	1584	0	301	78	0	105	8	357
8	Jamboree Road	14	1712	329	542	1321	35	77	23	24	40	5	142
9	Jamboree Road	15	2017	16	15	1203	38	13	0	6	36	1	18
10	Jamboree Road	57	1945	12	8	1202	68	64	0	43	27	1	45

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Coast Hwy And Dover Drive	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 2 Coast Hwy and Bayside Drive	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000 V/C
# 3 Coast Highway and Jamboree Roa	D	xxxxx	0.895	D	xxxxx	0.895	+ 0.000 V/C
# 4 Coast Hwy and Newport Center	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 5 Coast Hwy and Avacado Avenue	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 6 Coast Hwy and MacArthur Boulev	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
# 7 Jamboree Road and San Joaquin	D	xxxxx	0.885	D	xxxxx	0.885	+ 0.000 V/C
# 8 Jamboree Road and Santa Barbar	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
# 10 Jamboree Road and Back Bay Dri	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C

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

Intersection #1 Coast Hwy And Dover Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	0 (Y+R = 5 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:	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:	50	55	63	1091	74	203	159	2492	33	30	1738	811
Growth 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
Initial Bse:	50	55	63	1091	74	203	159	2492	33	30	1738	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	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	55	63	1091	74	203	159	2492	33	30	1738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	63	1091	74	203	159	2492	33	30	1738	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
Final Vol.:	50	55	63	1091	74	203	159	2492	33	30	1738	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	4800	1600	1600	3200	4737	63	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.23	0.05	0.13	0.05	0.53	0.53	0.02	0.36	0.00
Crit Moves:			****	****				****		****		

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Newport Hyatt - Future No Project AM - Year 2012

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

Intersection #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 0 (Y+R = 5 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:	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	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	3	1	0	
Volume Module:																								
Base Vol:	359	21		102			63	11		50			71	3208		342			91	2019		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:	359	21		102			63	11		50			71	3208		342			91	2019		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:	359	21		102			63	11		50			71	3208		342			91	2019		29		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	359	21		102			63	11		50			71	3208		342			91	2019		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		
Final Vol.:	359	21		102			63	11		50			71	3208		342			91	2019		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:	2.24	0.13		0.63			1.00	0.18		0.82			1.00	3.00		1.00			1.00	3.94		0.06		
Final Sat.:	3575	209		1016			1600	289		1311			1600	4800		1600			1600	6309		91		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.10		0.10			0.04	0.04		0.04			0.04	0.67		0.21			0.06	0.32		0.32		
Crit Moves:	****			****									****						****					

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Newport Hyatt - Future No Project AM - Year 2012

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

Intersection #3 Coast Highway and Jamboree Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.895
Loss Time (sec):	0 (Y+R = 5 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:	1 0 1	1 0		1 0 2	0 1		3 0 3	1 0		2 0 4	0 1	
Volume Module:												
Base Vol:	29	431	174	307	328	864	1357	2199	33	144	1482	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	29	431	174	307	328	0	1357	2199	33	144	1482	0
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:	29	431	174	307	328	0	1357	2199	33	144	1482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	431	174	307	328	0	1357	2199	33	144	1482	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
Final Vol.:	29	431	174	307	328	0	1357	2199	33	144	1482	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2280	920	1600	3200	1600	4800	6305	95	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.19	0.10	0.00	0.28	0.35	0.35	0.05	0.23	0.00
Crit Moves:		****		****			****				****	

Newport Hyatt - Future No Project AM - Year 2012

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

Intersection #4 Coast Hwy and Newport Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 5 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:	Permitted			Permitted			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	35	0	88	459	1914	0	0	1725	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	35	0	0	459	1914	0	0	1725	0
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	35	0	0	459	1914	0	0	1725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	0	459	1914	0	0	1725	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
Final Vol.:	0	0	0	35	0	0	459	1914	0	0	1725	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.14	0.40	0.00	0.00	0.36	0.00
Crit Moves:				****			****				****	

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

Intersection #5 Coast Hwy and Avacado Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 5 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:	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	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	66	55	102				70	72	43				208	1701	29				90	1603	126			
Growth 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			
Initial Bse:	66	55	102				70	72	0				208	1701	29				90	1603	126			
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:	66	55	102				70	72	0				208	1701	29				90	1603	126			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	66	55	102				70	72	0				208	1701	29				90	1603	126			
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			
Final Vol.:	66	55	102				70	72	0				208	1701	29				90	1603	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	1.00	1.00				1.00	1.00	1.00				1.00	2.95	0.05				1.00	3.00	1.00			
Final Sat.:	1600	1600	1600				1600	1600	1600				1600	4720	80				1600	4800	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.03	0.06				0.04	0.05	0.00				0.13	0.36	0.36				0.06	0.33	0.08			
Crit Moves:			****					****					****							****				

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

Intersection #6 Coast Hwy and MacArthur Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 (Y+R = 4 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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 1	0	1 0	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	649	1	539	611	1127	0	0	1641	1258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	649	1	0	611	1127	0	0	1641	0
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	649	1	0	611	1127	0	0	1641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	649	1	0	611	1127	0	0	1641	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
Final Vol.:	0	0	0	649	1	0	611	1127	0	0	1641	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	1600	0	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.00	0.19	0.23	0.00	0.00	0.34	0.00
Crit Moves:				****			****				****	

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

Intersection #7 Jamboree Road and San Joaquin Hills Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.885
Loss Time (sec):	0 (Y+R = 5 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			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:	20	1799	131	619	1584	68	301	78	57	105	8	357
Growth 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
Initial Bse:	20	1799	0	619	1584	0	301	78	0	105	8	357
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:	20	1799	0	619	1584	0	301	78	0	105	8	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1799	0	619	1584	0	301	78	0	105	8	357
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
Final Vol.:	20	1799	0	619	1584	0	301	78	0	105	8	357
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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:	0.01	0.37	0.00	0.19	0.33	0.00	0.09	0.05	0.00	0.03	0.01	0.22
Crit Moves:		****			****			****				****

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

Intersection #8 Jamboree Road and Santa Barbara Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 5 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:	1 0 3 0 1			2 0 3 0 1			1 0 0 1 0			1 1 0 0 1		
Volume Module:												
Base Vol:	14	1712	329	542	1321	35	77	23	24	40	5	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1712	329	542	1321	35	77	23	24	40	5	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1712	329	542	1321	35	77	23	24	40	5	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1712	329	542	1321	35	77	23	24	40	5	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1712	329	542	1321	35	77	23	24	40	5	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	0.49	0.51	1.78	0.22	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	783	817	2844	356	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.21	0.17	0.28	0.02	0.05	0.03	0.03	0.01	0.01	0.09
Crit Moves:		****			****			****				****

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

Intersection #9 Jamboree Road and Hyatt Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R = 5 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 3 0 1			1 0 2 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	15 2017	16		15 1203	38		13	0	6	36	1	18
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	15 2017	16		15 1203	38		13	0	6	36	1	18
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	15 2017	16		15 1203	38		13	0	6	36	1	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15 2017	16		15 1203	38		13	0	6	36	1	18
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	15 2017	16		15 1203	38		13	0	6	36	1	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 3.00	1.00		1.00 2.91	0.09		1.00 0.00	1.00		0.97 0.03	1.00	
Final Sat.:	1600 4800	1600		1600 4653	147		1600	0	1600	1557	43	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.42	0.01		0.01 0.26	0.26		0.01 0.00	0.00		0.02 0.02	0.01	
Crit Moves:	****			****			****			****		

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

Intersection #10 Jamboree Road and Back Bay Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.481
Loss Time (sec):	0 (Y+R = 5 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 2	1	0	1 0 2	1	0	1 0 0	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	57 1945	12		8 1202	68		64	0		43	27	1	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:	57 1945	12		8 1202	68		64	0		43	27	1	45
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		
PHF Adj:	1.00 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 1945	12		8 1202	68		64	0		43	27	1	45
Reduct Vol:	0 0	0		0 0	0		0	0		0	0	0	0
Reduced Vol:	57 1945	12		8 1202	68		64	0		43	27	1	45
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		
Final Vol.:	57 1945	12		8 1202	68		64	0		43	27	1	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:	1.00 2.98	0.02		1.00 2.84	0.16		1.00 0.00	1.00		1.00 1.00	1.00		
Final Sat.:	1600 4771	29		1600 4543	257		1600	0		1600	1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.04 0.41	0.41		0.01 0.26	0.26		0.04 0.00	0.03		0.02 0.00	0.03		
Crit Moves:	****			****			****				****		

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Scenario Report

Scenario:	PM Peak No Project
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Coast Hwy And	27	63	45	1073	66	239	219	2284	30	64	2824	0
2	Coast Hwy and	262	8	21	100	8	77	93	2569	521	65	3825	14
3	Coast Highway	50	283	86	492	767	0	1075	2087	29	202	2427	0
4	Coast Hwy and	0	0	0	223	0	0	318	2163	0	0	2153	0
5	Coast Hwy and	100	24	104	217	160	0	119	1967	53	76	1865	48
6	Coast Hwy and	0	0	0	1208	0	0	833	1888	0	0	1474	0
7	Jamboree Road	115	1670	0	551	2066	0	74	53	0	209	47	659
8	Jamboree Road	16	1369	135	353	1814	78	63	24	29	341	7	492
9	Jamboree Road	22	1426	27	38	2460	57	18	0	19	14	1	2
10	Jamboree Road	68	1386	25	36	2402	48	51	0	17	16	0	26

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Coast Hwy And Dover Drive	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
# 2 Coast Hwy and Bayside Drive	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 3 Coast Highway and Jamboree Roa	F	xxxxx	1.026	F	xxxxx	1.026	+ 0.000 V/C
# 4 Coast Hwy and Newport Center	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 5 Coast Hwy and Avacado Avenue	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 6 Coast Hwy and MacArthur Boulev	E	xxxxx	0.945	E	xxxxx	0.945	+ 0.000 V/C
# 7 Jamboree Road and San Joaquin	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000 V/C
# 8 Jamboree Road and Santa Barbar	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000 V/C
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 10 Jamboree Road and Back Bay Dri	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C

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

Intersection #1 Coast Hwy And Dover Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.914
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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	1 0		3 0 1	0 1		2 0 2	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	27	63	45	1073	66	239	219	2284	30	64	2824	1401
Growth 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
Initial Bse:	27	63	45	1073	66	239	219	2284	30	64	2824	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	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:	27	63	45	1073	66	239	219	2284	30	64	2824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	63	45	1073	66	239	219	2284	30	64	2824	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
Final Vol.:	27	63	45	1073	66	239	219	2284	30	64	2824	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	1867	1333	4800	1600	1600	3200	4738	62	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.22	0.04	0.15	0.07	0.48	0.48	0.04	0.59	0.00
Crit Moves:		****		****			****				****	

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

Intersection #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 0 (Y+R = 5 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:	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	3	1	0	
Volume Module:																								
Base Vol:	262	8	21				100	8	77				93	2569	521				65	3825	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:	262	8	21				100	8	77				93	2569	521				65	3825	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:	262	8	21				100	8	77				93	2569	521				65	3825	14			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	262	8	21				100	8	77				93	2569	521				65	3825	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			
Final Vol.:	262	8	21				100	8	77				93	2569	521				65	3825	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:	2.70	0.08	0.22				1.00	0.09	0.91				1.00	3.00	1.00				1.00	3.99	0.01			
Final Sat.:	4322	132	346				1600	151	1449				1600	4800	1600				1600	6377	23			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.06	0.06				0.06	0.05	0.05				0.06	0.54	0.33				0.04	0.60	0.60			
Crit Moves:	****						****						****							****				

Newport Hyatt - Future No Project PM Year 2012

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

Intersection #3 Coast Highway and Jamboree Road

Cycle (sec):	100	Critical Vol./Cap. (X):	1.026
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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			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:	50	283	86	492	767	1498	1075	2087	29	202	2427	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	50	283	86	492	767	0	1075	2087	29	202	2427	0
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:	50	283	86	492	767	0	1075	2087	29	202	2427	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	283	86	492	767	0	1075	2087	29	202	2427	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
Final Vol.:	50	283	86	492	767	0	1075	2087	29	202	2427	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2454	746	1600	3200	1600	4800	6312	88	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.31	0.24	0.00	0.22	0.33	0.33	0.06	0.38	0.00
Crit Moves:		****			****			****			****	

Newport Hyatt - Future No Project PM Year 2012

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

Intersection #4 Coast Hwy and Newport Center

Cycle (sec):	100	Critical Vol./Cap. (X):	0.618
Loss Time (sec):	0 (Y+R = 5 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			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	223	0	492	318	2163	0	0	2153	160
Growth Adj:	1.00 1.00	1.00		1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00
Initial Bse:	0	0	0	223	0	0	318	2163	0	0	2153	0
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	223	0	0	318	2163	0	0	2153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	0	318	2163	0	0	2153	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
Final Vol.:	0	0	0	223	0	0	318	2163	0	0	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:	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		0.07 0.00		0.00	0.10 0.45		0.00	0.00 0.45		0.00
Crit Moves:				****			****				****	

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

Intersection #5 Coast Hwy and Avacado Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.651
Loss Time (sec):	0 (Y+R = 5 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						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	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	100	24	104		217	160	148		119	1967		53	76	1865		48								
Growth 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								
Initial Bse:	100	24	104		217	160	0		119	1967		53	76	1865		48								
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:	100	24	104		217	160	0		119	1967		53	76	1865		48								
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0								
Reduced Vol:	100	24	104		217	160	0		119	1967		53	76	1865		48								
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								
Final Vol.:	100	24	104		217	160	0		119	1967		53	76	1865		48								
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600		1600	1600	1600		1600								
Adjustment:	1.00	1.00	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		1.15	0.85	1.00		1.00	2.92		0.08	1.00	3.00		1.00								
Final Sat.:	1600	1600	1600		1842	1358	1600		1600	4674		126	1600	4800		1600								
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.02	0.07		0.12	0.12	0.00		0.07	0.42		0.42	0.05	0.39		0.03								
Crit Moves:			****			****					****				****									

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

Intersection #6 Coast Hwy and MacArthur Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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			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	1208	0	675	833	1888	0	0	1474	771
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	1208	0	0	833	1888	0	0	1474	0
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	1208	0	0	833	1888	0	0	1474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1208	0	0	833	1888	0	0	1474	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
Final Vol.:	0	0	0	1208	0	0	833	1888	0	0	1474	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.38	0.00	0.00	0.26	0.39	0.00	0.00	0.31	0.00
Crit Moves:				****			****				****	

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

Intersection #7 Jamboree Road and San Joaquin Hills Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.958
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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			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:	115	1670	151	551	2066	180	74	53	36	209	47	659
Growth 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
Initial Bse:	115	1670	0	551	2066	0	74	53	0	209	47	659
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:	115	1670	0	551	2066	0	74	53	0	209	47	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1670	0	551	2066	0	74	53	0	209	47	659
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
Final Vol.:	115	1670	0	551	2066	0	74	53	0	209	47	659
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.75	1.25	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2797	2003	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.00	0.17	0.43	0.00	0.03	0.03	0.00	0.07	0.03	0.41
Crit Moves:		****			****			****				****

Newport Hyatt - Future No Project PM Year 2012

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

Intersection #8 Jamboree Road and Santa Barbara Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.742
Loss Time (sec):	0 (Y+R = 5 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	16	1369	135	353	1814	78	63	24	29	341	7	492
Growth Adj:	1.00	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	1369	135	353	1814	78	63	24	29	341	7	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1369	135	353	1814	78	63	24	29	341	7	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1369	135	353	1814	78	63	24	29	341	7	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1369	135	353	1814	78	63	24	29	341	7	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:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	0.45	0.55	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	725	875	3136	64	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.08	0.11	0.38	0.05	0.04	0.03	0.03	0.11	0.11	0.31
Crit Moves:		****			****			****				****

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

Intersection #9 Jamboree Road and Hyatt Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 5 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			Permitted			Permitted		
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 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	22	1426	27	38	2460	57	18	0	19	14	1	2
Growth Adj:	1.00	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	1426	27	38	2460	57	18	0	19	14	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1426	27	38	2460	57	18	0	19	14	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1426	27	38	2460	57	18	0	19	14	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	1426	27	38	2460	57	18	0	19	14	1	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.93	0.07	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1600	4800	1600	1600	4691	109	1600	0	1600	1493	107	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.02	0.02	0.52	0.52	0.01	0.00	0.01	0.01	0.01	0.00
Crit Moves:	****			****			****				****	

Newport Hyatt - Future No Project PM Year 2012

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

Intersection #10 Jamboree Road and Back Bay Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 0 (Y+R = 5 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 2	1	0	1 0 2	1	0	1 0 0	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	68 1386		25	36 2402		48	51		0	17	16	0	26
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
Initial Bse:	68 1386		25	36 2402		48	51		0	17	16	0	26
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
PHF Volume:	68 1386		25	36 2402		48	51		0	17	16	0	26
Reduct Vol:	0 0	0		0 0	0		0 0	0		0	0	0	0
Reduced Vol:	68 1386		25	36 2402		48	51		0	17	16	0	26
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
Final Vol.:	68 1386		25	36 2402		48	51		0	17	16	0	26
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600	1600	1600
Adjustment:	1.00 1.00	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 2.94	0.06		1.00 0.00	1.00		1.00	1.00	1.00
Final Sat.:	1600 4715		85	1600 4706		94	1600		0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.29	0.29		0.02 0.51	0.51		0.03 0.00	0.01		0.01	0.00	0.02
Crit Moves:	****			****			****					****

Newport Hyatt - Future With Project AM - Year 2012

Scenario Report

Scenario:	AM Peak Future With Project
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Newport Hyatt - Future With Project AM - Year 2012

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Coast Hwy And	50	55	63	1093	74	203	159	2498	33	30	1742	0
2	Coast Hwy and	359	21	102	63	11	50	71	3216	342	91	2024	29
3	Coast Highway	29	431	174	312	328	0	1365	2199	33	144	1482	0
4	Coast Hwy and	0	0	0	35	0	0	460	1918	0	0	1731	0
5	Coast Hwy and	66	55	102	70	72	0	208	1705	29	90	1609	126
6	Coast Hwy and	0	0	0	649	1	0	613	1129	0	0	1644	0
7	Jamboree Road	20	1807	0	619	1596	0	301	78	0	107	8	357
8	Jamboree Road	14	1721	330	542	1335	35	77	23	24	42	5	142
9	Jamboree Road	24	2021	16	15	1209	47	19	0	12	36	1	18
10	Jamboree Road	63	1954	12	8	1208	74	68	0	47	27	1	45

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Newport Hyatt - Future With Project AM - Year 2012

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Coast Hwy And Dover Drive	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
# 2 Coast Hwy and Bayside Drive	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
# 3 Coast Highway and Jamboree Roa	E	xxxxx	0.900	D	xxxxx	0.900	+ 0.000 V/C
# 4 Coast Hwy and Newport Center	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 5 Coast Hwy and Avacado Avenue	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 6 Coast Hwy and MacArthur Boulev	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 7 Jamboree Road and San Joaquin	D	xxxxx	0.887	D	xxxxx	0.887	+ 0.000 V/C
# 8 Jamboree Road and Santa Barbar	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
# 10 Jamboree Road and Back Bay Dri	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C

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Newport Hyatt - Future With Project AM - Year 2012

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

Intersection #1 Coast Hwy And Dover Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.813
Loss Time (sec):	0 (Y+R = 5 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:	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:	50	55	63		1093	74	203		159	2498	33		30	1742	812	
Growth 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	
Initial Bse:	50	55	63		1093	74	203		159	2498	33		30	1742	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	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	55	63		1093	74	203		159	2498	33		30	1742	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	55	63		1093	74	203		159	2498	33		30	1742	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	
Final Vol.:	50	55	63		1093	74	203		159	2498	33		30	1742	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	2.96	0.04		1.00	3.00	1.00	
Final Sat.:	1600	1600	1600		4800	1600	1600		3200	4737	63		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.04		0.23	0.05	0.13		0.05	0.53	0.53		0.02	0.36	0.00	
Crit Moves:			****		****					****			****			

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Newport Hyatt - Future With Project AM - Year 2012

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

Intersection #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 0 (Y+R = 5 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:	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	3 1	0	
Volume Module:														
Base Vol:	359	21	102	63	11	50	71	3216	342		91	2024	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:	359	21	102	63	11	50	71	3216	342		91	2024	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:	359	21	102	63	11	50	71	3216	342		91	2024	29	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	359	21	102	63	11	50	71	3216	342		91	2024	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	
Final Vol.:	359	21	102	63	11	50	71	3216	342		91	2024	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:	2.24	0.13	0.63	1.00	0.18	0.82	1.00	3.00	1.00		1.00	3.94	0.06	
Final Sat.:	3575	209	1016	1600	289	1311	1600	4800	1600		1600	6310	90	
Capacity Analysis Module:														
Vol/Sat:	0.10	0.10	0.10	0.04	0.04	0.04	0.04	0.67	0.21		0.06	0.32	0.32	
Crit Moves:	****			****				****			****			

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Newport Hyatt - Future With Project AM - Year 2012

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

Intersection #3 Coast Highway and Jamboree Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.900
Loss Time (sec):	0 (Y+R = 5 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:	1 0	1	1 0	1 0	2	0 1	3 0	3	1 0	2 0	4	0 1
Volume Module:												
Base Vol:	29	431	174	312	328	869	1365	2199	33	144	1482	434
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	29	431	174	312	328	0	1365	2199	33	144	1482	0
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:	29	431	174	312	328	0	1365	2199	33	144	1482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	431	174	312	328	0	1365	2199	33	144	1482	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
Final Vol.:	29	431	174	312	328	0	1365	2199	33	144	1482	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	3.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1600	2280	920	1600	3200	1600	4800	6305	95	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.10	0.00	0.28	0.35	0.35	0.05	0.23	0.00
Crit Moves:		****		****			****				****	

Newport Hyatt - Future With Project AM - Year 2012

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

Intersection #4 Coast Hwy and Newport Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 5 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:	Permitted			Permitted			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	35	0	90	460	1918	0	0	1731	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	35	0	0	460	1918	0	0	1731	0
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	35	0	0	460	1918	0	0	1731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	0	460	1918	0	0	1731	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
Final Vol.:	0	0	0	35	0	0	460	1918	0	0	1731	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.14	0.40	0.00	0.00	0.36	0.00
Crit Moves:				****			****				****	

Newport Hyatt - Future With Project AM - Year 2012

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

Intersection #5 Coast Hwy and Avacado Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.574
Loss Time (sec):	0 (Y+R = 5 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:	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	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	66	55	102				70	72	43				208	1705	29				90	1609	126			
Growth 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			
Initial Bse:	66	55	102				70	72	0				208	1705	29				90	1609	126			
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:	66	55	102				70	72	0				208	1705	29				90	1609	126			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	66	55	102				70	72	0				208	1705	29				90	1609	126			
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			
Final Vol.:	66	55	102				70	72	0				208	1705	29				90	1609	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	1.00	1.00				1.00	1.00	1.00				1.00	2.95	0.05				1.00	3.00	1.00			
Final Sat.:	1600	1600	1600				1600	1600	1600				1600	4720	80				1600	4800	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.03	0.06				0.04	0.05	0.00				0.13	0.36	0.36				0.06	0.34	0.08			
Crit Moves:			****					****					****							****				

Newport Hyatt - Future With Project AM - Year 2012

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

Intersection #6 Coast Hwy and MacArthur Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 4 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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 1	0	1 0	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	649	1	542	613	1129	0	0	1644	1258
Growth Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00	
Initial Bse:	0	0	0	649	1	0	613	1129	0	0	1644	0
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	649	1	0	613	1129	0	0	1644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	649	1	0	613	1129	0	0	1644	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	
Final Vol.:	0	0	0	649	1	0	613	1129	0	0	1644	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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 1.00	0.00		2.00 3.00	0.00		0.00 3.00	1.00	
Final Sat.:	0	0	0	3200 1600		0	3200 4800		0	0 4800		1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.20 0.00	0.00		0.19 0.24	0.00		0.00 0.34	0.00	
Crit Moves:				****			****				****	

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

Intersection #7 Jamboree Road and San Joaquin Hills Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.887
Loss Time (sec):	0 (Y+R = 5 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			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:	20	1807	132	619	1596	68	301	78	57	107	8	357
Growth 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
Initial Bse:	20	1807	0	619	1596	0	301	78	0	107	8	357
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:	20	1807	0	619	1596	0	301	78	0	107	8	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1807	0	619	1596	0	301	78	0	107	8	357
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
Final Vol.:	20	1807	0	619	1596	0	301	78	0	107	8	357
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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:	0.01	0.38	0.00	0.19	0.33	0.00	0.09	0.05	0.00	0.03	0.01	0.22
Crit Moves:		****			****			****				****

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

Intersection #8 Jamboree Road and Santa Barbara Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.665
Loss Time (sec):	0 (Y+R = 5 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:	1 0 3 0 1			2 0 3 0 1			1 0 0 1 0			1 1 0 0 1		
Volume Module:												
Base Vol:	14	1721	330	542	1335	35	77	23	24	42	5	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1721	330	542	1335	35	77	23	24	42	5	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1721	330	542	1335	35	77	23	24	42	5	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1721	330	542	1335	35	77	23	24	42	5	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1721	330	542	1335	35	77	23	24	42	5	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	0.49	0.51	1.79	0.21	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	783	817	2860	340	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.21	0.17	0.28	0.02	0.05	0.03	0.03	0.01	0.01	0.09
Crit Moves:		****			****			****				****

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

Intersection #9 Jamboree Road and Hyatt Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R = 5 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 3 0 1			1 0 2 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	24 2021		16	15 1209		47	19		0	12	36	1	18
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
Initial Bse:	24 2021		16	15 1209		47	19		0	12	36	1	18
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
PHF Adj:	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 1.00	1.00	
PHF Volume:	24 2021		16	15 1209		47	19		0	12	36	1	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24 2021		16	15 1209		47	19		0	12	36	1	18
PCE Adj:	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 1.00	1.00	
MLF Adj:	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 1.00	1.00	
Final Vol.:	24 2021		16	15 1209		47	19		0	12	36	1	18
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	
Adjustment:	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 1.00	1.00	
Lanes:	1.00 3.00	1.00	1.00	2.89	0.11	1.00	0.00	1.00	0.97	0.03	1.00	
Final Sat.:	1600 4800	1600	1600	4620	180	1600	0	1600	1557	43	1600	
Capacity Analysis Module:												
Vol/Sat:	0.02 0.42	0.01	0.01	0.26	0.26	0.01	0.00	0.01	0.02	0.02	0.01	
Crit Moves:	****		****					****	****			

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

Intersection #10 Jamboree Road and Back Bay Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 (Y+R = 5 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 2	1	0	1 0 2	1	0	1 0 0	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	63 1954	12		8 1208	74		68 0	47		27 1	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:	63 1954	12		8 1208	74		68 0	47		27 1	45	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	63 1954	12		8 1208	74		68 0	47		27 1	45	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	63 1954	12		8 1208	74		68 0	47		27 1	45	
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	63 1954	12		8 1208	74		68 0	47		27 1	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:	1.00 2.98	0.02		1.00 2.83	0.17		1.00 0.00	1.00		1.00 1.00	1.00	
Final Sat.:	1600 4771	29		1600 4523	277		1600 0	1600		1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.04 0.41	0.41		0.01 0.27	0.27		0.04 0.00	0.03		0.02 0.00	0.03	
Crit Moves:	****	****					****				****	

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Scenario Report

Scenario:	PM Peak Future With Project
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Coast Hwy And	27	63	45	1075	66	239	219	2290	30	64	2829	0
2	Coast Hwy and	262	8	21	100	8	77	93	2577	521	65	3832	14
3	Coast Highway	50	283	86	499	767	0	1083	2087	29	202	2427	0
4	Coast Hwy and	0	0	0	223	0	0	319	2168	0	0	2159	0
5	Coast Hwy and	100	24	104	217	160	0	119	1972	53	76	1871	48
6	Coast Hwy and	0	0	0	1208	0	0	836	1891	0	0	1477	0
7	Jamboree Road	115	1681	0	551	2078	0	74	53	0	211	47	659
8	Jamboree Road	16	1381	136	353	1828	78	63	24	29	343	7	492
9	Jamboree Road	31	1431	27	38	2466	66	26	0	27	14	1	2
10	Jamboree Road	74	1395	25	36	2410	54	56	0	22	16	0	26

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Coast Hwy And Dover Drive	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000
# 2 Coast Hwy and Bayside Drive	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000
# 3 Coast Highway and Jamboree Roa	F	xxxxx	1.032	F	xxxxx	1.032	+ 0.000
# 4 Coast Hwy and Newport Center	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000
# 5 Coast Hwy and Avacado Avenue	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000
# 6 Coast Hwy and MacArthur Boulev	E	xxxxx	0.946	E	xxxxx	0.946	+ 0.000
# 7 Jamboree Road and San Joaquin	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000
# 8 Jamboree Road and Santa Barbar	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
# 10 Jamboree Road and Back Bay Dri	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000

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

Intersection #1 Coast Hwy And Dover Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.916
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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	1 0	3	0	1	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	27	63	45		1075	66	239		219	2290	30		64	2829	1402	
Growth 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	
Initial Bse:	27	63	45		1075	66	239		219	2290	30		64	2829	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	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:	27	63	45		1075	66	239		219	2290	30		64	2829	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	63	45		1075	66	239		219	2290	30		64	2829	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	
Final Vol.:	27	63	45		1075	66	239		219	2290	30		64	2829	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.17	0.83		3.00	1.00	1.00		2.00	2.96	0.04		1.00	3.00	1.00	
Final Sat.:	1600	1867	1333		4800	1600	1600		3200	4738	62		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.22	0.04	0.15		0.07	0.48	0.48		0.04	0.59	0.00	
Crit Moves:		****				****				****				****		

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

Intersection #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 0 (Y+R = 5 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				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 3	1	0
Volume Module:														
Base Vol:	262	8	21	100	8	77	93	2577	521	65	3832	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:	262	8	21	100	8	77	93	2577	521	65	3832	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:	262	8	21	100	8	77	93	2577	521	65	3832	14		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	262	8	21	100	8	77	93	2577	521	65	3832	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		
Final Vol.:	262	8	21	100	8	77	93	2577	521	65	3832	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:	2.70	0.08	0.22	1.00	0.09	0.91	1.00	3.00	1.00	1.00	3.99	0.01		
Final Sat.:	4322	132	346	1600	151	1449	1600	4800	1600	1600	6377	23		
Capacity Analysis Module:														
Vol/Sat:	0.06	0.06	0.06	0.06	0.05	0.05	0.06	0.54	0.33	0.04	0.60	0.60		
Crit Moves:	****			****			****				****			

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

Intersection #3 Coast Highway and Jamboree Road

Cycle (sec):	100	Critical Vol./Cap. (X):	1.032
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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			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:	50	283	86	499	767	1505	1083	2087	29	202	2427	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	50	283	86	499	767	0	1083	2087	29	202	2427	0
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:	50	283	86	499	767	0	1083	2087	29	202	2427	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	283	86	499	767	0	1083	2087	29	202	2427	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
Final Vol.:	50	283	86	499	767	0	1083	2087	29	202	2427	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	3.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1600	2454	746	1600	3200	1600	4800	6312	88	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.31	0.24	0.00	0.23	0.33	0.33	0.06	0.38	0.00
Crit Moves:		****			****			****			****	

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

Intersection #4 Coast Hwy and Newport Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 0 (Y+R = 5 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			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	223	0	494	319	2168	0	0	2159	160
Growth Adj:	1.00 1.00	1.00		1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00
Initial Bse:	0	0	0	223	0	0	319	2168	0	0	2159	0
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	223	0	0	319	2168	0	0	2159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	0	319	2168	0	0	2159	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
Final Vol.:	0	0	0	223	0	0	319	2168	0	0	2159	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 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		0.07 0.00		0.00	0.10 0.45		0.00	0.00 0.45		0.00
Crit Moves:				****			****				****	

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

Intersection #5 Coast Hwy and Avacado Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 (Y+R = 5 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						Ignore						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	100	24	104	217	160	148	119	1972	53	76	1871	48												
Growth 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												
Initial Bse:	100	24	104	217	160	0	119	1972	53	76	1871	48												
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:	100	24	104	217	160	0	119	1972	53	76	1871	48												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	100	24	104	217	160	0	119	1972	53	76	1871	48												
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												
Final Vol.:	100	24	104	217	160	0	119	1972	53	76	1871	48												
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	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	1.15	0.85	1.00	1.00	2.92	0.08	1.00	3.00	1.00												
Final Sat.:	1600	1600	1600	1842	1358	1600	1600	4674	126	1600	4800	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.02	0.07	0.12	0.12	0.00	0.07	0.42	0.42	0.05	0.39	0.03												
Crit Moves:			****		****				****			****												

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

Intersection #6 Coast Hwy and MacArthur Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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			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	1208	0	678	836	1891	0	0	1477	771
Growth Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00	
Initial Bse:	0	0	0	1208	0	0	836	1891	0	0	1477	0
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	1208	0	0	836	1891	0	0	1477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1208	0	0	836	1891	0	0	1477	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	
Final Vol.:	0	0	0	1208	0	0	836	1891	0	0	1477	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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		0.38 0.00	0.00		0.26 0.39	0.00		0.00 0.31	0.00	
Crit Moves:				****			****				****	

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

Intersection #7 Jamboree Road and San Joaquin Hills Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.961
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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			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:	115	1681	152	551	2078	180	74	53	36	211	47	659
Growth 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
Initial Bse:	115	1681	0	551	2078	0	74	53	0	211	47	659
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:	115	1681	0	551	2078	0	74	53	0	211	47	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1681	0	551	2078	0	74	53	0	211	47	659
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
Final Vol.:	115	1681	0	551	2078	0	74	53	0	211	47	659
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.75	1.25	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2797	2003	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.00	0.17	0.43	0.00	0.03	0.03	0.00	0.07	0.03	0.41
Crit Moves:		****		****				****				****

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

Intersection #8 Jamboree Road and Santa Barbara Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.745
Loss Time (sec):	0 (Y+R = 5 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			1 0 0 1 0			1 1 0 0 1		
Volume Module:												
Base Vol:	16	1381	136	353	1828	78	63	24	29	343	7	492
Growth Adj:	1.00	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	1381	136	353	1828	78	63	24	29	343	7	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1381	136	353	1828	78	63	24	29	343	7	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1381	136	353	1828	78	63	24	29	343	7	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1381	136	353	1828	78	63	24	29	343	7	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:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	0.45	0.55	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	1600	725	875	3136	64	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.09	0.11	0.38	0.05	0.04	0.03	0.03	0.11	0.11	0.31
Crit Moves:		****			****			****				****

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

Intersection #9 Jamboree Road and Hyatt Entrance

Cycle (sec):	100	Critical Vol./Cap. (X):	0.573
Loss Time (sec):	0 (Y+R = 5 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			Permitted			Permitted		
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 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	31	1431	27	38	2466	66	26	0	27	14	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1431	27	38	2466	66	26	0	27	14	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1431	27	38	2466	66	26	0	27	14	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1431	27	38	2466	66	26	0	27	14	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	1431	27	38	2466	66	26	0	27	14	1	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.92	0.08	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1600	4800	1600	1600	4675	125	1600	0	1600	1493	107	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.02	0.02	0.53	0.53	0.02	0.00	0.02	0.01	0.01	0.00
Crit Moves:	****				****		****				****	

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

Intersection #10 Jamboree Road and Back Bay Drive

Cycle (sec):	100	Critical Vol./Cap. (X):	0.611
Loss Time (sec):	0 (Y+R = 5 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:	1 0 2	1	0	1 0 2	1	0	1 0 0	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	74 1395		25	36 2410		54	56		0	22	16	0	26
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	74 1395		25	36 2410		54	56		0	22	16	0	26
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	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 1.00	1.00	1.00
PHF Volume:	74 1395		25	36 2410		54	56		0	22	16	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74 1395		25	36 2410		54	56		0	22	16	0	26
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	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 1.00	1.00	1.00
Final Vol.:	74 1395		25	36 2410		54	56		0	22	16	0	26
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	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 1.00	1.00	1.00
Lanes:	1.00 2.95	0.05	1.00	2.93	0.07	1.00	0.00	1.00	1.00	1.00 1.00	1.00	1.00
Final Sat.:	1600 4715		85	1600 4695		105	1600		0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05 0.30	0.30	0.02	0.51	0.51	0.04	0.00	0.01	0.01	0.00	0.02	
Crit Moves:	****			****		****					****	