HYATT NEWPORT
CONSTRUCTION TRAFFIC IMPACT ANALYSIS

Prepared for:
City of Newport Beach

Prepared by:

IBI GROUP

JANUARY 10, 2007

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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.

This report analyzes traffic conditions during construction of the proposed project improvements. The analysis focuses on vehicle and truck trips generated by the construction activities.

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 Conditions During Construction

Future Without Project Construction and Future With Project Construction conditions are analyzed at ten study intersections. 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 (During Construction)

No.	Intersection	Without Construction		With Construction		Increase in V/C	Impact
		V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.801	D	0.803	D	0.002	No
2	Coast Highway and Bayside Drive	0.851	D	0.853	D	0.002	No
3	Coast Highway and Jamboree Road	0.884	D	0.886	D	0.002	No
4	Coast Highway and Newport Center Drive	0.506	A	0.507	A	0.001	No
5	Coast Highway and Avocado Avenue	0.566	A	0.567	A	0.001	No
6	Coast Highway and MacArthur Boulevard	0.723	C	0.724	C	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.875	D	0.876	D	0.001	No
8	Jamboree Road and Santa Barbara Road	0.654	B	0.654	B	0.000	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.457	A	0.450	A	-0.007	No
10	Jamboree Road and Back Bay Drive	0.470	A	0.473	A	0.003	No

Table ES.2: Weekday PM Peak Hour Intersection LOS Summary (During Construction)

No.	Intersection	Without Construction		With Construction		Increase in V/C	Impact
		V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.902	E	0.904	E	0.002	No
2	Coast Highway and Bayside Drive	0.770	C	0.771	C	0.001	No
3	Coast Highway and Jamboree Road	1.012	F	1.012	F	0.000	No
4	Coast Highway and Newport Center Drive	0.608	B	0.608	B	0.000	No
5	Coast Highway and Avocado Avenue	0.645	B	0.646	B	0.001	No
6	Coast Highway and MacArthur Boulevard	0.929	E	0.930	E	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.949	E	0.960	E	0.011	Yes
8	Jamboree Road and Santa Barbara Road	0.736	C	0.746	C	0.010	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.565	D	0.824	D	0.259	No
10	Jamboree Road and Back Bay Drive	0.577	B	0.609	B	0.032	No

One significant traffic impact is identified during the With Project Construction Condition at the intersection of Jamboree Road and San Joaquin Hills Road during the PM peak hour. This is a temporary traffic impact that occurs only during the construction of the proposed Hyatt Newport Hotel expansion.

The mitigation measure to address this traffic impact is to restrict construction vehicle trips during the PM peak hour. During the construction of the Hyatt Newport Hotel expansion, no construction vehicle trips are permitted to enter or exit the project site during the PM peak period between 4:00pm and 6:00pm. Construction vehicles are defined as dirt haulers, material delivery trucks, construction vehicle transport truck and other similar large vehicles. Construction employee trips are not included in this restriction.

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 Construction, and Future With Construction 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 Construction
- Future Conditions With Construction
- Recommended Mitigation Measures

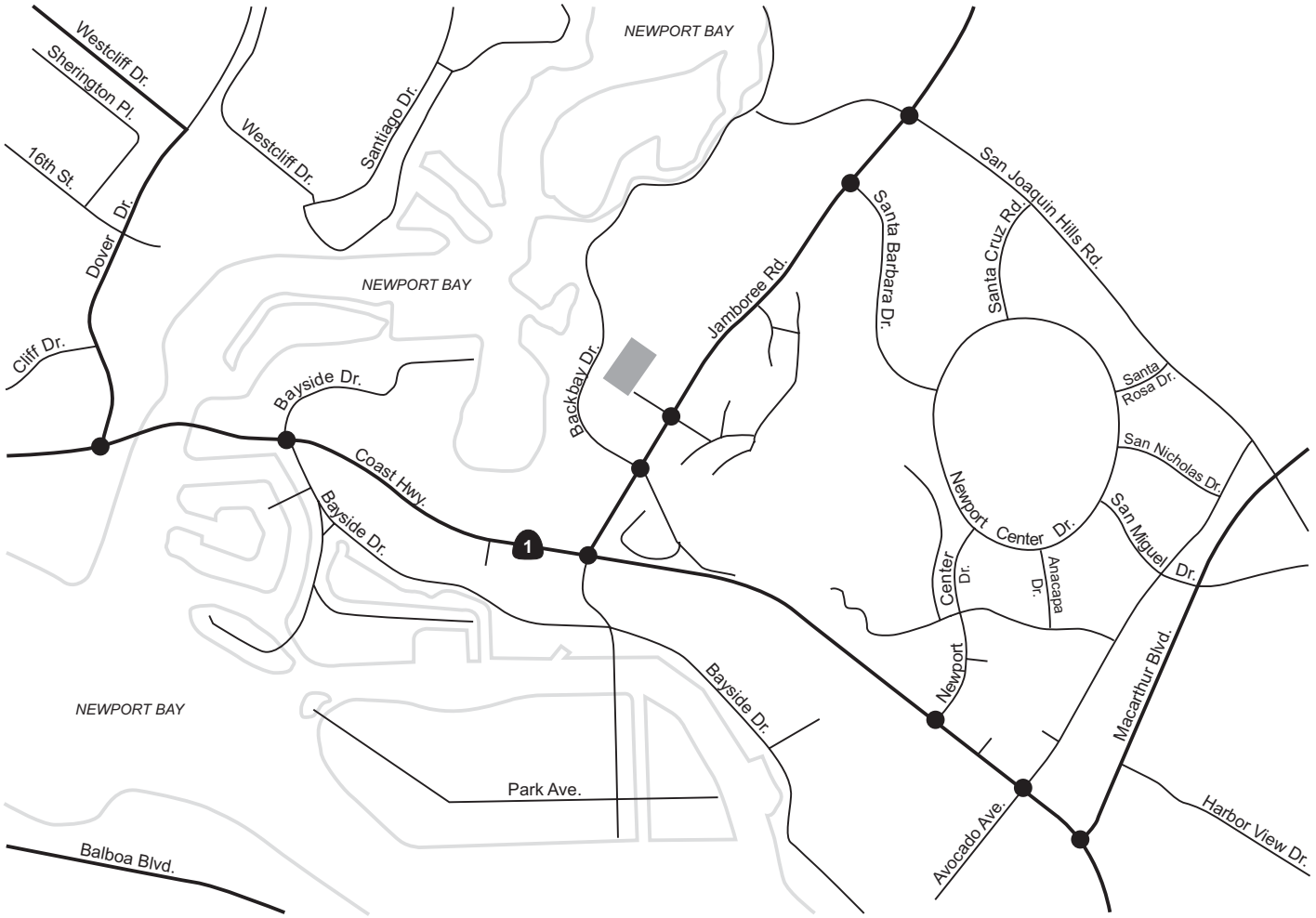
1.2 PROJECT DESCRIPTION

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 following operating scenarios are evaluated in the traffic impact analysis:

- Existing Condition
- Project Opening Year (2010) Conditions Without Construction
- Project Opening Year (2010) Conditions With Construction



LEGEND

Project Site

Study Intersection

N

NOT TO SCALE

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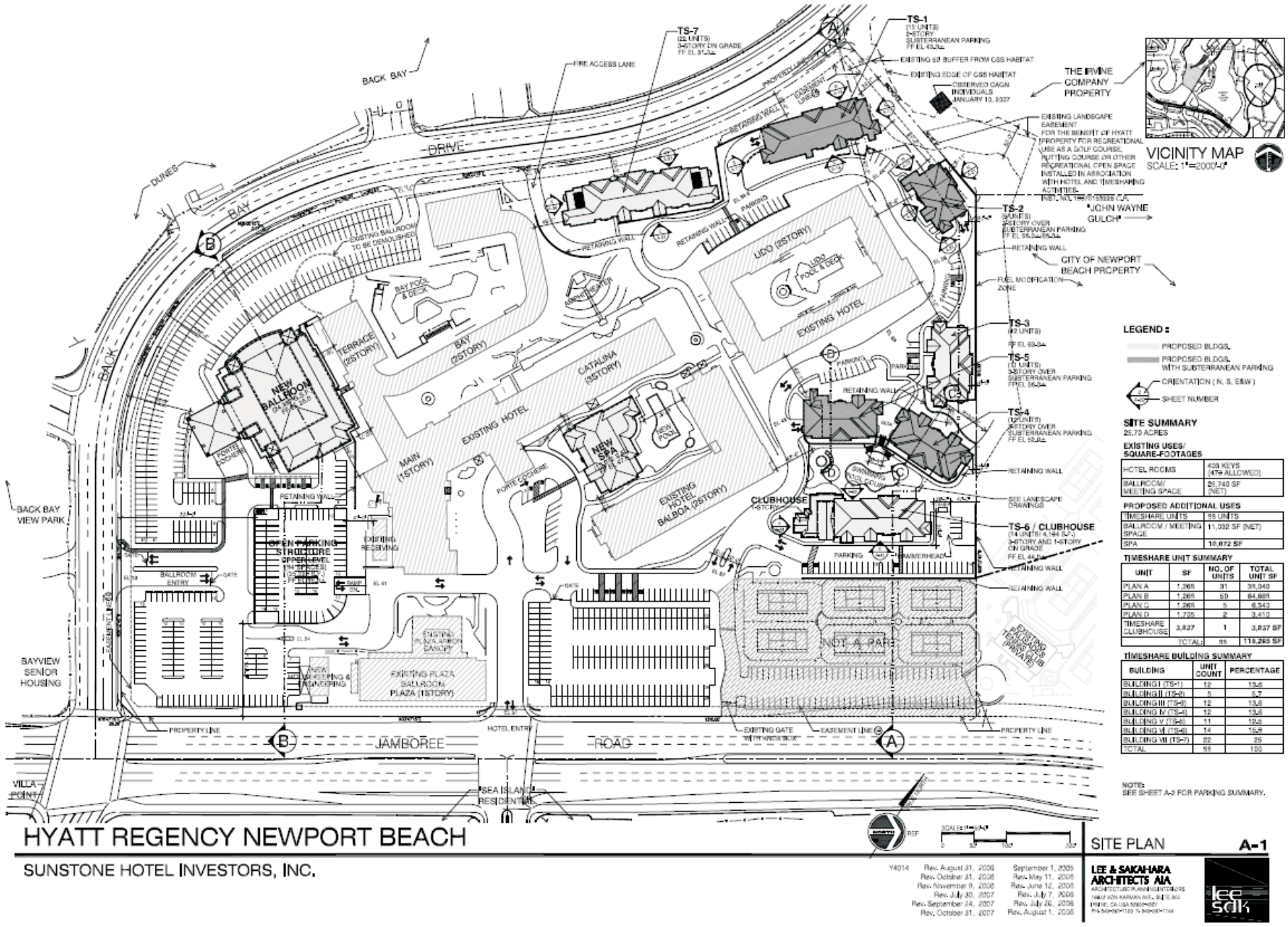
Project Location/Study Area

Figure 1-1


HYATT REGENCY NEWPORT BEACH
SUNSTONE HOTEL INVESTORS, INC.
SITE PLAN
A-1
VICINITY MAP
SCALE: 1"=2000'-0"
THE IRVINE COMPANY PROPERTY
CITY OF NEWPORT BEACH PROPERTY
"JOHN WAYNE GULCH"
LEGEND :
PROPOSED BLDGS.
PROPOSED BLDGS. WITH SUBTERRANEAN PARKING
ORIENTATION (N, S, E&W)
SHEET NUMBER
SITE SUMMARY
25.72 ACRES
EXISTING USES/ SQUARE-FOOTAGES
HOTEL ROOMS 428 KEYS (479 ALLOWED)
BALLROOM/ MEETING SPACE 25,740 SF (NET)
PROPOSED ADDITIONAL USES
TIMESHARE UNITS 55 UNITS
BALLROOM / MEETING SPACE 11,332 SF (NET)
SPA 10,672 SF
TIMESHARE UNIT SUMMARY
UNIT | SF | NO. OF UNITS | TOTAL UNIT SF
PLAN A 1,265 31 39,040
PLAN B 1,265 50 64,869
PLAN C 1,265 5 6,342
PLAN D 1,725 2 3,412
TIMESHARE CLUBHOUSE 3,837 1 3,837 SF
TOTAL: 55 118,293 SF
TIMESHARE BUILDING SUMMARY
BUILDING | UNIT COUNT | PERCENTAGE
BUILDING I (TS-1) 12 13.6
BUILDING II (TS-2) 5 5.7
BUILDING III (TS-3) 12 13.6
BUILDING IV (TS-4) 12 13.6
BUILDING V (TS-5) 11 12.5
BUILDING VI (TS-6) 14 15.9
BUILDING VII (TS-7) 22 25
TOTAL 88 100
NOTE: SEE SHEET A-2 FOR PARKING SUMMARY.
LEE & SAKAHARA ARCHITECTS AIA
lee sak
BACK BAY DRIVE
JAMBOREE ROAD
BACK BAY VIEW PARK
BAYVIEW SENIOR HOUSING
VILLA POINTE
SEA ISLAND RESIDENTIAL
NEW BALLROOM
EXISTING HOTEL
CATALINA (3STORY)
MAIN (1STORY)
BAY (2STORY)
TERRACE (2STORY)
UDO (2STORY)
NEW SPA
EXISTING HOTEL BALBOA (2STORY)
CLUBHOUSE
OPEN PARKING STRUCTURE UPPER LEVEL
EXISTING PLAZA BALLROOM PLAZA (1STORY)
NEW HOUSEKEEPING & ENGINEERING
EXISTING GATE WITH KNOX BOX
EASEMENT LINE
PROPERTY LINE
HOTEL ENTRY
FIRE ACCESS LANE
RETAINING WALL
FUEL MODIFICATION ZONE
EXISTING 50' BUFFER FROM CSS HABITAT
EXISTING EDGE OF CSS HABITAT
OBSERVED CAGN INDIVIDUALS JANUARY 10, 2007
EXISTING LANDSCAPE EASEMENT FOR THE BENEFIT OF HYATT PROPERTY FOR RECREATIONAL USE AS A GOLF COURSE, PUTTING COURSE OR OTHER RECREATIONAL OPEN SPACE INSTALLED IN ASSOCIATION WITH HOTEL AND TIMESHARING ACTIVITIES
TS-1 (15 UNITS) 3-STORY SUBTERRANEAN PARKING FF EL 43.0±
TS-2 (9 UNITS) 3-STORY OVER SUBTERRANEAN PARKING FF EL 55.0±/59.0±
TS-3 (2 UNITS) FF EL 69.0±
TS-4 (12 UNITS) 3-STORY OVER SUBTERRANEAN PARKING FF EL 59.0±
TS-5 (5 UNITS) 3-STORY OVER SUBTERRANEAN PARKING FF EL 56.0±
TS-6 / CLUBHOUSE (14 UNITS/ 4,148 S.F.) 3-STORY AND 1-STORY ON GRADE FF EL 44.0±
TS-7 (22 UNITS) 3-STORY ON GRADE FF EL 31.0±
SEE LANDSCAPE DRAWINGS
NOT A PART
EXISTING TENNIS COURTS (PRIVATE)
Y4014 Rev. August 31, 2006 Rev. October 31, 2006 Rev. November 9, 2006 Rev. July 30, 2007 Rev. September 24, 2007 Rev. October 31, 2007 September 1, 2005 Rev. May 11, 2006 Rev. June 12, 2006 Rev. July 7, 2006 Rev. July 20, 2006 Rev. August 1, 2006

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.

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

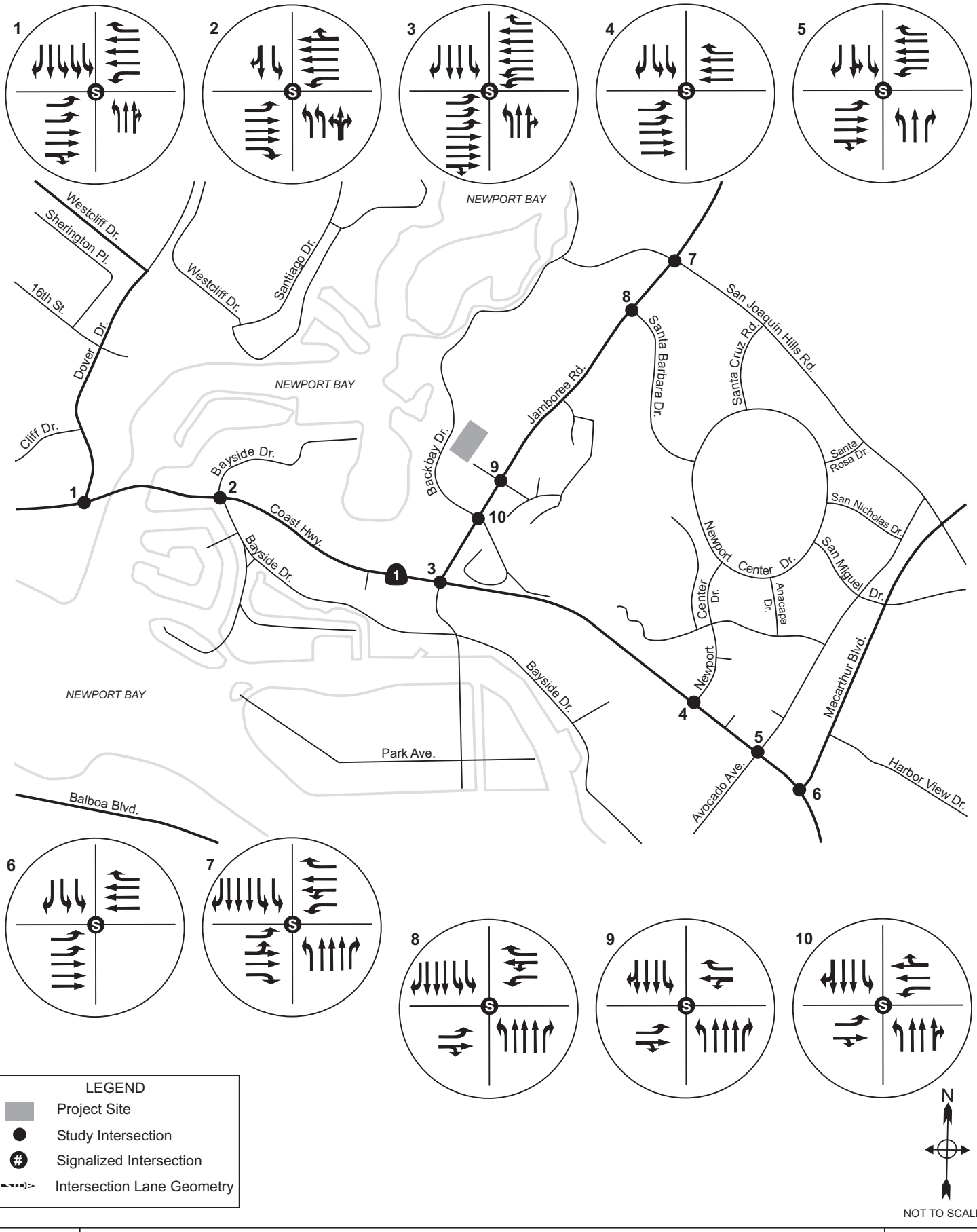
The existing study area roadway network is described in this section and shown in Figure 3-1.

- **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 two lanes in each direction.
- **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



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Existing Study Intersection Geometry

Figure 3-1

3.3 EXISTING TRAFFIC CONDITIONS

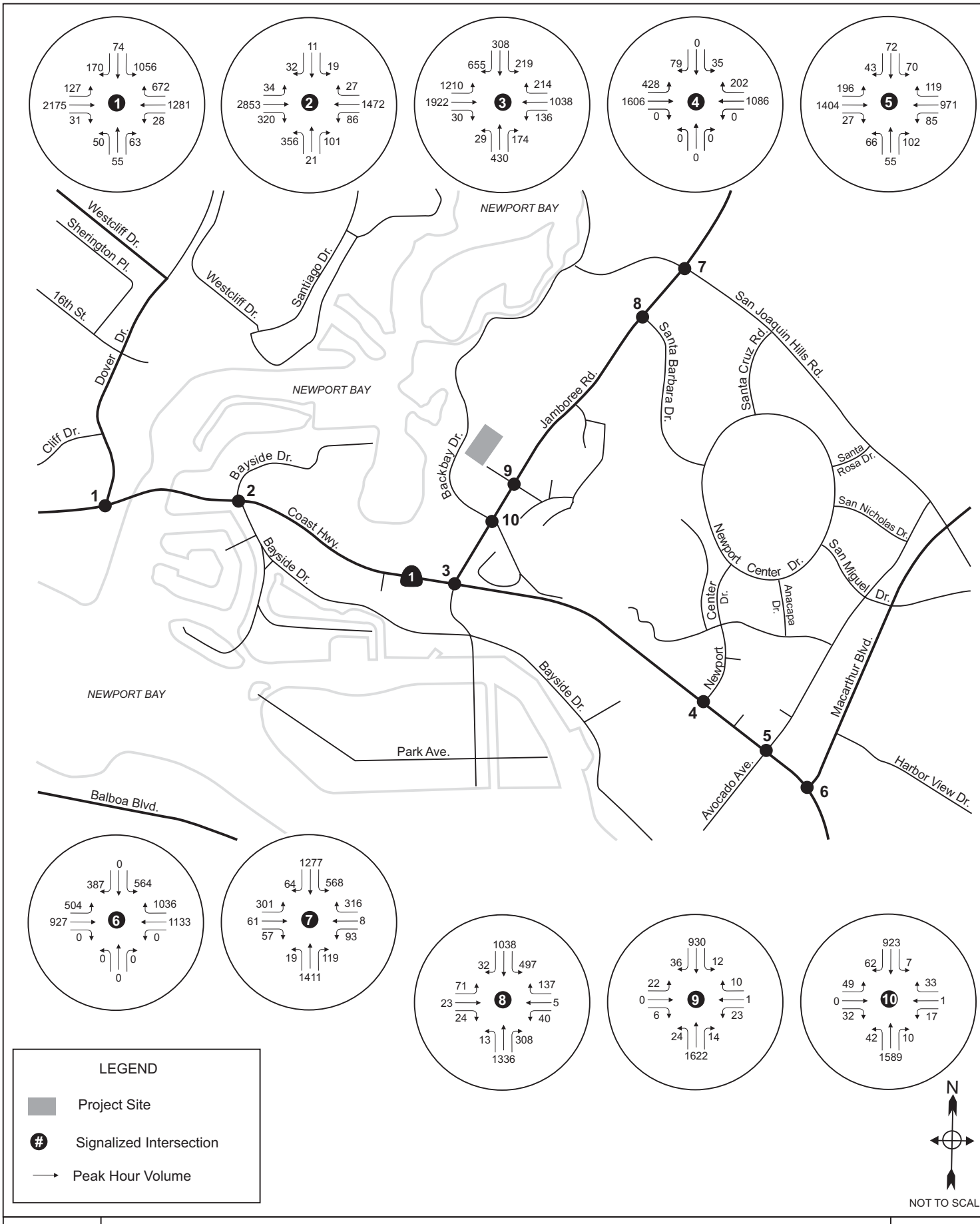
Intersection turning movement counts for eight of the ten study intersections were provided by the City of Newport Beach. City-provided traffic counts were conducted in 2004 and 2005. In order to estimate Year 2006 traffic conditions at these intersections, a 1% per year traffic growth rate was applied 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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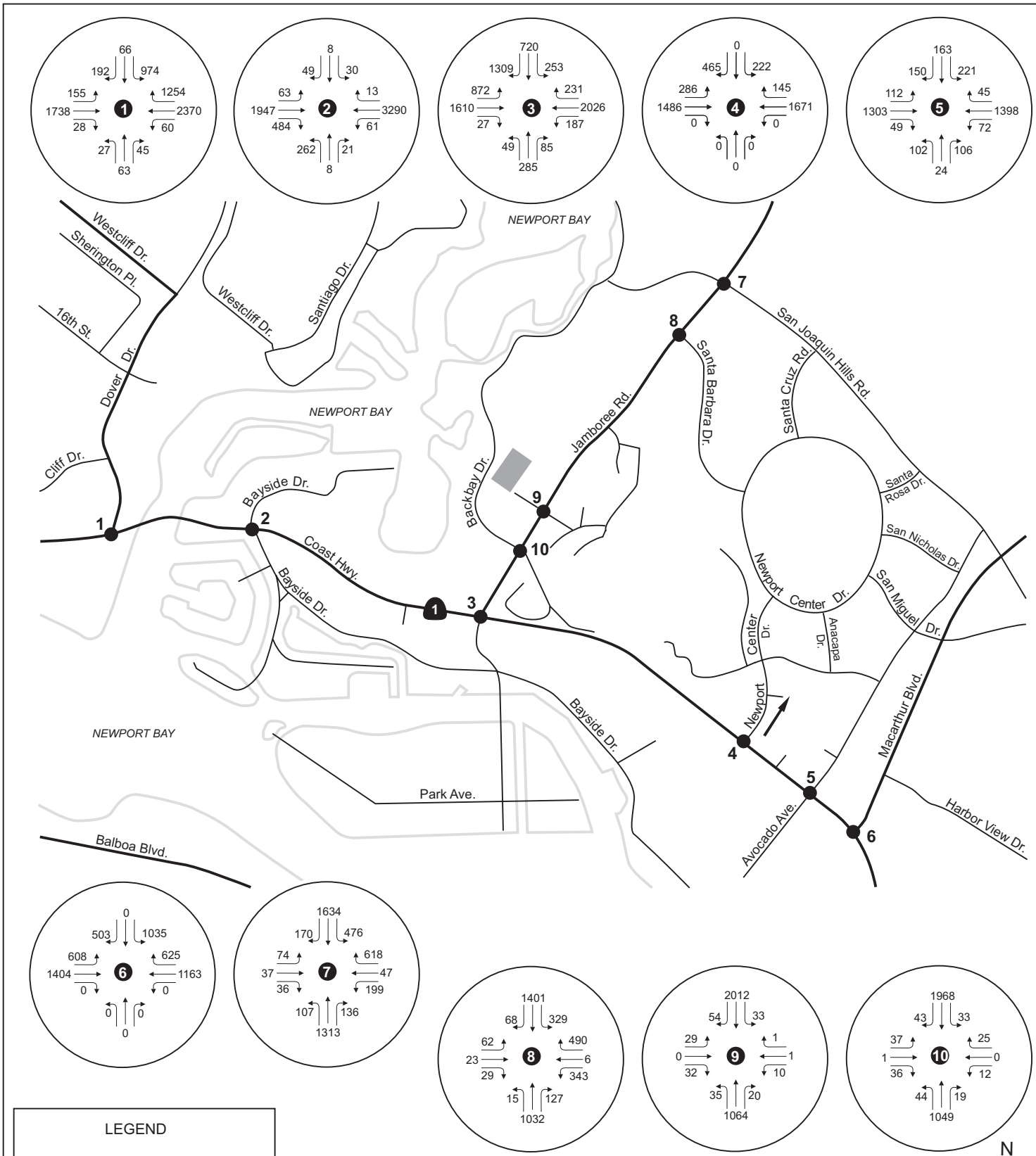
Existing (Year 2006) Study Intersection Volumes - AM Peak

Figure 3-2



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Newport Beach Construction 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 PROJECT CONSTRUCTION TRAFFIC CONDITIONS (YEAR 2010)

Forecast traffic conditions during the construction of the proposed project in the Year 2010 are presented in this section. The traffic analysis for the Year 2010 Project Construction condition includes trips generated by the construction vehicles accessing the project site as well as the Year 2010 ambient traffic volumes and trips generated by the approved and cumulative projects. The project construction analysis also factors in anticipated lane closures on Jamboree Road during construction of the hotel and upgraded sewer and storm drain facilities necessary to serve the hotel expansion. Additional detail on the duration, limits, and potential impact of the lane closures is provided in Section 4.3.

4.1 CONSTRUCTION TRIP GENERATION

Forecast construction trip generation for the expansion of the Hyatt Newport Beach hotel was estimated using construction vehicle estimates provided by the project applicant's civil engineer. Trip generation estimates include both construction employee trips to the project site and construction vehicle trips. As is the case in the project analysis, the traffic analysis is focused on the AM and PM peak hours. Table 4.1 summarizes the net trip generation during hotel construction. Figure 4-1 and 4-2 illustrates the assumed distribution of construction trips (construction vehicle and employee trips) on the surrounding roadway network.

Table 4.1: Project Construction Trip Generation

Time Period	Truck		Employee		Total Trips
	Enter	Exit	Enter	Exit	
AM	12	4	50	0	66
PM	4	12	0	50	66
Daily	48	48	50	50	196

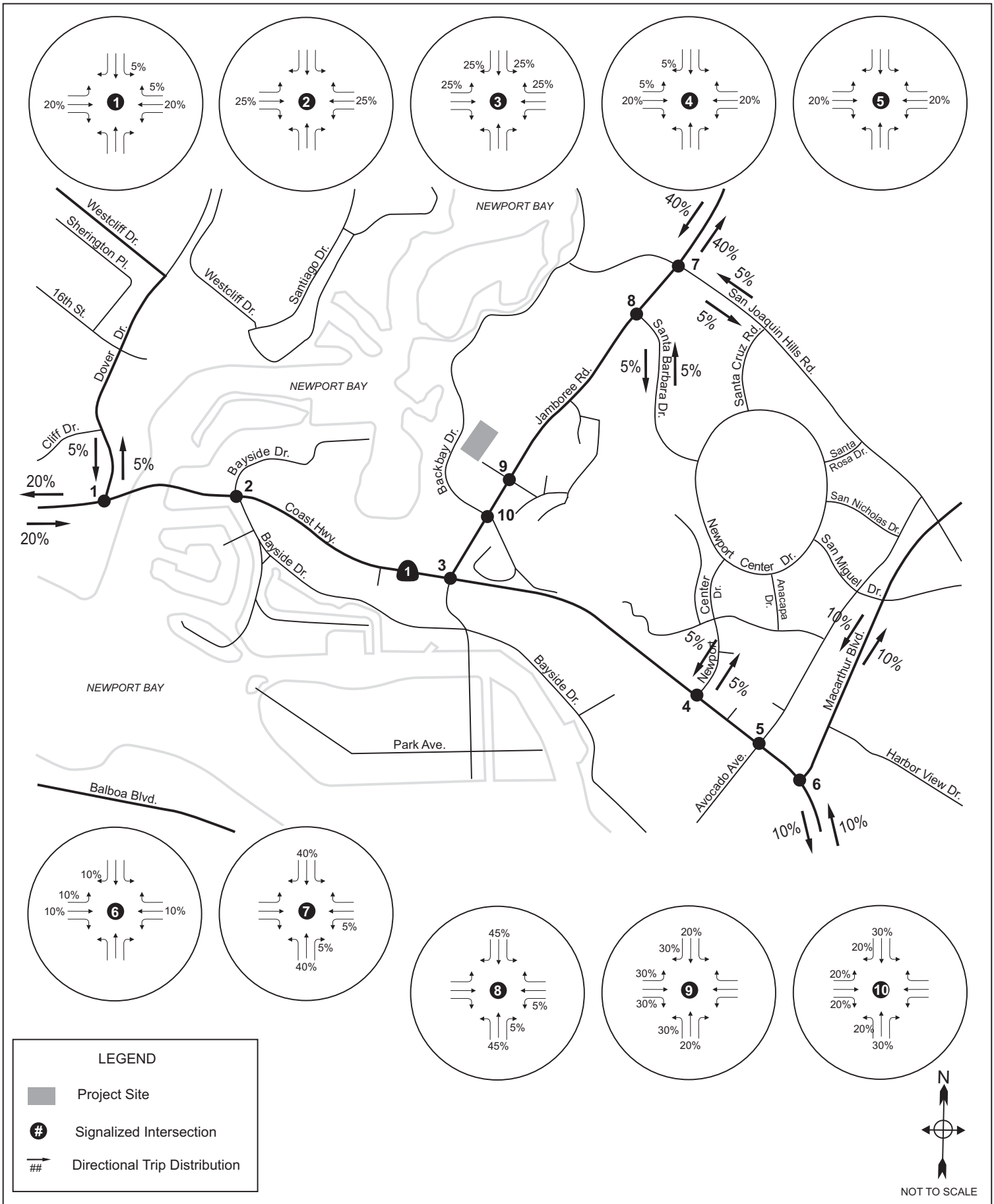
Source: Hyatt Newport Construction Information

4.2 INTERSECTION LOS ANALYSIS – WITHOUT CONSTRUCTION CONDITION

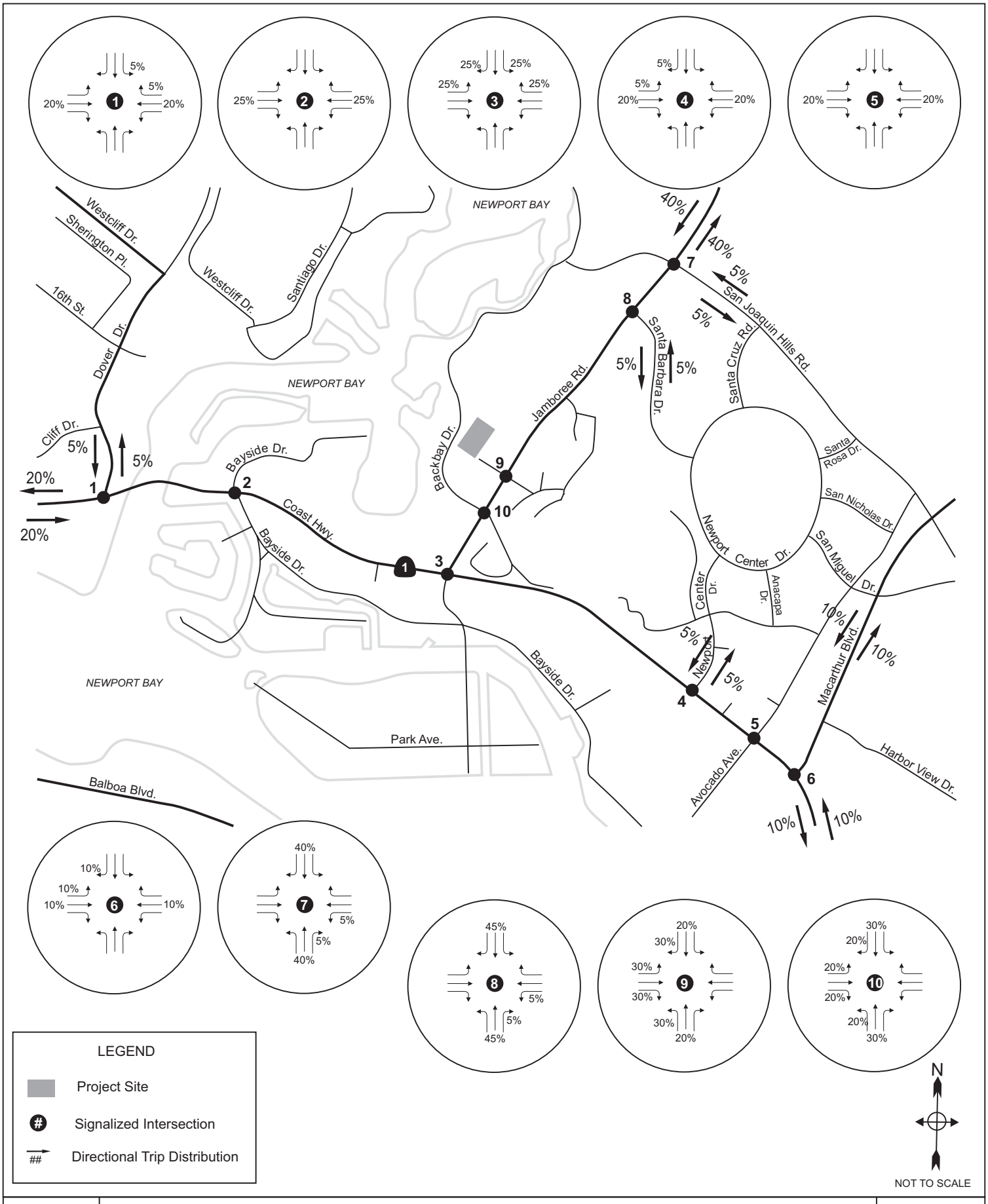
Table 4.2 summarizes the AM and PM peak hour LOS for the ten study intersections in the Future Without Project Construction condition. The increases in traffic volumes reflect ambient traffic growth and new trips generated by the approved and cumulative projects. As would be expected, LOS levels at each intersection are worse than the existing conditions during the AM and PM peak hours. 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 Construction condition are shown in Figures 4-3 and 4-4.

Table 4.2: Future Without Construction (Year 2010) Intersection LOS Summary

No.	Intersection	AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Coast Highway and Dover Drive	0.801	D	0.902	E
2	Coast Highway and Bayside Drive	0.851	D	0.770	C
3	Coast Highway and Jamboree Road	0.884	D	1.012	F
4	Coast Highway and Newport Center Drive	0.506	A	0.608	B
5	Coast Highway and Avocado Avenue	0.566	A	0.645	B
6	Coast Highway and MacArthur Boulevard	0.723	C	0.929	E
7	Jamboree Road and San Joaquin Hills Road	0.875	D	0.949	E
8	Jamboree Road and Santa Barbara Road	0.654	B	0.736	C
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.457	A	0.565	D
10	Jamboree Road and Back Bay Drive	0.470	A	0.577	B



IBI GROUP	Newport Beach Construction Traffic Impact Study	Figure 4-1
	Construction Truck Trip Distribution	



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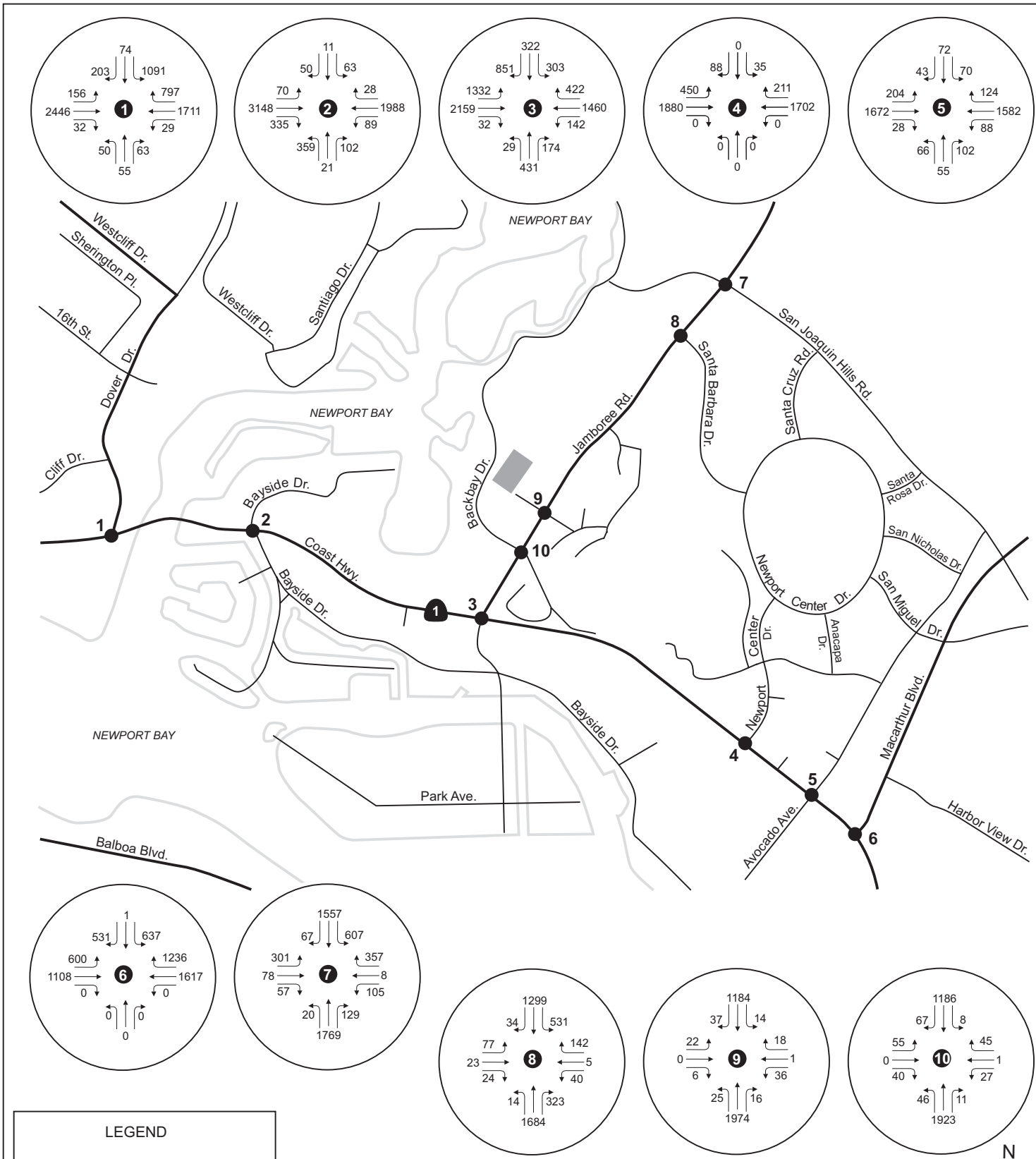
Newport Beach Traffic Construction Impact Study

Construction Employee Trip Distribution

Figure 4-2

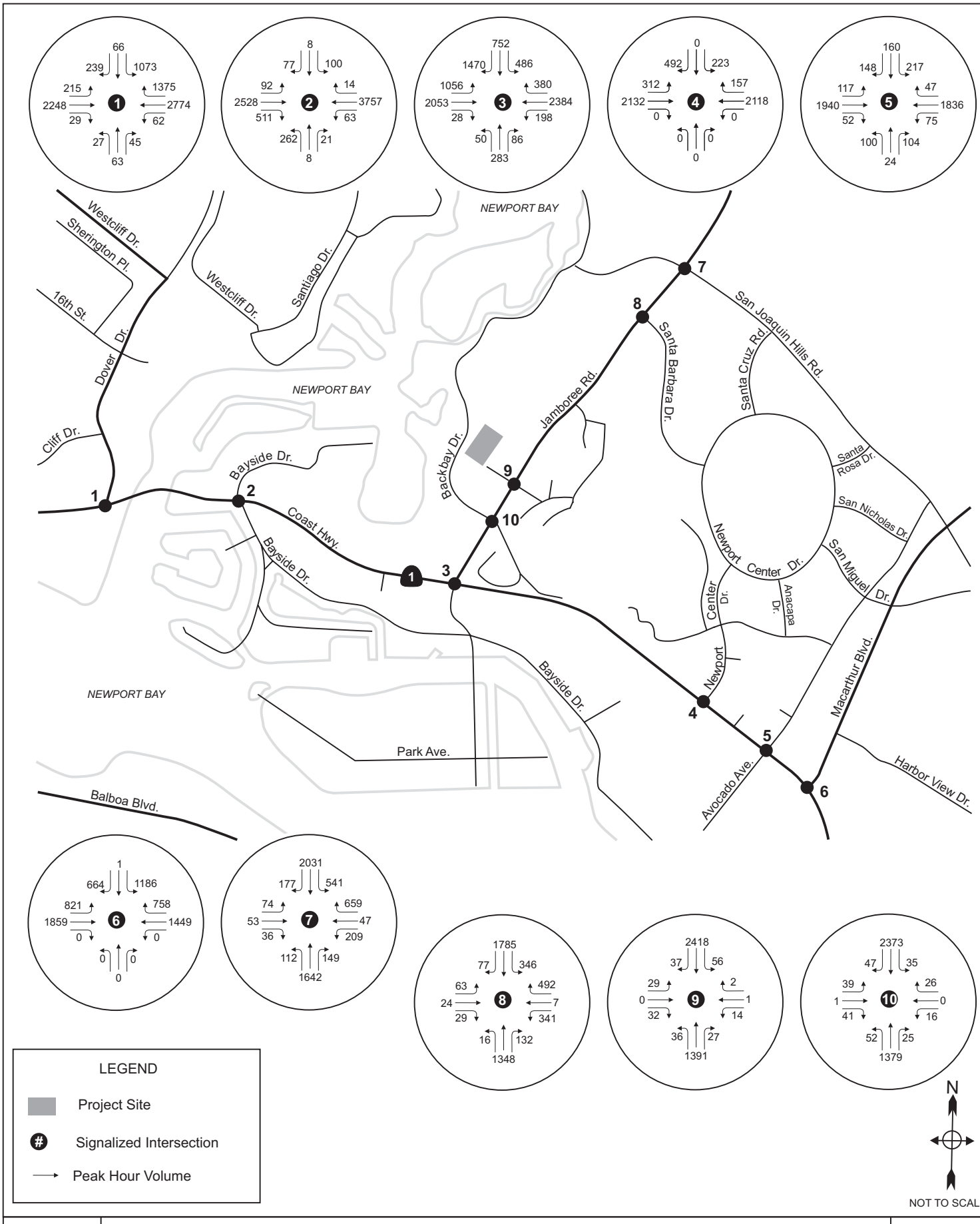


IBI GROUP

Newport Beach Construction Traffic Impact Study

Future Without Construction (Year 2010) Study Intersection Volumes - AM Peak

Figure 4-3



IBI GROUP

Newport Beach Construction Traffic Impact Study

Future Without Construction (Year 2010) Study Intersection Volumes - PM Peak

Figure 4-4

4.3 INTERSECTION LOS ANALYSIS – WITH CONSTRUCTION CONDITION

Table 4.3 summarizes the AM and PM peak hour LOS for the ten study intersections in the Future With Project Construction condition. The increases in traffic volumes reflect the traffic generated by the construction activities, in addition to the ambient growth rate and new trips generated by the approved and cumulative projects.

This analysis also includes the planned lane closures on Jamboree Road during construction of new sewer and storm drain facilities for the Hyatt Newport hotel. The installation of the improved sewer and storm drain facilities will require construction within the Jamboree Road right-of-way for a period of four to six weeks. The project applicant's civil engineer has indicated that one lane of southbound Jamboree Road would need to be closed during construction from a point 250 feet north of Back Bay Drive to a point approximately 850 feet north of the Hyatt Entrance/Island Lagoon intersection. The traffic impact analysis for the With Project Construction conditions assumes the closure of one southbound lane on Jamboree Road within the limits described above during the AM and PM peak hours.

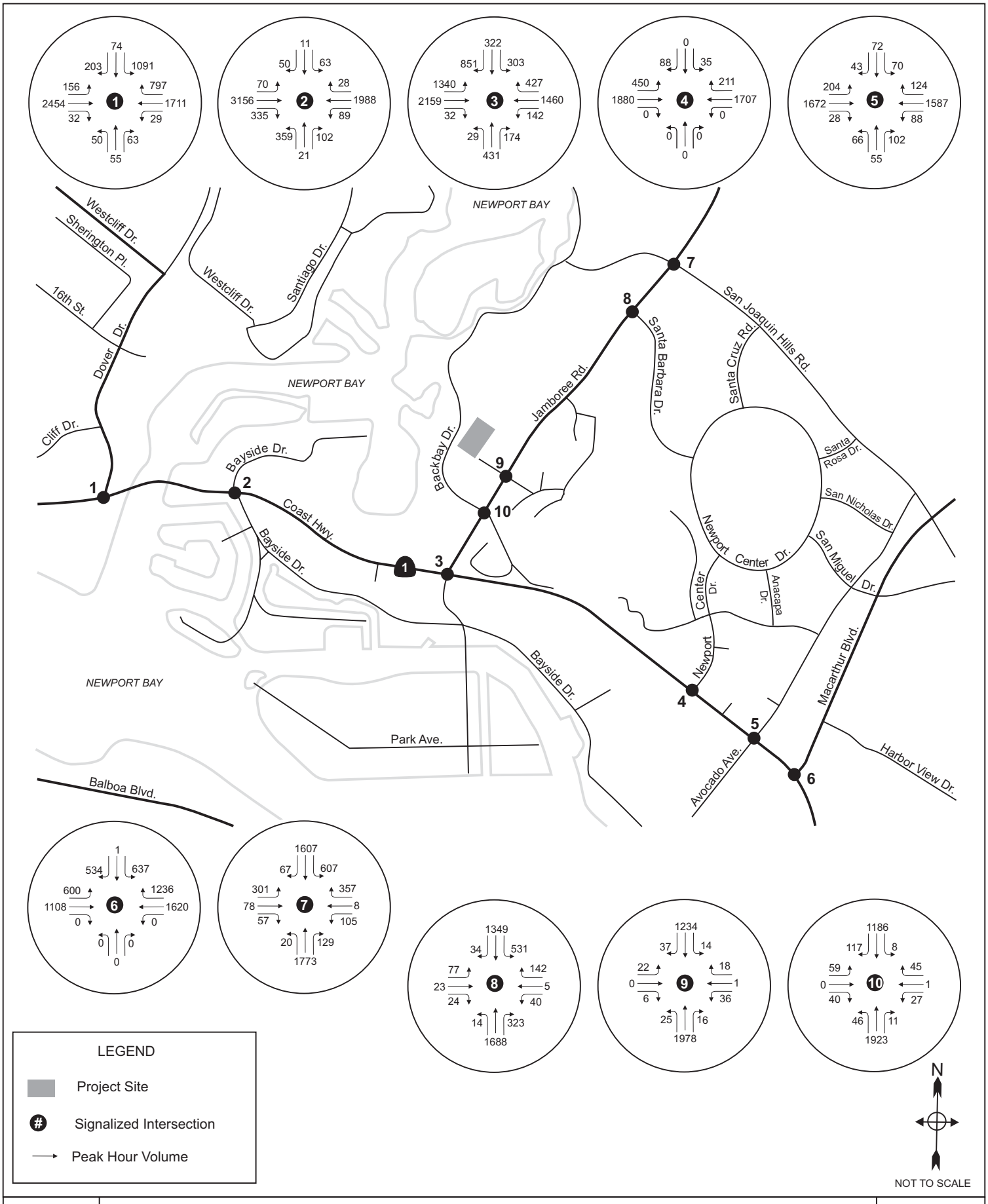
The intersection turning movement volumes for the Future With Construction condition are shown in Figures 4-5 and 4-6. Table 4.3 summarizes the LOS at each project study intersection.

Table 4.3: Future With Construction (Year 2010) Intersection LOS Summary

No.	Intersection	AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Coast Highway and Dover Drive	0.803	D	0.904	E
2	Coast Highway and Bayside Drive	0.853	D	0.771	C
3	Coast Highway and Jamboree Road	0.886	D	1.012	F
4	Coast Highway and Newport Center Drive	0.507	A	0.608	B
5	Coast Highway and Avocado Avenue	0.567	A	0.646	B
6	Coast Highway and MacArthur Boulevard	0.724	C	0.930	E
7	Jamboree Road and San Joaquin Hills Road	0.876	D	0.960	E
8	Jamboree Road and Santa Barbara Road	0.654	B	0.746	C
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.450	A	0.824	D
10	Jamboree Road and Back Bay Drive	0.473	A	0.609	B

Identifies an intersection with a significant impact

The Future With Construction analysis identifies a significant traffic impact at Study Intersection #7 (Jamboree Road and San Joaquin Hills Road) during the PM peak hour. This is a temporary traffic impact that would occur only during construction of the proposed Hyatt Newport expansion. Mitigation measures to address this significant impact are identified in the following section.

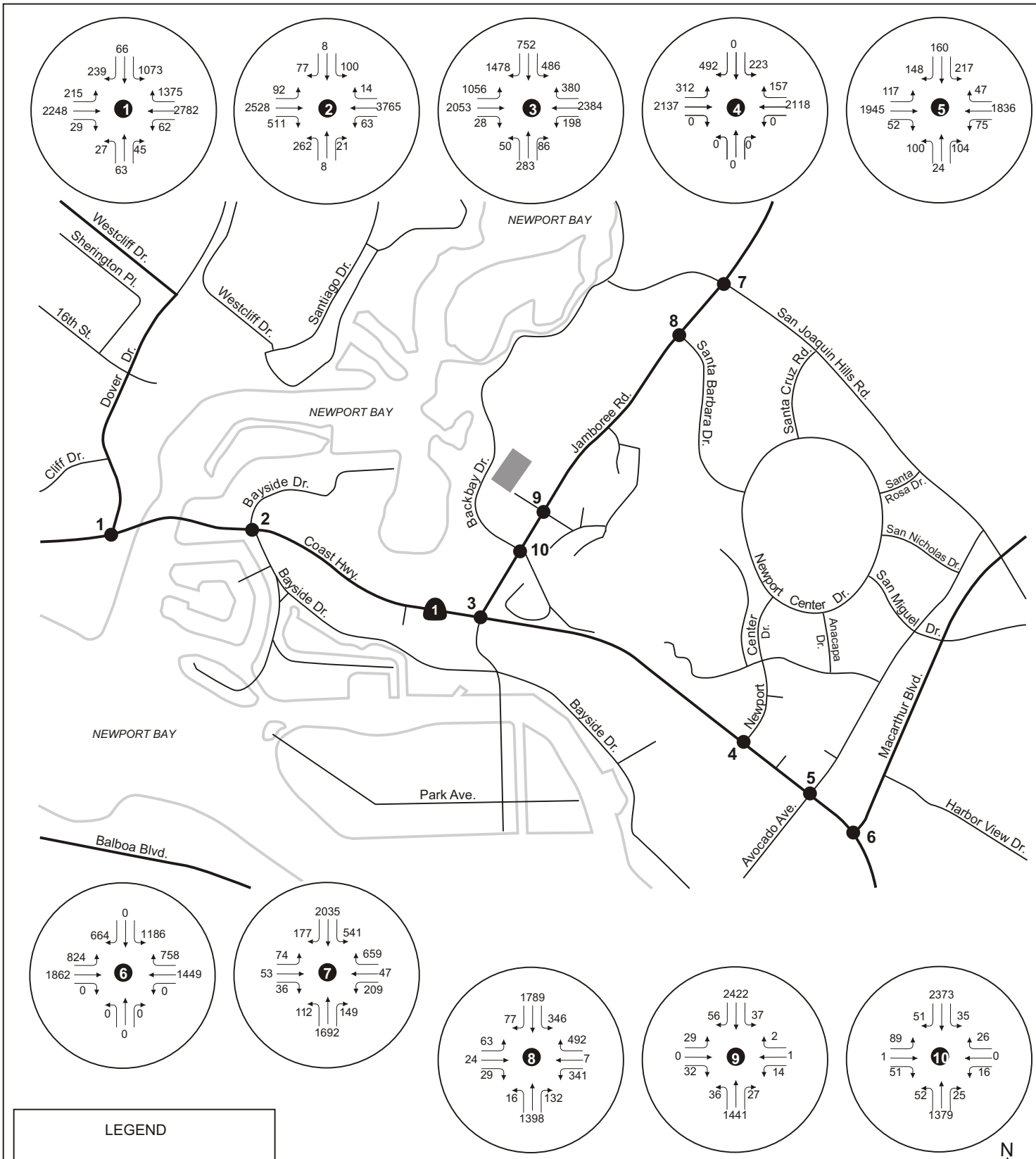


IBI GROUP

Newport Beach Construction Traffic Impact Study

Future With Construction (Year 2010) Study Intersection Volumes - AM Peak

Figure 4-5



IBI GROUP

Newport Beach Traffic Impact Study

Future With Construction (Year 2010) Study Intersection Volumes - PM Peak

Figure 4-6

4.4 ON-SITE PARKING DURING CONSTRUCTION

Construction of the proposed Hyatt Newport expansion would result in some temporary loss of existing off-street parking for hotel visitors. This section discusses off-street parking conditions at the Hyatt Newport during construction.

The project applicant submitted a Conceptual Construction Management Plan, dated February 28, 2007, outlining the number of parking spaces that would be available for use by hotel guests and visitors during construction. It is estimated that a minimum of 406 parking spaces would be available during both the timeshare/spa construction phase and the new ballroom construction phase.

During construction, 391 guestrooms will be available for use, resulting in a minimum parking requirement of 196 spaces per the City of Newport Beach Zoning Code. Additionally, 15,538 square feet of banquet and meeting room space will also be available for use during construction.

Consistent with the methodology described in Traffic Study, the Urban Land Institute (ULI) manual *Shared Parking,* 2nd Edition is used to determine a parking demand forecast the Hyatt Newport hotel during construction of the proposed hotel expansion. 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. This ratio results in a forecast peak demand of 310 parking spaces for the 15,538 square feet of ballroom/ banquet facilities that will remain in operation during construction.

Together, the hotel guest rooms and banquet facilities would be anticipated to have a combined parking demand of 506 spaces allocated as 310 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 4.4 summarizes parking demand for the Hyatt Newport hotel on an hourly basis for a typical weekday.

Table 4.4: Hyatt Newport Hotel Off-Street Parking Demand Forecast During Construction

Time Period	Hotel Guest Room Demand	Banquet/Meeting Facility Demand	Total Demand	Available Parking
8:00 am	176	155	331	75
9:00 am	157	310	467	-61
10:00 am	137	310	447	-41
11:00 am	137	310	447	-41
12:00 pm	127	310	437	-31
1:00 pm	127	310	437	-31
2:00 pm	137	310	447	-41
3:00 pm	137	310	447	-41
4:00 pm	147	310	457	-51
5:00 pm	157	310	467	-61
6:00 pm	167	155	322	84
7:00 pm	167	93	260	146
8:00 pm	176	93	269	137
9:00 pm	186	31	217	189
10:00 pm	186	0	186	220

Based on these forecast parking demand rates, the interim off-street parking configuration during construction would not provide a sufficient number of parking spaces to meet peak demand at the hotel. The anticipated peak parking demand is forecast to exceed off-street parking supply by as many as 61 spaces. A minimum of 467 parking spaces would need to be provided into to meet demand. Potential mitigation measures to address this impact are discussed in Section 5.1.

5.0 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.

5.1 WITH CONSTRUCTION CONDITION

One significant traffic impact is identified during the With Project Construction Condition at the intersection of Jamboree Road and San Joaquin Hills Road during the PM peak hour. This is a temporary traffic impact that occurs only during the construction of the proposed Hyatt Newport Hotel expansion.

The mitigation measure to address this traffic impact is to restrict construction vehicle trips during the PM peak hour. During the construction of the Hyatt Newport Hotel expansion, no construction vehicle trips are permitted to enter or exit the project site during the PM peak period between 4:00pm and 6:00pm. Construction vehicles are defined as dirt haulers, material delivery trucks, construction vehicle transport truck and other similar large vehicles. Construction employee trips are not included in this restriction.

5.2 SITE ACCESS AND PARKING

A significant parking impact is also identified during the With Project Construction Condition. The project proposes to provide 406 off-street parking spaces onsite during construction. Based on the analysis completed in Section 4.4, a minimum of 467 parking spaces are necessary to meet anticipated peak demand of the available hotel uses open during construction. To mitigate this impact, the Hyatt Newport hotel project applicant shall maintain a minimum of 467 parking spaces use by hotel guests and visitors during the full duration of construction of the hotel expansion. This minimum requirement of 467 may be provided through either self parking or valet parking. In addition, the project applicant shall submit a Parking Management Plan prior to the initiation of construction activities to the City of Newport Beach for review and approval prior to the issuance of building permits. The Parking Management Plan shall clearly identify how and where the 467 necessary parking spaces would be accommodated onsite during construction.

TECHNICAL APPENDIX

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

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

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

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:			****	****				****		****		

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
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:	****					****		****		****		

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	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	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:							****						****								****			

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:		****			****			****				****

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:		****			****			****				****

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:		****				****				****				****		

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	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	1.00 1.00	1.00	1.00
PHF Adj:	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:	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	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	1.00 1.00	1.00	1.00
MLF Adj:	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.:	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	1600 1600	1600	1600
Adjustment:	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 2.98	0.02	1.00	2.81	0.19	1.00	0.00	1.00	1.00	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

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

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

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:	****			****			****				****	

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	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:				****			****				****	

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:		****			****			****				****

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:	****			****		****					****	

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Scenario Report

Scenario:	AM Peak 2008 Without Construction
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	156	2446	32	29	1711	0
2	Coast Hwy and	359	21	102	63	11	50	70	3148	335	89	1988	28
3	Coast Highway	29	431	174	303	322	0	1332	2159	32	142	1460	0
4	Coast Hwy and	0	0	0	35	0	0	450	1880	0	0	1702	0
5	Coast Hwy and	66	55	102	70	72	0	204	1672	28	88	1582	124
6	Coast Hwy and	0	0	0	637	1	0	600	1108	0	0	1617	0
7	Jamboree Road	20	1769	0	607	1557	0	301	78	0	105	8	357
8	Jamboree Road	14	1684	323	531	1299	34	77	23	24	40	5	142
9	Jamboree Road	25	1974	16	14	1184	37	22	0	6	36	1	18
10	Jamboree Road	46	1923	11	8	1186	67	55	0	40	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 V/C
# 1 Coast Hwy And Dover Drive	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000
# 2 Coast Hwy and Bayside Drive	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000
# 3 Coast Highway and Jamboree Roa	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000
# 4 Coast Hwy and Newport Center	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 5 Coast Hwy and Avacado Avenue	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 6 Coast Hwy and MacArthur Boulev	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000
# 7 Jamboree Road and San Joaquin	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000
# 8 Jamboree Road and Santa Barbar	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000
# 10 Jamboree Road and Back Bay Dri	A	xxxxx	0.470	A	xxxxx	0.470	+ 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):	0.801
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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		156	2446	32		29	1711	797	
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		156	2446	32		29	1711	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		156	2446	32		29	1711	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	55	63		1091	74	203		156	2446	32		29	1711	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		156	2446	32		29	1711	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	4738	62		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.04		0.23	0.05	0.13		0.05	0.52	0.52		0.02	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 #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.851
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			70	3148		335			89	1988		28		
Growth Adj:	1.00	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			70	3148		335			89	1988		28		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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			70	3148		335			89	1988		28		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	359	21		102			63	11		50			70	3148		335			89	1988		28		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	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			70	3148		335			89	1988		28		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	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	6311		89		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.10		0.10			0.04	0.04		0.04			0.04	0.66		0.21			0.06	0.32		0.32		
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):	0.884
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	303	322	851	1332	2159	32	142	1460	422
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	303	322	0	1332	2159	32	142	1460	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	303	322	0	1332	2159	32	142	1460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	431	174	303	322	0	1332	2159	32	142	1460	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	303	322	0	1332	2159	32	142	1460	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	6307	93	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.19	0.10	0.00	0.28	0.34	0.34	0.04	0.23	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): 0.506
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				35	0	88				450	1880	0				0	1702	211			
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				450	1880	0				0	1702	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				450	1880	0				0	1702	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				35	0	0				450	1880	0				0	1702	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				450	1880	0				0	1702	0			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	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	0.39	0.00				0.00	0.35	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): 0.566
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	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	204	1672	28	88	1582	124												
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	204	1672	28	88	1582	124												
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	204	1672	28	88	1582	124												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	66	55	102	70	72	0	204	1672	28	88	1582	124												
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	204	1672	28	88	1582	124												
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	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	4721	79	1600	4800	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.03	0.06	0.04	0.05	0.00	0.13	0.35	0.35	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): 0.723
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			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	637	1	531	600	1108	0	0	1617	1236
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	637	1	0	600	1108	0	0	1617	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	637	1	0	600	1108	0	0	1617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	637	1	0	600	1108	0	0	1617	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	637	1	0	600	1108	0	0	1617	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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): 0.875
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	1769	129	607	1557	67	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	1769	0	607	1557	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	1769	0	607	1557	0	301	78	0	105	8	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1769	0	607	1557	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	1769	0	607	1557	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	0.32	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):	0.654
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:	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	1684	323	531	1299	34	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	1684	323	531	1299	34	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	1684	323	531	1299	34	77	23	24	40	5	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1684	323	531	1299	34	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	1684	323	531	1299	34	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	0.35	0.20	0.17	0.27	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):	0.457
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 1 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	25	1974	16	14	1184	37	22	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:	25	1974	16	14	1184	37	22	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:	25	1974	16	14	1184	37	22	0	6	36	1	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1974	16	14	1184	37	22	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.:	25	1974	16	14	1184	37	22	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	1.94	0.06	1.00	0.00	1.00	0.97	0.03	1.00
Final Sat.:	1600	4800	1600	1600	3103	97	1600	0	1600	1557	43	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.01	0.01	0.38	0.38	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): 0.470
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 0	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	46 1923	11		8 1186	67		55 0	40		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:	46 1923	11		8 1186	67		55 0	40		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:	46 1923	11		8 1186	67		55 0	40		27 1	45	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	46 1923	11		8 1186	67		55 0	40		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.:	46 1923	11		8 1186	67		55 0	40		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 4773	27		1600 4543	257		1600 0	1600		1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.03 0.40	0.40		0.01 0.26	0.26		0.03 0.00	0.03		0.02 0.00	0.03	
Crit Moves:	****			****			****				****	

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Scenario Report

Scenario:	PM Peak 2008 Without Construction
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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Scenario Report

Scenario:	AM Peak 2008 With Project Construction
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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Scenario Report

Scenario:	PM Peak 2008 With Construction
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	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Coast Hwy And	27	63	45	1073	66	239	215	2248	29	62	2782	0
2	Coast Hwy and	262	8	21	100	8	77	92	2528	511	63	3765	14
3	Coast Highway	50	283	86	486	752	0	1056	2053	28	198	2384	0
4	Coast Hwy and	0	0	0	223	0	0	312	2137	0	0	2118	0
5	Coast Hwy and	100	24	104	217	160	0	117	1945	52	75	1836	47
6	Coast Hwy and	0	0	0	1186	0	0	824	1862	0	0	1449	0
7	Jamboree Road	112	1692	0	541	2035	0	74	53	0	209	47	659
8	Jamboree Road	16	1398	132	346	1789	77	63	24	29	341	7	492
9	Jamboree Road	36	1441	27	37	2422	56	29	0	32	14	1	2
10	Jamboree Road	52	1379	25	35	2373	51	89	1	51	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	0.904	E	xxxxx	0.904	+ 0.000 V/C
# 2 Coast Hwy and Bayside Drive	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
# 3 Coast Highway and Jamboree Roa	F	xxxxx	1.012	F	xxxxx	1.012	+ 0.000 V/C
# 4 Coast Hwy and Newport Center	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 5 Coast Hwy and Avacado Avenue	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 6 Coast Hwy and MacArthur Boulev	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000 V/C
# 7 Jamboree Road and San Joaquin	E	xxxxx	0.960	E	xxxxx	0.960	+ 0.000 V/C
# 8 Jamboree Road and Santa Barbar	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
# 9 Jamboree Road and Hyatt Entran	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 10 Jamboree Road and Back Bay Dri	B	xxxxx	0.609	B	xxxxx	0.609	+ 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):	0.904
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	215	2248	29	62	2782	1375
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	215	2248	29	62	2782	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	215	2248	29	62	2782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	63	45	1073	66	239	215	2248	29	62	2782	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	215	2248	29	62	2782	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	4739	61	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.22	0.04	0.15	0.07	0.47	0.47	0.04	0.58	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): 0.771
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	92	2528	511	63	3765	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	92	2528	511	63	3765	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	92	2528	511	63	3765	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	8	21	100	8	77	92	2528	511	63	3765	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	92	2528	511	63	3765	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	6376	24
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.05	0.05	0.06	0.53	0.32	0.04	0.59	0.59
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): 1.012
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	486	752	1478	1056	2053	28	198	2384	380
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	486	752	0	1056	2053	28	198	2384	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	486	752	0	1056	2053	28	198	2384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	283	86	486	752	0	1056	2053	28	198	2384	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	486	752	0	1056	2053	28	198	2384	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	6314	86	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.30	0.23	0.00	0.22	0.33	0.33	0.06	0.37	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): 0.608
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			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	312	2137	0	0	2118	157
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	312	2137	0	0	2118	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	312	2137	0	0	2118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	0	312	2137	0	0	2118	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	312	2137	0	0	2118	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 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 0.44		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): 0.646
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	117	1945	52	75	1836	47
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	117	1945	52	75	1836	47
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	117	1945	52	75	1836	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	24	104	217	160	0	117	1945	52	75	1836	47
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	117	1945	52	75	1836	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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	4675	125	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	0.38	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): 0.930
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	1186	0	664	824	1862	0	0	1449	758
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	1186	0	0	824	1862	0	0	1449	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	1186	0	0	824	1862	0	0	1449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1186	0	0	824	1862	0	0	1449	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	1186	0	0	824	1862	0	0	1449	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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		0.37 0.00	0.00		0.26 0.39	0.00		0.00 0.30	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):	0.960
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:	112	1692	149	541	2035	177	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:	112	1692	0	541	2035	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:	112	1692	0	541	2035	0	74	53	0	209	47	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1692	0	541	2035	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.:	112	1692	0	541	2035	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	0.42	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): 0.746
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1398	132	346	1789	77	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	1398	132	346	1789	77	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	1398	132	346	1789	77	63	24	29	341	7	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1398	132	346	1789	77	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	1398	132	346	1789	77	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	0.37	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):	0.824
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	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			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 1 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	36	1441	27	37	2422	56	29	0	32	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:	36	1441	27	37	2422	56	29	0	32	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:	36	1441	27	37	2422	56	29	0	32	14	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1441	27	37	2422	56	29	0	32	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.:	36	1441	27	37	2422	56	29	0	32	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	1.95	0.05	1.00	0.00	1.00	0.93	0.07	1.00
Final Sat.:	1600	4800	1600	1600	3128	72	1600	0	1600	1493	107	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.02	0.02	0.77	0.77	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): 0.609
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1	0	1 0 2	1	0	1 0 0	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	52 1379		25	35 2373		51	89		1	51	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:	52 1379		25	35 2373		51	89		1	51	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:	52 1379		25	35 2373		51	89		1	51	16	0	26
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	0	
Reduced Vol:	52 1379		25	35 2373		51	89		1	51	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.:	52 1379		25	35 2373		51	89		1	51	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 0.02	0.98		1.00 1.00	1.00	
Final Sat.:	1600 4715		85	1600 4699		101	1600		31	1569	1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.03 0.29	0.29		0.02 0.51	0.51		0.06 0.03	0.03		0.01 0.00	0.02	
Crit Moves:	****			****			****				****	

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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	156	2454	32	29	1711	0
2	Coast Hwy and	359	21	102	63	11	50	70	3156	335	89	1988	28
3	Coast Highway	29	431	174	303	322	0	1340	2159	32	142	1460	0
4	Coast Hwy and	0	0	0	35	0	0	450	1880	0	0	1707	0
5	Coast Hwy and	66	55	102	70	72	0	204	1672	28	88	1587	124
6	Coast Hwy and	0	0	0	637	1	0	600	1108	0	0	1620	0
7	Jamboree Road	20	1773	0	607	1607	0	301	78	0	105	8	357
8	Jamboree Road	14	1688	323	531	1349	34	77	23	24	40	5	142
9	Jamboree Road	25	1978	16	14	1234	37	22	0	6	36	1	18
10	Jamboree Road	46	1923	11	8	1186	117	59	0	40	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	0.803	D	xxxxx	0.803	+ 0.000 V/C
# 2 Coast Hwy and Bayside Drive	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
# 3 Coast Highway and Jamboree Roa	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 4 Coast Hwy and Newport Center	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 5 Coast Hwy and Avacado Avenue	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 6 Coast Hwy and MacArthur Boulev	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 7 Jamboree Road and San Joaquin	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000 V/C
# 8 Jamboree Road and Santa Barbar	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 10 Jamboree Road and Back Bay Dri	A	xxxxx	0.473	A	xxxxx	0.473	+ 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):	0.803
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		3 0 1	0 1		2 0 2	1 0		1 0 3	0 1	
Volume Module:												
Base Vol:	50	55	63	1091	74	203	156	2454	32	29	1711	797
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	156	2454	32	29	1711	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	156	2454	32	29	1711	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	63	1091	74	203	156	2454	32	29	1711	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	156	2454	32	29	1711	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	4738	62	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.23	0.05	0.13	0.05	0.52	0.52	0.02	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 #2 Coast Hwy and Bayside Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
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	70	3156	335	89	1988	28
Growth Adj:	1.00	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	70	3156	335	89	1988	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	70	3156	335	89	1988	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	21	102	63	11	50	70	3156	335	89	1988	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	70	3156	335	89	1988	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	6311	89
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.04	0.04	0.04	0.04	0.66	0.21	0.06	0.32	0.32
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):	0.886
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	303	322	851	1340	2159	32	142	1460	427
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	303	322	0	1340	2159	32	142	1460	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	303	322	0	1340	2159	32	142	1460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	431	174	303	322	0	1340	2159	32	142	1460	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	303	322	0	1340	2159	32	142	1460	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	6307	93	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.19	0.10	0.00	0.28	0.34	0.34	0.04	0.23	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): 0.507
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	450	1880	0	0	1707	211
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	450	1880	0	0	1707	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	450	1880	0	0	1707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	0	450	1880	0	0	1707	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	450	1880	0	0	1707	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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 0.39	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): 0.567
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	204	1672	28		88	1587	124	
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	204	1672	28		88	1587	124	
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	204	1672	28		88	1587	124	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	66	55	102	70	72	0	204	1672	28		88	1587	124	
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	204	1672	28		88	1587	124	
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	4721	79		1600	4800	1600	
Capacity Analysis Module:														
Vol/Sat:	0.04	0.03	0.06	0.04	0.05	0.00	0.13	0.35	0.35		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): 0.724
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			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	637	1	534	600	1108	0	0	1620	1236
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	637	1	0	600	1108	0	0	1620	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	637	1	0	600	1108	0	0	1620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	637	1	0	600	1108	0	0	1620	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	637	1	0	600	1108	0	0	1620	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 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):	0.876
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	1773	129	607	1607	67	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	1773	0	607	1607	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	1773	0	607	1607	0	301	78	0	105	8	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1773	0	607	1607	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	1773	0	607	1607	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):	0.654
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:	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	1688	323	531	1349	34	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	1688	323	531	1349	34	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	1688	323	531	1349	34	77	23	24	40	5	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1688	323	531	1349	34	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	1688	323	531	1349	34	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	0.35	0.20	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):	0.450
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	1 1	0		1 0	0 1	0		0 1	0 0	1	
Volume Module:																
Base Vol:	25	1978	16		14	1234	37		22	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:	25	1978	16		14	1234	37		22	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:	25	1978	16		14	1234	37		22	0	6		36	1	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1978	16		14	1234	37		22	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.:	25	1978	16		14	1234	37		22	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	1.94	0.06		1.00	0.00	1.00		0.97	0.03	1.00	
Final Sat.:	1600	4800	1600		1600	3107	93		1600	0	1600		1557	43	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.41	0.01		0.01	0.40	0.40		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): 0.473
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 0	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	46 1923	11		8 1186	117		59 0	40		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:	46 1923	11		8 1186	117		59 0	40		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:	46 1923	11		8 1186	117		59 0	40		27 1	45	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
Reduced Vol:	46 1923	11		8 1186	117		59 0	40		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.:	46 1923	11		8 1186	117		59 0	40		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 2.73	0.27		1.00 0.00	1.00		1.00 1.00	1.00	
Final Sat.:	1600 4773	27		1600 4369	431		1600 0	1600		1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.03 0.40	0.40		0.01 0.27	0.27		0.04 0.00	0.03		0.02 0.00	0.03	
Crit Moves:	****			****			****				****	

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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	215	2248	29	62	2774	0
2	Coast Hwy and	262	8	21	100	8	77	92	2528	511	63	3757	14
3	Coast Highway	50	283	86	486	752	0	1056	2053	28	198	2384	0
4	Coast Hwy and	0	0	0	223	0	0	312	2132	0	0	2118	0
5	Coast Hwy and	100	24	104	217	160	0	117	1940	52	75	1836	47
6	Coast Hwy and	0	0	0	1186	0	0	821	1859	0	0	1449	0
7	Jamboree Road	112	1642	0	541	2031	0	74	53	0	209	47	659
8	Jamboree Road	16	1348	132	346	1785	77	63	24	29	341	7	492
9	Jamboree Road	36	1391	27	37	2418	56	29	0	32	14	1	2
10	Jamboree Road	52	1379	25	35	2373	47	39	1	41	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	0.902	E	xxxxx	0.902	+ 0.000 V/C
# 2 Coast Hwy and Bayside Drive	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C
# 3 Coast Highway and Jamboree Roa	F	xxxxx	1.012	F	xxxxx	1.012	+ 0.000 V/C
# 4 Coast Hwy and Newport Center	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 5 Coast Hwy and Avacado Avenue	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 6 Coast Hwy and MacArthur Boulev	E	xxxxx	0.929	E	xxxxx	0.929	+ 0.000 V/C
# 7 Jamboree Road and San Joaquin	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
# 8 Jamboree Road and Santa Barbar	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
# 9 Jamboree Road and Hyatt Entran	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 10 Jamboree Road and Back Bay Dri	A	xxxxx	0.577	A	xxxxx	0.577	+ 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):	0.902
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	215	2248	29	62	2774	1375
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	215	2248	29	62	2774	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	215	2248	29	62	2774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	63	45	1073	66	239	215	2248	29	62	2774	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	215	2248	29	62	2774	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	4739	61	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.22	0.04	0.15	0.07	0.47	0.47	0.04	0.58	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): 0.770
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:	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	92	2528	511	63	3757	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	92	2528	511	63	3757	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	92	2528	511	63	3757	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	8	21	100	8	77	92	2528	511	63	3757	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	92	2528	511	63	3757	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	6376	24
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.05	0.05	0.06	0.53	0.32	0.04	0.59	0.59
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): 1.012
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	486	752	1470	1056	2053	28	198	2384	380
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	486	752	0	1056	2053	28	198	2384	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	486	752	0	1056	2053	28	198	2384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	283	86	486	752	0	1056	2053	28	198	2384	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	486	752	0	1056	2053	28	198	2384	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	6314	86	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.30	0.23	0.00	0.22	0.33	0.33	0.06	0.37	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): 0.608
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			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	312 2132		0	0 2118		157
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	312 2132		0	0 2118		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	312 2132		0	0 2118		0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	0	312 2132		0	0 2118		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	312 2132		0	0 2118		0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 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 0.44		0.00	0.00 0.44		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): 0.645
Loss Time (sec): 0 (Y+R = 5 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						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	117	1940	52	75	1836	47												
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	117	1940	52	75	1836	47												
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	117	1940	52	75	1836	47												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	100	24	104	217	160	0	117	1940	52	75	1836	47												
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	117	1940	52	75	1836	47												
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	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	4675	125	1600	4800	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.02	0.07	0.12	0.12	0.00	0.07	0.42	0.41	0.05	0.38	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): 0.929
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	1186	0	664	821	1859	0	0	1449	758
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	1186	0	0	821	1859	0	0	1449	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	1186	0	0	821	1859	0	0	1449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1186	0	0	821	1859	0	0	1449	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	1186	0	0	821	1859	0	0	1449	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 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		0.37 0.00	0.00		0.26 0.39	0.00		0.00 0.30	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): 0.949
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:	112	1642	149	541	2031	177	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:	112	1642	0	541	2031	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:	112	1642	0	541	2031	0	74	53	0	209	47	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1642	0	541	2031	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.:	112	1642	0	541	2031	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	0.34	0.00	0.17	0.42	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):	0.736
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1348	132	346	1785	77	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	1348	132	346	1785	77	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	1348	132	346	1785	77	63	24	29	341	7	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1348	132	346	1785	77	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	1348	132	346	1785	77	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	0.28	0.08	0.11	0.37	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):	0.565
Loss Time (sec):	0 (Y+R = 5 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	36	1391	27	37	2418	56	29	0	32	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:	36	1391	27	37	2418	56	29	0	32	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:	36	1391	27	37	2418	56	29	0	32	14	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1391	27	37	2418	56	29	0	32	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.:	36	1391	27	37	2418	56	29	0	32	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:	0.02	0.29	0.02	0.02	0.52	0.52	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): 0.577
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:	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:	52 1379		25	35 2373		47	39		1	41	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:	52 1379		25	35 2373		47	39		1	41	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:	52 1379		25	35 2373		47	39		1	41	16	0	26
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0		0
Reduced Vol:	52 1379		25	35 2373		47	39		1	41	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.:	52 1379		25	35 2373		47	39		1	41	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 0.02	0.98		1.00 1.00	1.00	
Final Sat.:	1600 4715		85	1600 4707		93	1600	38	1562	1600 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.03 0.29	0.29		0.02 0.50	0.50		0.02 0.03	0.03		0.01 0.00	0.02	
Crit Moves:	****			****			****				****	