APPENDIX J

TRAFFIC IMPACT STUDY

Traffic Impact Study

for:

The Koll Center Residences
In the City of Newport Beach

Prepared for:
The City of Newport Beach

September 2017

Kimley»Horn

TRAFFIC IMPACT STUDY
FOR THE
KOLL CENTER RESIDENCES

Prepared for:

The City of Newport Beach

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September 2017

THE KOLL CENTER RESIDENCES
TRAFFIC IMPACT STUDY

TABLE OF CONTENTS

APPENDICES

LIST OF FIGURES

LIST OF TABLES

TRAFFIC IMPACT STUDY
FOR THE
THE KOLL CENTER RESIDENCES

INTRODUCTION

This Traffic Impact Study has been prepared to provide an evaluation of the traffic-related impacts associated with the proposed Koll Center Residences project. This report has been prepared in accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO) traffic impact study requirements, County of Orange Congestion Management Program (CMP) requirements, and in support of the environmental documentation for the project, per the California Environmental Quality Act (CEQA) requirements.

PROJECT DESCRIPTION

The Koll Center Residences project site is located at the southeast corner [1] of Birch Street and Von Karman Avenue in the Airport Area of the City of Newport Beach. A vicinity map is provided on Figure 1.

Existing Site Uses and Access

The project site is located within the surface parking areas serving the existing Koll Center Newport office park. Koll Center Newport consists of general office buildings with surface parking and a parking structure. Except for the 4440 Von Karman office building, the existing office buildings located within the boundaries of the project site (4490 Von Karman and 4910 Birch), or immediately contiguous to the site (5000 Birch, 4340 Von Karman, and 4350 Von Karman) are not a part of the proposed development. Access to Koll Center Newport is currently provided by two driveways on Von Karman Avenue, and three driveways on Birch Street. All driveways are currently unsignalized and gated. The existing Koll Center Newport site is shown on Figure 2.

Proposed Site Uses and Access

The Koll Center Residences project consists of the construction of 260 luxury residential condominiums, 3,000 square feet of ground-floor retail uses, a one-acre public park, a parking structure, and the reconfiguration of some of the existing surface parking areas. The proposed residential units would be in three, 13-story buildings, with 2 levels of above-grade parking and 2 to 3 levels of below-grade parking. The proposed one-acre public park would be located adjacent to the easterly entrance to the project site from Birch Street. A copy of the project site plan is provided on Figure 3.

[1] As shown on Figure 1, the streets adjacent to the project site are oriented on a diagonal. For purposes of this report, Jamboree Road, MacArthur Boulevard, and Von Karman Avenue are considered to be the north-south streets, and Birch Street is the east-west street.

NOT TO SCALE

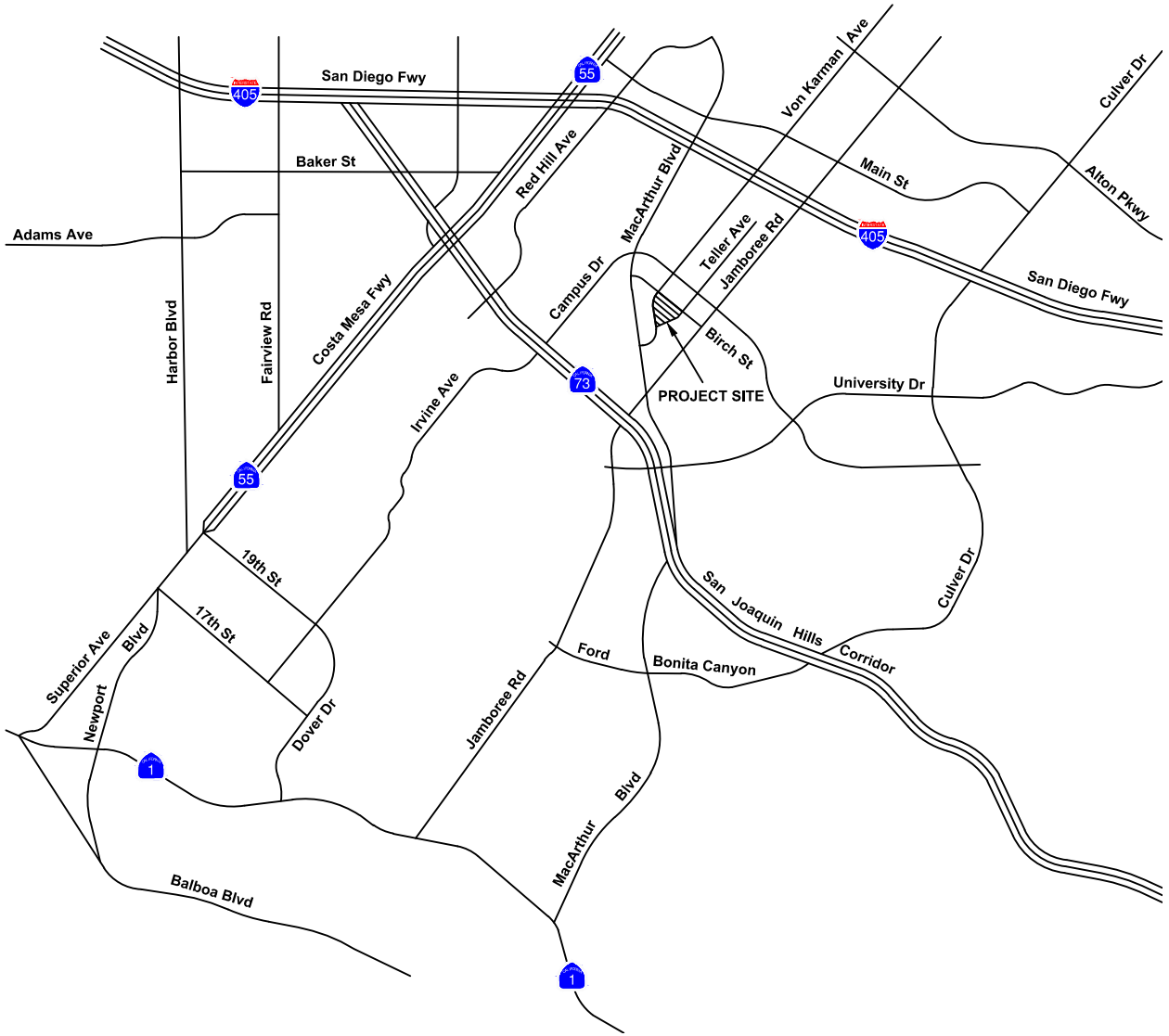
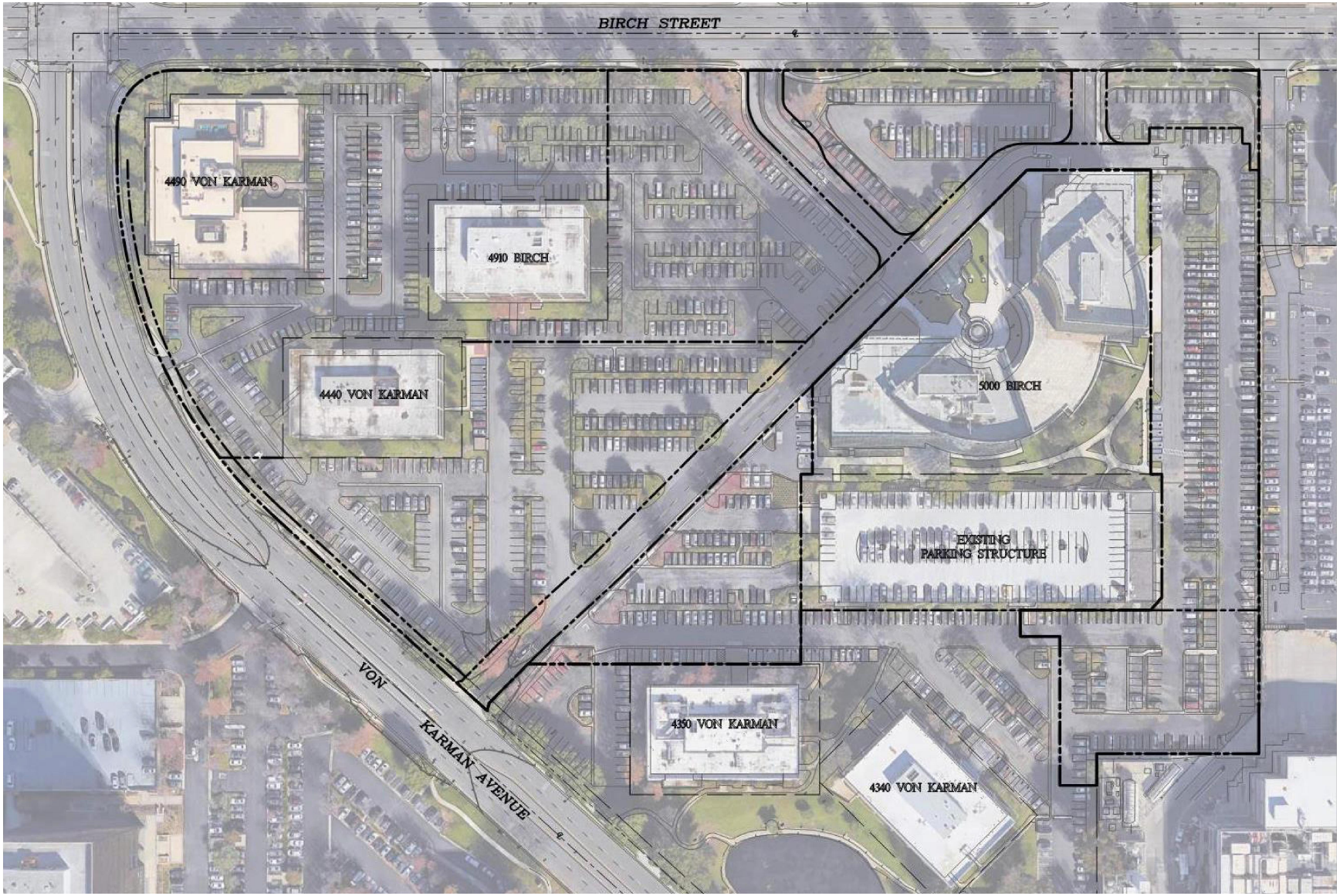


FIGURE 1
VICINITY MAP



NOT TO SCALE

FIGURE 2
EXISTING PROJECT SITE

FIGURE 3
PROJECT SITE PLAN

NOT TO SCALE

After completion, the project would take access via two access points on Von Karman Avenue (one full access point, and one for egress only) and three full access points on Birch Street.

To allow for the construction of the proposed project, some of the existing surface parking areas and the common landscape areas would be demolished. All project parking would be provided in parking garages underneath the buildings, with additional on-site surface parking for the proposed one-acre public park and retail uses. Existing Koll Center Newport office parking displaced by the project construction activities and by the proposed development would be replaced with the construction of a new 506-space parking structure, to be located at the southeast corner of the 5000 Birch office tower's parking structure, and designated office parking spaces in the Building 1 parking structure. A separate construction parking management plan is being prepared.

STUDY METHODOLOGY

Study Area

This Traffic Impact Study for the Koll Center Residences project includes evaluation of morning and evening peak hour operations at the 29 existing intersections listed on page 7. The study intersections consist of a combination of intersections in the City of Newport Beach and the adjoining City of Irvine.

The study area and study intersection list reflect input received from the cities of Newport Beach and Irvine. The locations of the study intersections are shown on Figure 4. Of the 29 study intersections, 12 are controlled and maintained by the City of Irvine and 15 are controlled and maintained by the City of Newport Beach. The two I-405 Freeway ramp intersections at Jamboree Road are controlled and maintained by Caltrans.

Each intersection has been analyzed using the methodology and parameters employed by the city in which the intersection is located. For "shared" intersections on the city boundary, the intersection analysis is based on the methodology used by the City that controls and maintains the signal. A discussion of the analysis methodology and significance criteria for each city is provided in the next section.

Of the 29 study intersections, two intersections are located on State Highways, and are therefore controlled and maintained by Caltrans. A separate analysis of the State Highway intersections using the analysis methodology specified in the *Caltrans Guide for the Preparation of Traffic Impact Studies* is provided in a separate section of this report.

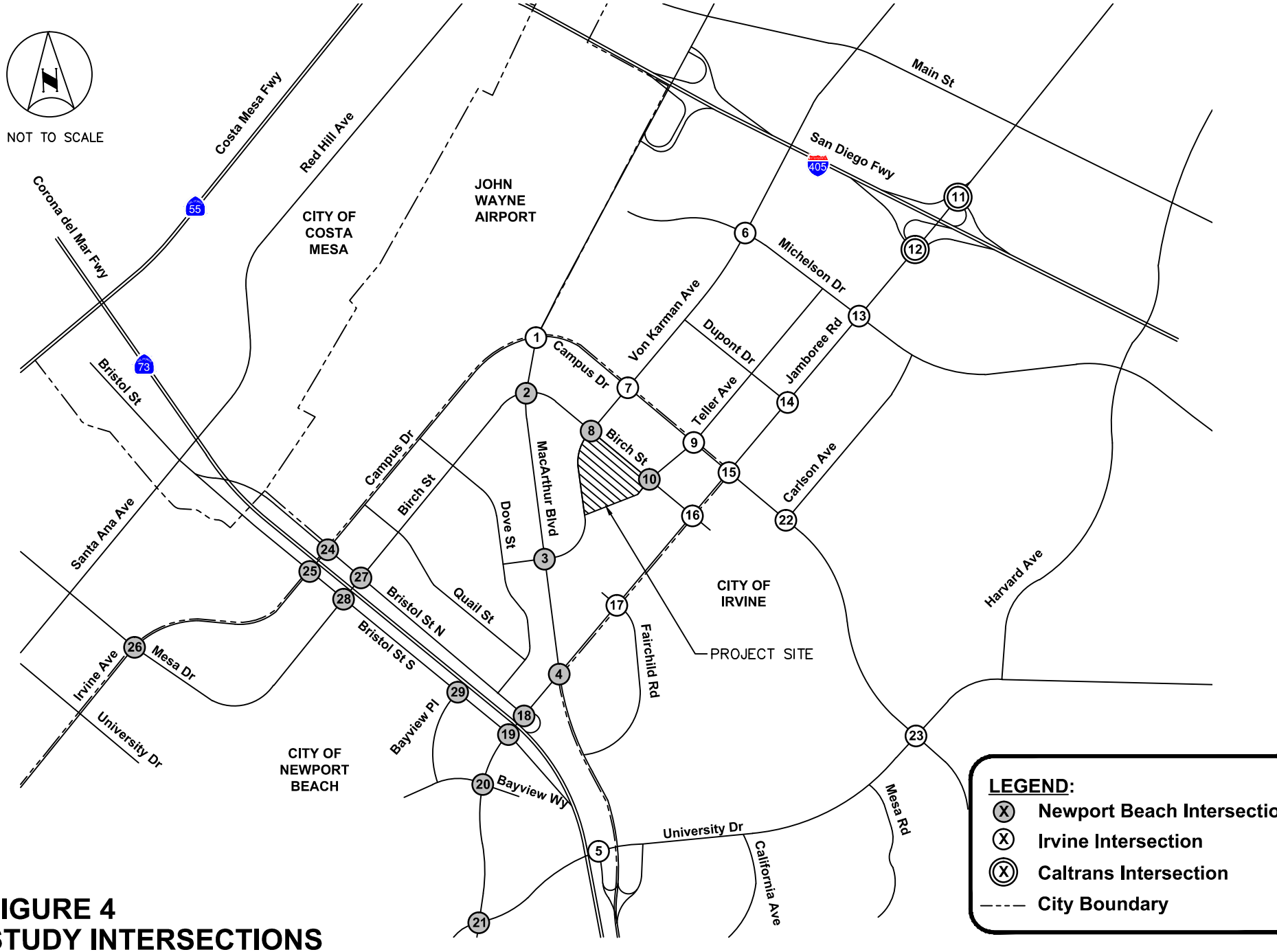


FIGURE 4
STUDY INTERSECTIONS

Study Intersections

No.	Intersection	Jurisdiction [1]	Traffic Control
1	MacArthur Boulevard at Campus Drive [1]	Irvine	Signal
2	MacArthur Boulevard at Birch Street	Newport Beach	Signal
3	MacArthur Boulevard at Von Karman Avenue	Newport Beach	Signal
4	MacArthur Boulevard at Jamboree Road [1, 2]	Newport Beach	Signal
5	MacArthur Boulevard SB Ramp at University Drive	Irvine	Signal
6	Von Karman Avenue at Michelson Drive	Irvine	Signal
7	Von Karman Avenue at Campus Drive [1]	Irvine	Signal
8	Von Karman Avenue at Birch Street	Newport Beach	Signal
9	Teller Avenue at Campus Drive [1]	Irvine	Signal
10	Teller Avenue at Birch Street	Newport Beach	2-way Stop
11	Jamboree Road at I-405 NB Ramps [2]	Caltrans	Signal
12	Jamboree Road at I-405 SB Ramps [2]	Caltrans	Signal
13	Jamboree Road at Michelson Drive	Irvine	Signal
14	Jamboree Road at Dupont Drive	Irvine	Signal
15	Jamboree Road at Campus Drive [1]	Irvine	Signal
16	Jamboree Road at Birch Street [1]	Irvine	Signal
17	Jamboree Road at Fairchild Drive [1]	Irvine	Signal
18	Jamboree Road at Bristol Street N	Newport Beach	Signal
19	Jamboree Road at Bristol Street S	Newport Beach	Signal
20	Jamboree Road at Bayview Way	Newport Beach	Signal
21	Jamboree Road at University Drive	Newport Beach	Signal
22	Carlson Avenue at Campus Drive	Irvine	Signal
23	University Drive at Campus Drive	Irvine	Signal
24	Bristol Street N at Campus Drive	Newport Beach	Signal
25	Bristol Street S at Irvine Avenue / Campus Drive	Newport Beach	Signal
26	Irvine Avenue at Mesa Drive	Newport Beach	Signal
27	Birch Street at Bristol Street N	Newport Beach	Signal
28	Birch Street at Bristol Street S	Newport Beach	Signal
29	Bayview Place at Bristol Street S	Newport Beach	Signal

[1] For "shared" intersections on the boundary between the two cities, the city listed indicates the city that maintains and controls the signal. Freeway ramp intersections and intersections on a State Highway are maintained and operated by Caltrans.

[2] Designated County of Orange Congestion Management Program (CMP) intersection.

Analysis Methodology

Intersection analysis for all signalized intersections has been conducted using the Intersection Capacity Utilization (ICU) methodology, which is the methodology utilized by both cities, as well as the Orange County Congestion Management Program (CMP). Intersections that are located at a State Highway intersection are also analyzed in accordance with Caltrans requirements, using a separate methodology, as discussed later in this report.

The ICU methodology provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles actually passing through that intersection during any given hour. The ICU calculation assumes an hourly per-lane capacity for each lane through the intersection, and a clearance factor to account for the effect of yellow and red signal phases.

Variations in analysis input parameters between the City of Newport Beach and the City of Irvine have been accounted for in the analysis. The following presents the ICU parameters for each of the cities.

ICU Parameter	City of Newport Beach	City of Irvine
Saturation Flow Rate / Lane	1,600 vehicles per hour (vph)	1,700 vehicles per hour (vph)
Clearance Interval	0	.05 of cycle length
Right-turn-on-red allowed [1]	NA	Yes
ATMS Credit [2]	NA	.05
Critical Movement / ICU calculation	3 decimals for each critical movement, summed and rounded to 2 decimals for the final ICU for the TPO analysis, and 3 decimals for the CEQA analysis	2 decimals for each critical movement and final ICU

[1] Right-turn-on-red is allowed from exclusive right-turn lanes. For the City of Irvine, "unofficial" right-turn lanes (known as a de facto right-turn lane) are assumed in the ICU calculation if 19 feet of travel lane exists from lane stripe to edge of roadway, and curbside parking is prohibited during peak periods.

[2] ATMS is an advanced traffic signal management system employed by the City of Irvine to allow the control of signal operations in real-time response to traffic conditions at the intersection. Intersections with the ATMS equipment installed are given a 0.05 capacity credit. The ATMS credit is not applied to intersections located within the Irvine Business Complex (IBC). One study intersection (University Drive at Campus Drive) has the ATMS equipment installed. The ATMS credit is applied in all study scenarios.

Intersection analysis for unsignalized intersections has been conducted using the Highway Capacity Manual (HCM) methodology, which returns a delay value, expressed in terms of the average seconds of delay per vehicle.

Operating conditions for both ICU and HCM methodologies are expressed in terms of "Level of Service" which is also referred to by its acronym, LOS. The ICU calculation returns a volume-to-capacity (V/C) ratio that translates into a corresponding Level of Service, ranging from LOS A, representing uncongested, free-flowing conditions; to LOS F, representing congested, over-capacity conditions.

The HCM methodology returns a delay value, expressed in terms of the average seconds of delay per vehicle, which also corresponds to a Level of Service measure. A summary description of each Level of Service and the corresponding V/C ratio or delay is provided on the following chart.

LEVEL OF SERVICE DESCRIPTIONS			
Level of Service	Signalized: ICU V/C Ratio	Unsignalized: HCM [1] Delay (sec)	Description
A	0.00 - 0.60	≤10	EXCELLENT – No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.61 - 0.70	> 10 and ≤ 15	VERY GOOD – An occasional approach phase is fully utilized; drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	> 15 and ≤ 25	GOOD – Occasionally drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles.
D	0.81 - 0.90	> 25 and ≤ 35	FAIR – Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive back-ups.
E	0.91 - 1.00	> 35 and ≤ 50	POOR – Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	> 50	FAILURE – Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

[1] Source: Highway Capacity Manual, 2010

Performance Criteria

The City of Newport Beach target Level of Service (LOS) for peak hour operation of signalized intersections is LOS D or better, except for designated intersections within the Airport Area shared with the City of Irvine, where LOS E is acceptable. The shared Airport Area intersections include:

No.	Intersection
1.	MacArthur Boulevard at Campus Drive [1]
4.	MacArthur Boulevard at Jamboree Road [2]
7.	Von Karman Avenue at Campus Drive [1]
9.	Teller Avenue at Campus Drive [1]
15.	Jamboree Road at Campus Drive [1]
16.	Jamboree Road at Birch Street [1]
17.	Jamboree Road at Fairchild Road [1]

[1] Will be analyzed using the City of Irvine ICU parameters

[2] Will be analyzed using the City of Newport Beach ICU parameters

In the City of Irvine, the target Level of Service is LOS D, except where the intersection is located within the Irvine Business Complex (IBC) or the Irvine Spectrum area. For these intersections, the target Level of Service is E. The following study intersections are located in the IBC:

No.	Intersection
1.	MacArthur Boulevard at Campus Drive [1]
4.	MacArthur Boulevard at Jamboree Road [2]
6.	Von Karman Avenue at Michelson Drive [1]
7.	Von Karman Avenue at Campus Drive [1]
9.	Teller Avenue at Campus Drive [1]
11.	Jamboree Road at I-405 Northbound Ramps [1]
12.	Jamboree Road at I-405 Southbound Ramps [1]
13.	Jamboree Road at Michelson Drive [1]
14.	Jamboree Road at Dupont Drive [1]
15.	Jamboree Road at Campus Drive [1]
17.	Jamboree Road at Fairchild Road [1]
22.	Campus Drive at Carlson Avenue [1]

[1] Will be analyzed using the City of Irvine ICU parameters

[2] Will be analyzed using the City of Newport Beach ICU parameters

Threshold of Significance

City of Newport Beach

To determine whether or not the addition of project-generated trips at a signalized study intersection results in a significant impact, the City of Newport Beach has adopted the following thresholds of significance:

- A significant impact would occur when the addition of project-generated trips causes the Level of Service at a study intersection to deteriorate from an acceptable (LOS D, except for intersections on a CMP facility, or designated intersections in the Airport Area, where LOS E is acceptable) to a deficient Level of Service.

- A significant impact would occur when the addition of project-generated trips increases the ICU at a study intersection by one percent or more (v/c increases by 0.010 or more), worsening a projected baseline condition of LOS E or F.

For unsignalized intersections operating at an unacceptable Level of Service, a signal warrant analysis will be conducted to determine if a signal is warranted. The signal warrant analysis will be conducted according to the California Manual of Uniform Traffic Control Devices (MUTCD), Warrant 3 – Peak Hour warrant parameters, using the peak hour intersection volumes.

City of Irvine

All of the study intersections in the City of Irvine are signalized. To determine whether or not the addition of project-generated trips at a signalized study intersection results in a significant impact, the City of Irvine has adopted the following significance threshold:

- A significant impact would occur when the intersection exceeds the acceptable Level of Service (LOS D except for intersections located in the IBC or on a CMP facility, where LOS E is acceptable) in the baseline condition and the impact of the development is greater than or equal to two percent (v/c increase by 0.02 or more), or;

- The project increases the ICU by one percent or more (v/c increases by 0.01 or more) at a study intersection, causing it to become deficient.

Should a significant impact occur, project mitigation would be required to bring the intersection back to baseline conditions, at a minimum.

Caltrans

- A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour Level of Service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F).

Study Scenarios

Each of the study intersections has been analyzed for the following scenarios:

- Existing Conditions
- Existing Plus Project
- TPO Analysis Year 2022 Without Project
- TPO Analysis Year 2022 With Project
- CEQA Analysis Year 2022 Without Project
- CEQA Analysis Year 2022 With Project

EXISTING TRANSPORTATION SYSTEM

Roadway Characteristics

Regional access to the project site is provided by the Corona del Mar Freeway/San Joaquin Hills Transportation Corridor (SR-73), located less than one mile to the south of the project area, and by the San Diego Freeway (I-405), located approximately 1.5 miles north of the project area. The proposed development would take access to the surrounding street system via connections to Von Karman Avenue and to Birch Street.

Michelson Drive is a four-lane divided east-west arterial in the City of Irvine, located approximately one-third mile south of the I-405 Freeway. Michelson Drive is divided by a painted median and has a posted speed limit of 45 miles per hour (mph) east of Von Karman Avenue and 40 mph west of Von Karman Avenue.

Dupont Drive is a four-lane undivided east-west arterial in the City of Irvine that extends from north of Michelson Drive to just east of Jamboree Road. Dupont Drive is divided by a painted median and has a posted speed limit of 35 mph to the west of Von Karman Avenue, and 40 mph to the east of Von Karman Avenue.

Campus Drive is a six-lane divided arterial that extends north-south between Bristol Street and MacArthur Boulevard, then turns and extends as a four-lane undivided arterial in an east-west orientation between MacArthur Boulevard and Carlson Avenue, then two-lane undivided between Carlson Avenue and University Drive. Class II bike lanes are provided on both sides of Campus Drive. The posted speed limit on Campus Drive ranges from 45 mph to 50 mph within the study area. Campus Drive is designated on the City of Newport Beach Circulation Element as a Major Arterial between Bristol Street and MacArthur Boulevard, and as a Secondary Arterial between MacArthur Boulevard and University Drive.

Birch Street is a four-lane undivided roadway, designated as a Secondary Arterial on the City of Newport Beach Circulation Element. Birch Street extends in a north-south direction from south of SR-73 to MacArthur Boulevard, and then turns and extends in an east-west direction from MacArthur Boulevard to Jamboree Road. Birch Street is divided by a painted median, and on-street parking is prohibited in the vicinity of the project. The posted speed limit is 45 miles per hour.

Fairchild Road is a four-lane collector in the City of Irvine that extends in a northwest-to-southeast arc from Jamboree Road to McArthur Boulevard. Fairchild Road is divided by a painted median and currently has no posted speed limit.

MacArthur Boulevard is a six- to eight-lane divided arterial that extends through the Cities of Newport Beach and Irvine. MacArthur Boulevard is divided by a raised or painted median and has a posted speed limit of 55 mph. MacArthur Boulevard is classified as a Major arterial in both cities' Circulation Elements.

Bristol Street North is part of the Bristol Street couplet that runs along either side of SR-73. Bristol Street North is a three- to four-lane one-way arterial that extends from Jamboree Road in a northwest direction north of and parallel to SR-73. It crosses over SR-73 and connects with Bristol Street at Santa Ana Avenue/Redhill Avenue. Bristol Street is classified as a Primary Arterial on the City of Newport Beach Circulation Element. The posted speed limit is 45 mph.

Bristol Street South is the southbound portion of the Bristol Street couplet. Bristol Street South is a four-lane one-way arterial that extends from Santa Ana Avenue/Redhill Avenue to Jamboree Road in a southeast direction south of and parallel to SR-73. The posted speed limit is 45 mph.

Von Karman Avenue is a four-lane north-south Primary Arterial that starts at MacArthur Boulevard in the City of Newport Beach, and extends northward into the City of Irvine. Von Karman Avenue is divided by a painted median and has a posted speed limit of 40 to 45 mph. Von Karman Avenue is classified as a Primary on the City of Newport Beach Circulation Element. On the City of Irvine Circulation Element, Von Karman Avenue is classified as a Secondary Highway between Campus Drive and Michelson Drive and as a Major Highway north of Michelson Drive.

Jamboree Road is a six- to eight-lane divided arterial that extends through both Irvine and Newport Beach in a north-south direction. Within the Newport Beach city limits, Jamboree Road is mainly a six-lane divided arterial with three lanes in each direction, with the exception of the segment between Birch Street and Fairchild Road, where there are four southbound travel lanes. Jamboree Road transitions into a seven-lane arterial north of the Newport Beach city limits. Jamboree Road is divided by a raised landscaped median and has a posted speed limit of 55 mph. Jamboree Road is classified as a Major arterial in both cities' Circulation Elements.

University Drive is a four-lane to six-lane divided arterial. University Drive extends eastward from Jamboree Road in the City of Newport Beach across the SR-73 into the City of Irvine, and

through the University of California Irvine (UCI). University Drive transitions from four to six lanes at the SR-73 southbound ramps. University Drive is divided by a raised landscaped median and has a posted speed limit of 50 mph within the City of Newport Beach limits. University Drive is classified as a Primary on the City of Newport Beach Circulation Element and a Major arterial on the City of Irvine Circulation Element.

Existing Transit Service

Transit service in the vicinity of the project site is provided by the Orange County Transportation Authority (OCTA) bus lines. The bus routes currently operated by OCTA through the study area in the cities of Newport Beach and Irvine are shown on Figure 5. The following OCTA routes serve the project site and vicinity.

OCTA Route 59 operates between the City of Anaheim and the City of Irvine via Kraemer Boulevard/Glassell Street/Grand Avenue and Von Karman Avenue. The Route 59 stop closest to the project site is at the corner of Campus Drive and Jamboree Road. Route 59 operates in full-route mode on weekdays from 4:30 AM to 11:30 PM with 20- to 35-minute headways (the time interval between bus arrivals). On Saturdays and Sundays, Route 59 does not offer service to UCI; it only operates to Pullman Street and Dyer Road from approximately 6:00 AM to 10:15 PM, with 50- to 60-minute headways.

OCTA Route 76 operates between the City of Huntington Beach and the City of Newport Beach via Talbert Avenue/MacArthur Boulevard. The Route 76 stop closest to the project site is at the corner of MacArthur Boulevard and Jamboree Road. Route 76 operates on weekdays only, from approximately 6:00 AM to 7:00 PM with 45-minute to 1-hour headways.

OCTA Route 178 operates between the City of Huntington Beach and the City of Irvine via Adams Avenue, Birch Street, and Campus Drive. The Route 178 stop closest the project site is located at the corner of Campus Drive and Jamboree Road. Route 178 operates on weekdays from 5:50 AM to 10:50 PM with 45-minute to 1-hour headways. Route 178 does not operate on weekends.

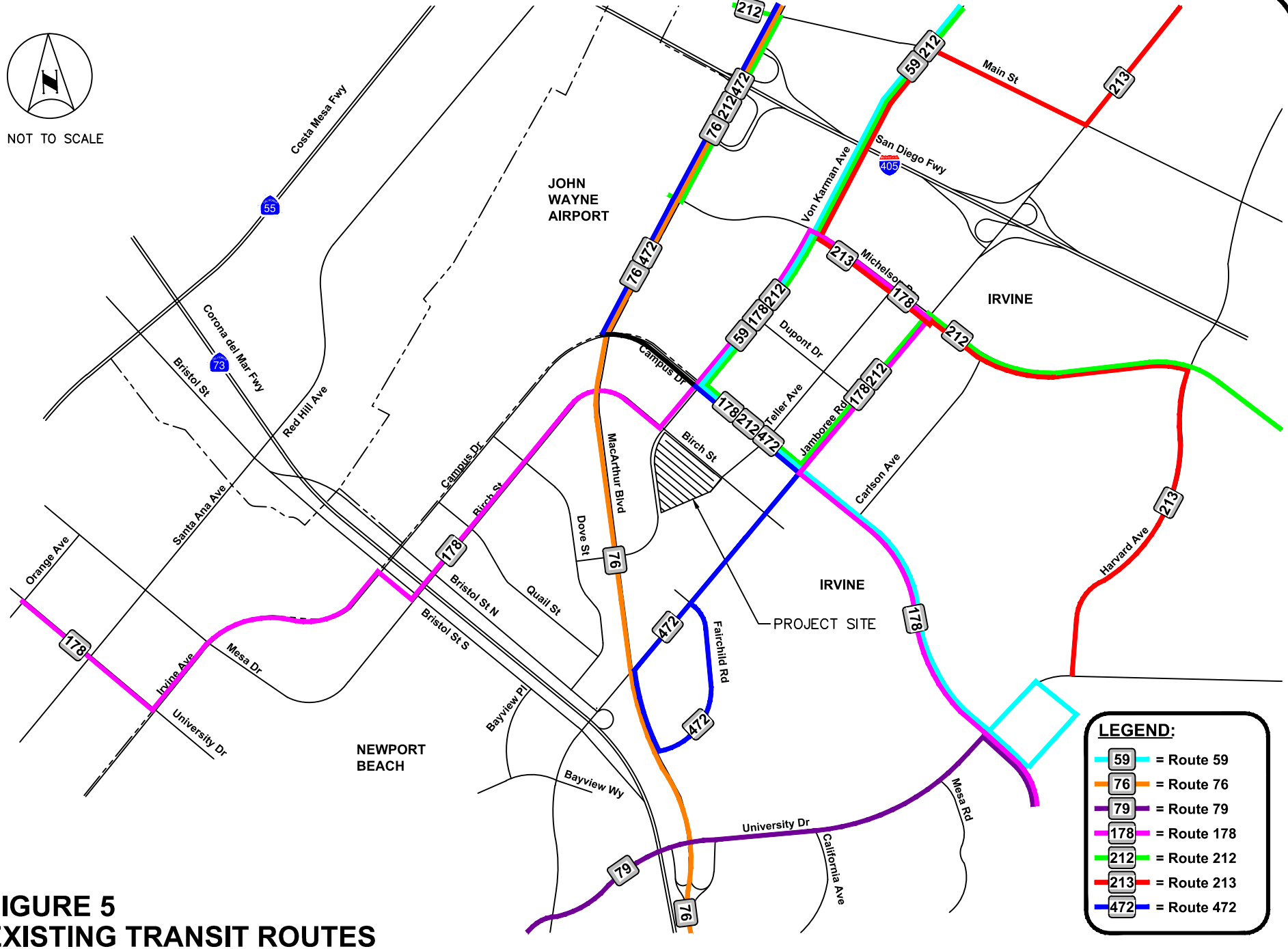


FIGURE 5
EXISTING TRANSIT ROUTES

OCTA Route 212 provides express route service between John Wayne Airport and San Juan Capistrano via the San Diego Freeway (I-405). The Route 212 stop closest the project site is located at the corner of Campus Drive and Jamboree Road. Route 212 operates on weekdays only, and in the northbound direction only in the morning – from 5:50 to 7:30 AM; and in the southbound direction only in the evening – from 4:00 to 6:30 PM.

OCTA Route 213 operates between the Park-and-Ride in Brea and UCI. Major destinations along the route include Brea Mall, Fullerton Transportation Center, the Village at Orange, and UCI. Route 213 operates on weekdays only, and in the southbound direction only in the morning – from 5:22 to 7:58 AM; and in the northbound direction only in the evening – from 4:03 to 6:58 PM.

OCTA Route 472 provides Metrolink feeder route service for the Tustin Metrolink Station on Jamboree Road. Route 472 starts at the Tustin Metrolink Station and travels through the City of Irvine where it turns around at the Food and Drug Administration building on Fairchild Road, across Jamboree Road from the project site. The Route 472 stop closest to the site is located at the corner of Fairchild Road and Jamboree Road. Route 472 operates on weekdays only, and in the southbound direction only in the morning – from 6:10 to 9:00 AM; and in the northbound direction only in the evening – from 3:30 to 5:20 PM.

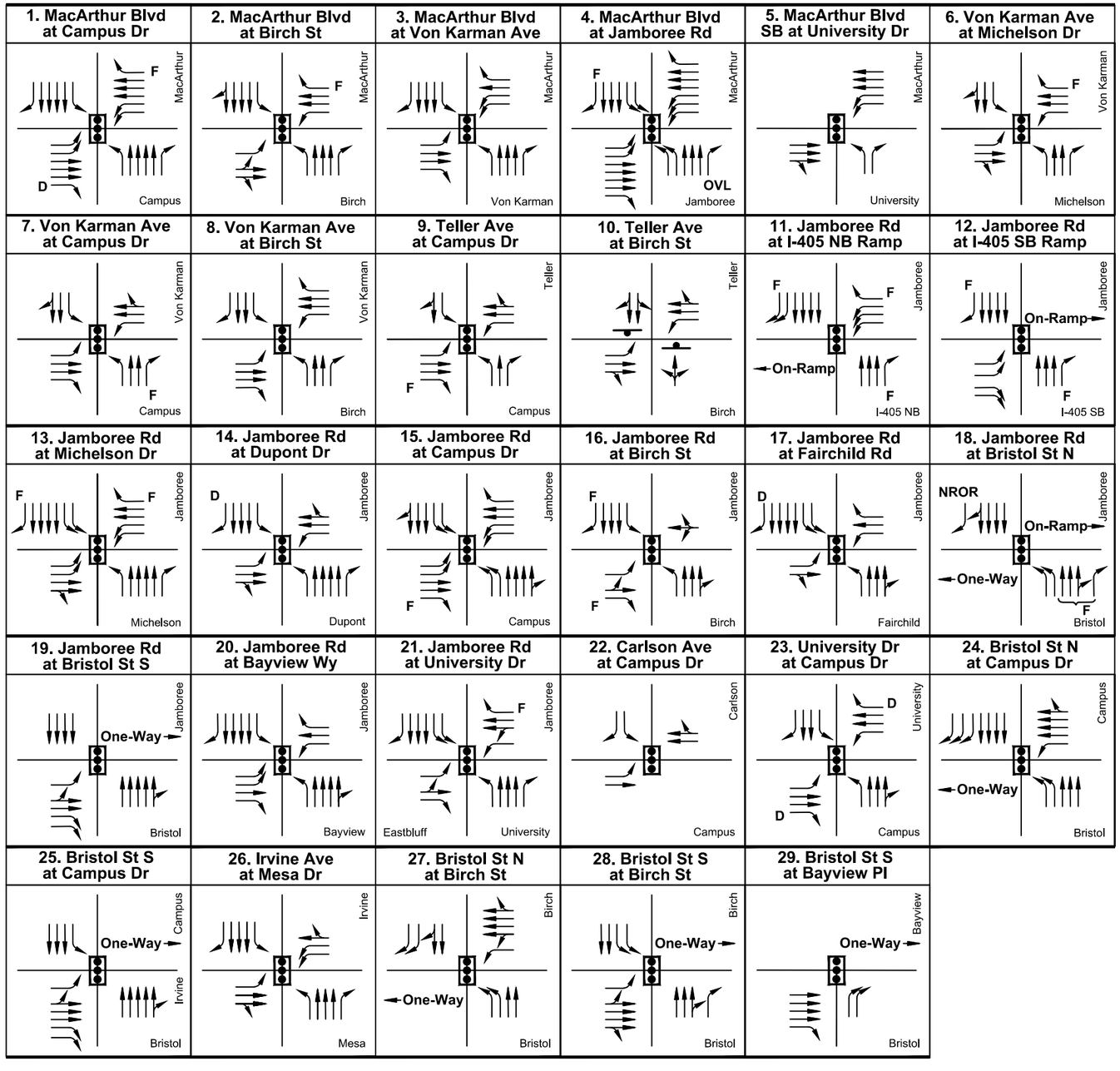
EXISTING TRAFFIC CONDITIONS

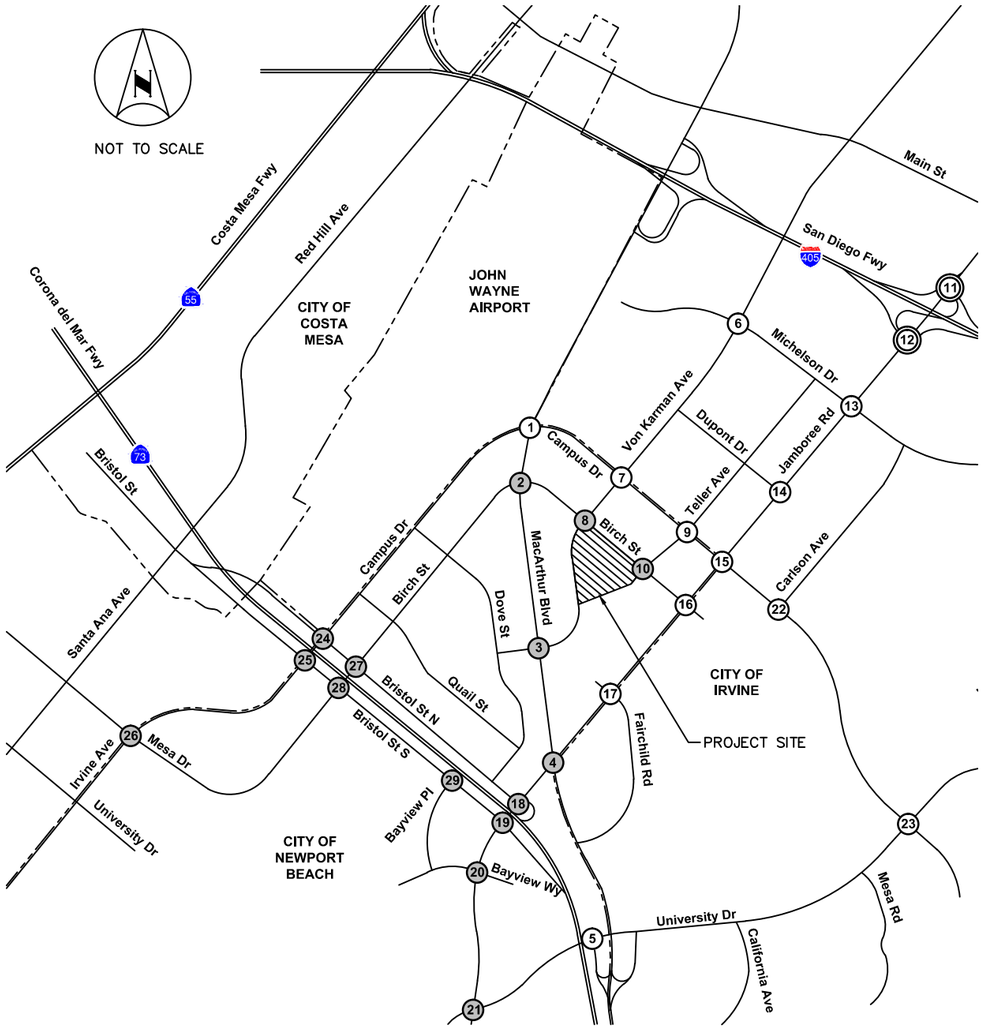
Existing Traffic Volumes

Field observations of all study intersections were conducted to document the number of through and turning lanes, traffic control, and other existing traffic conditions at each intersection. Existing lane configurations and intersection traffic control at the study intersections are shown on Figure 6.

Existing morning and evening peak hour intersection turning movement counts were provided by the City of Newport Beach and the City of Irvine. Intersection counts that were not provided by either City were collected in 2016.

The traffic counts provided by the cities of Newport Beach and Irvine were conducted between 2014 and 2015. For City of Newport Beach intersections, traffic counts older than one year have been grown at 1% per year on certain major roadways, per direction from City staff. For City of Irvine intersections, traffic counts were grown at 2% per year, based on direction from City staff. The resulting peak hour turning movement volumes are shown on Figure 7. Copies of peak hour traffic data collection sheets are provided in *Appendix A*.

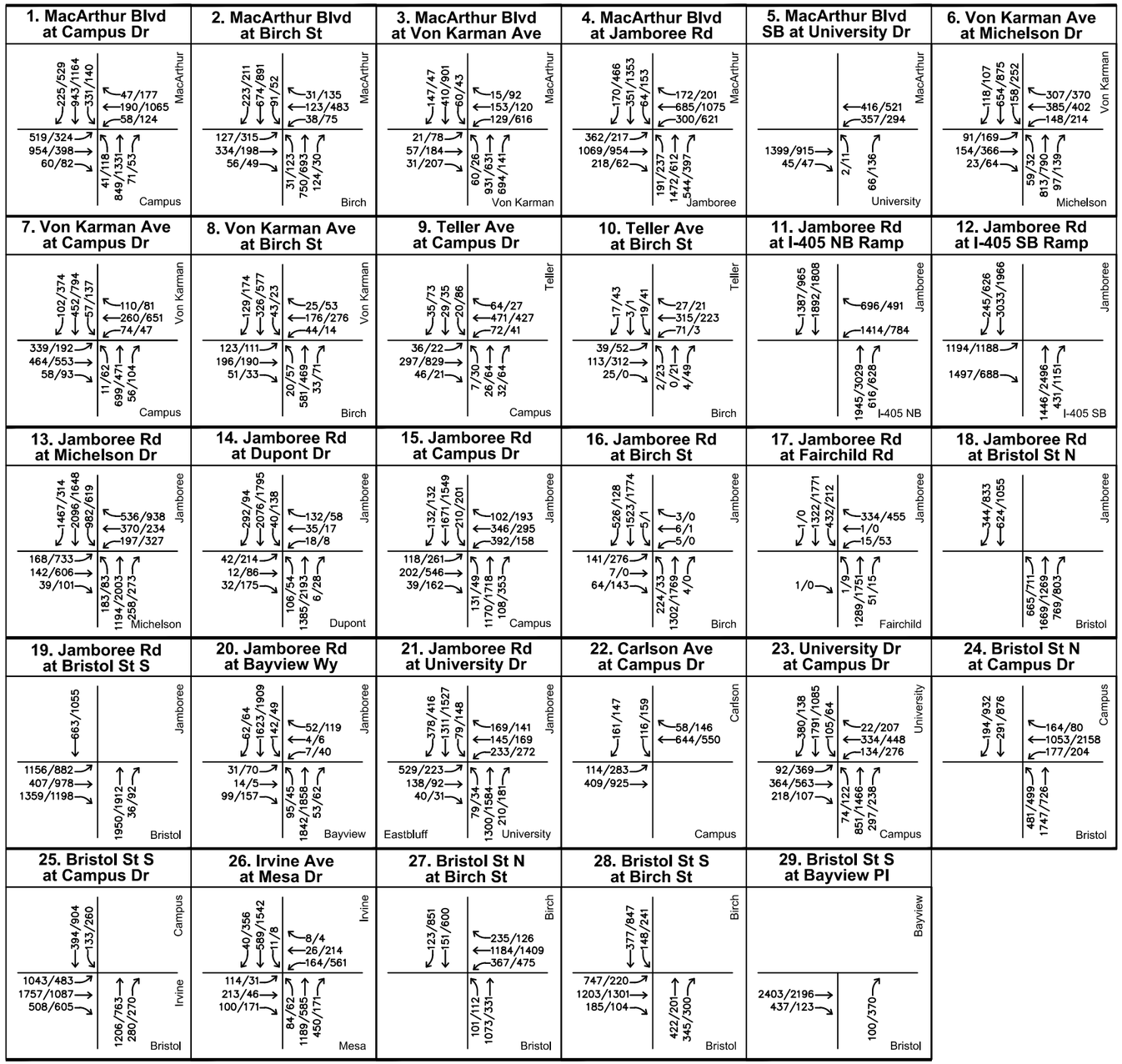


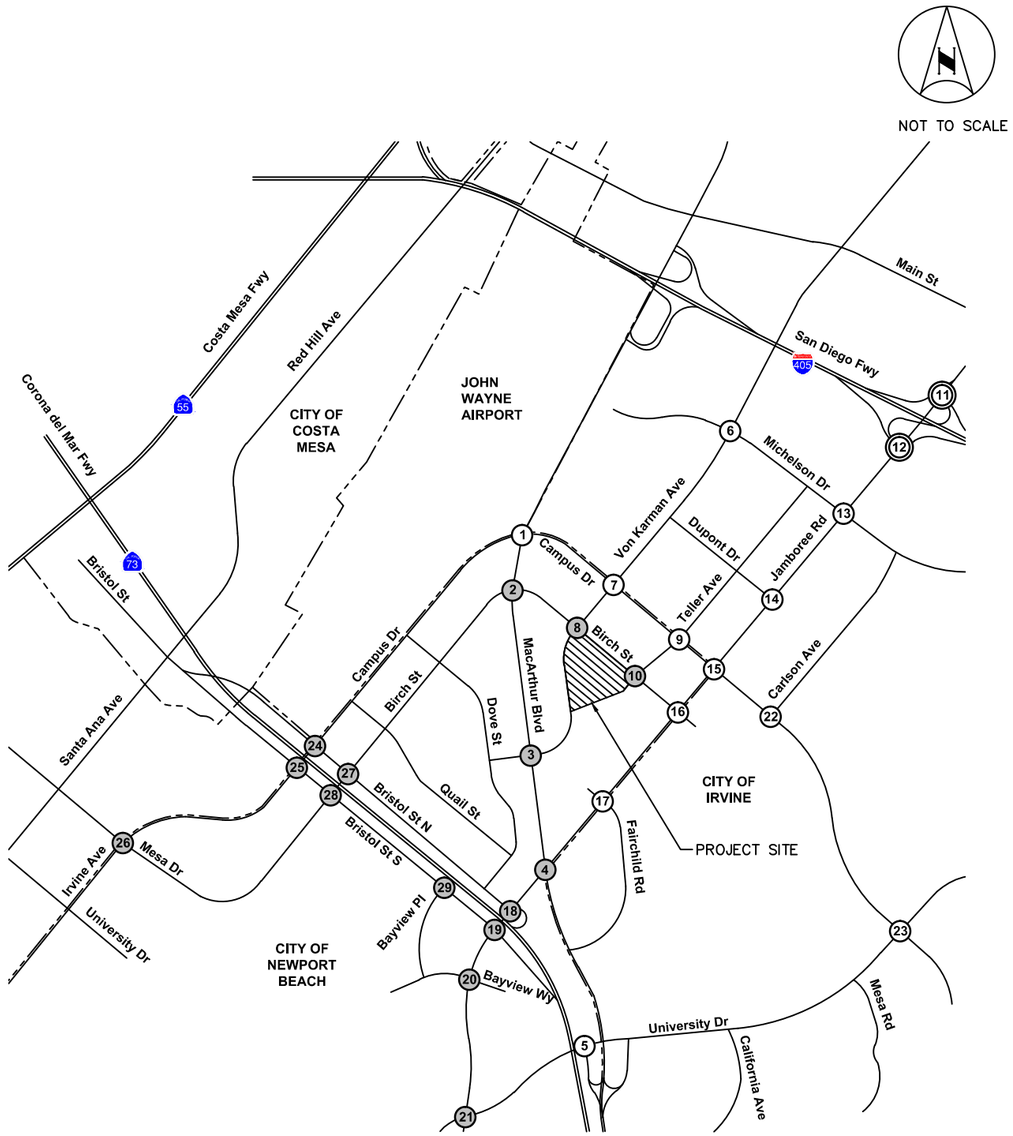


LEGEND:

- (X) Newport Beach Intersection
- (X) Irvine Intersection
- (X) Caltrans Intersection
- ---- City Boundary
- F Free Movement
- OVL Right-Turn Overlap
- D Defacto Right-Turn Lane
- NROR No Right-Turn On Red
- Signal
- Stop Sign

FIGURE 6
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL





LEGEND:

- (X) Newport Beach Intersection
- (X) Irvine Intersection
- (X) Caltrans Intersection
- ---- City Boundary
- XX/YY AM/PM Peak Hour Turning Movement Volumes

FIGURE 7
EXISTING PEAK HOUR TRAFFIC VOLUMES

Existing Intersection Analysis

Peak hour intersection analysis was conducted for the signalized study intersections using the applicable intersection analysis methodology and parameters for each city, as discussed previously in this report. Unsignalized intersections were analyzed using the HCM methodology for unsignalized intersections.

Existing AM and PM peak hour intersection operations are summarized on Table 1. Review of this table indicates that all study intersections are currently operating at an acceptable Level of Service (LOS D for all intersections, except LOS E for intersections in the Airport Area or the IBC area, and CMP intersections) in both peak hours.

Intersection Level of Service worksheets are provided in *Appendix B*.

PROJECT TRAFFIC

Trip Generation

Trip generation estimates for the proposed project were developed using the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition) publication. The proposed project components and trip generation estimates for the Koll Center Residences are as follows:

- Luxury Condominiums/Townhouse (Land Use 233)
- Specialty Retail Center (Land Use 826)

The trip generation estimates for the proposed project were developed by adding together the trips generated by the residential and retail uses. However, not all trips from the retail land use are anticipated to be off-site trips. Some trips are expected to be captured by the internal land uses, such as the existing office uses, and the proposed residential uses. A 10% retail adjustment factor was applied to the Specialty Retail land use to account for internal capture, as directed by City of Newport Beach staff.

Daily, morning peak hour, and evening peak hour trip generation estimates for the Koll Center Residences project are shown on Table 2. The project would generate approximately 1,207 daily trips, with 149 morning peak hour trips (36 inbound and 113 outbound) and 151 evening peak hour trips (94 inbound and 57 outbound).

Trip Distribution and Assignment

Trip distribution assumptions for the project site were developed based on likely origins and destinations of project residents and visitors, and the transportation network available for those trips. Distribution assumptions were submitted to City staff for review and concurrence. Trip distribution assumptions for the project are shown on Figure 8. The resulting project-related traffic volumes at each study intersection are shown on Figure 9.

TABLE 1
KOLL CENTER RESIDENCES
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

		Int. Control	AM Peak Hour		PM Peak Hour	
			ICU/ Delay	LOS	ICU/ Delay	LOS
1	MacArthur Blvd at Campus Dr *	S	0.57	A	0.74	C
2	MacArthur Blvd at Birch St	S	0.38	A	0.52	A
3	MacArthur Blvd at Von Karman Ave	S	0.58	A	0.53	A
4	MacArthur Blvd at Jamboree Rd *	S	0.58	A	0.65	B
5	MacArthur Blvd SB at University Dr	S	0.48	A	0.41	A
6	Von Karman Ave at Michelson Dr *	S	0.55	A	0.68	B
7	Von Karman Ave at Campus Dr *	S	0.60	A	0.76	C
8	Von Karman Ave at Birch St	S	0.34	A	0.37	A
9	Teller Ave at Campus Dr *	S	0.27	A	0.41	A
10	Teller Ave at Birch St	U	13.1	B	13.0	B
11	Jamboree Rd at I-405 NB Ramps *	S	0.71	C	0.80	C
12	Jamboree Rd at I-405 SB Ramps *	S	0.93	E	0.89	D
13	Jamboree Rd at Michelson Dr *	S	0.67	B	0.83	D
14	Jamboree Rd at Dupont Dr *	S	0.62	B	0.61	B
15	Jamboree Rd at Campus Dr *	S	0.62	B	0.62	B
16	Jamboree Rd at Birch St *	S	0.53	A	0.50	A
17	Jamboree Rd at Fairchild Rd *	S	0.64	B	0.73	C
18	Jamboree Rd at Bristol St N	S	0.33	A	0.48	A
19	Jamboree Rd at Bristol St S	S	0.67	B	0.64	B
20	Jamboree Rd at Bayview Wy	S	0.45	A	0.45	A
21	Jamboree Rd at University Dr	S	0.61	B	0.57	A
22	Carlson Ave at Campus Dr *	S	0.42	A	0.69	B
23	University Dr at Campus Dr[1]	S	0.74	C	0.70	B
24	Bristol St N at Campus Dr	S	0.55	A	0.70	B
25	Bristol St S at Campus Dr / Irvine Ave	S	0.71	C	0.58	A
26	Irvine Ave at Mesa Dr	S	0.44	A	0.64	B
27	Bristol St N at Birch St	S	0.63	B	0.58	A
28	Bristol St S at Birch St	S	0.47	A	0.56	A
29	Bristol St S at Bayview Pl	S	0.41	A	0.46	A

Notes:

S = Signalized, U = Unsignalized, ICU = Intersection Capacity Utilization, LOS = Level of Service

Bold and shaded values indicate intersections operating at an unacceptable LOS.

* Level of Service E is acceptable at this intersection.

- Intersection operation is expressed in terms of volume-to-capacity (v/c) ratio for signalized intersections using the ICU Methodology, and average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM Methodology.

[1] A 5% capacity credit is applied at this intersection to reflect implementation of the Advanced Transportation Management System (ATMS)

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
				AM Peak Hour			PM Peak Hour		
			Daily	In	Out	Total	In	Out	Total
Luxury Condominium/Townhouse [2]	233	DU	4.18	0.129	0.431	0.56	0.347	0.204	0.55
Specialty Retail Center [3]	826	KSF	44.32	0.595	0.365	0.96	1.192	1.518	2.71

Land Use	Quantity	Unit	Trip Generation Estimates						
				AM Peak Hour			PM Peak Hour		
			Daily	In	Out	Total	In	Out	Total
Luxury Condominium/Townhouse	260	DU	1,087	34	112	146	90	53	143
Specialty Retail Center	3.000	KSF	133	2	1	3	4	5	9
Retail Adjustment Factor (10%) [4]			-13	0	0	0	0	-1	-1
Total Project Trips			1,207	36	113	149	94	57	151

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition

[2] ITE Trip Generation does not provide daily rates for a Luxury Condominium/Townhouse. Therefore, the daily rates for Land Use Category 232 - High-Rise Residential Condominium/Townhouse were used to estimate daily trips.

[3] ITE Trip Generation does not provide AM peak hour rates for a Specialty Retail Center. Therefore, the AM peak hour rates for Land Use Category 820 - Shopping Center were used to estimate AM peak hour trips.

[4] A 10% adjustment factor to account for internal capture between the existing offices and the proposed residential and retail uses is assumed.

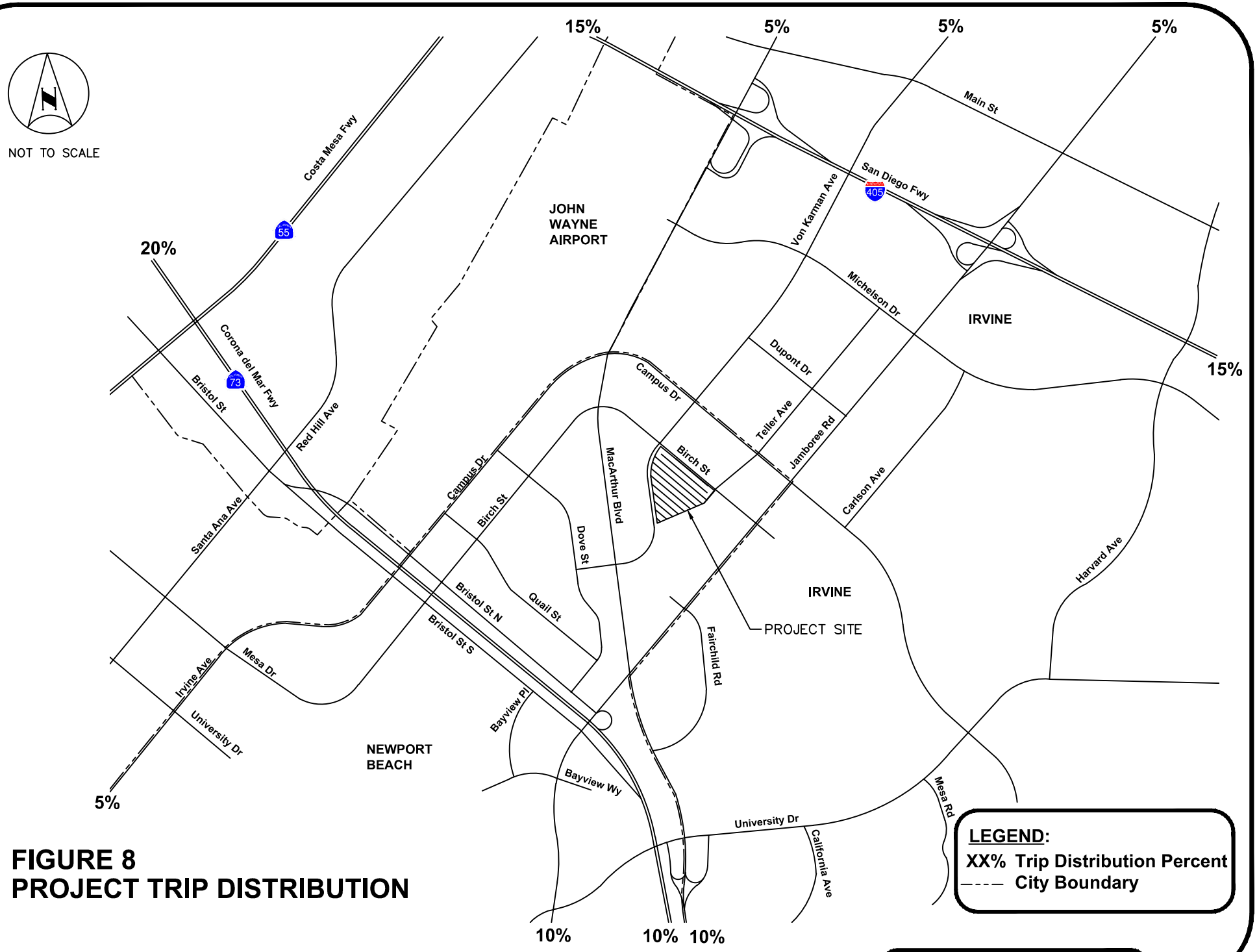
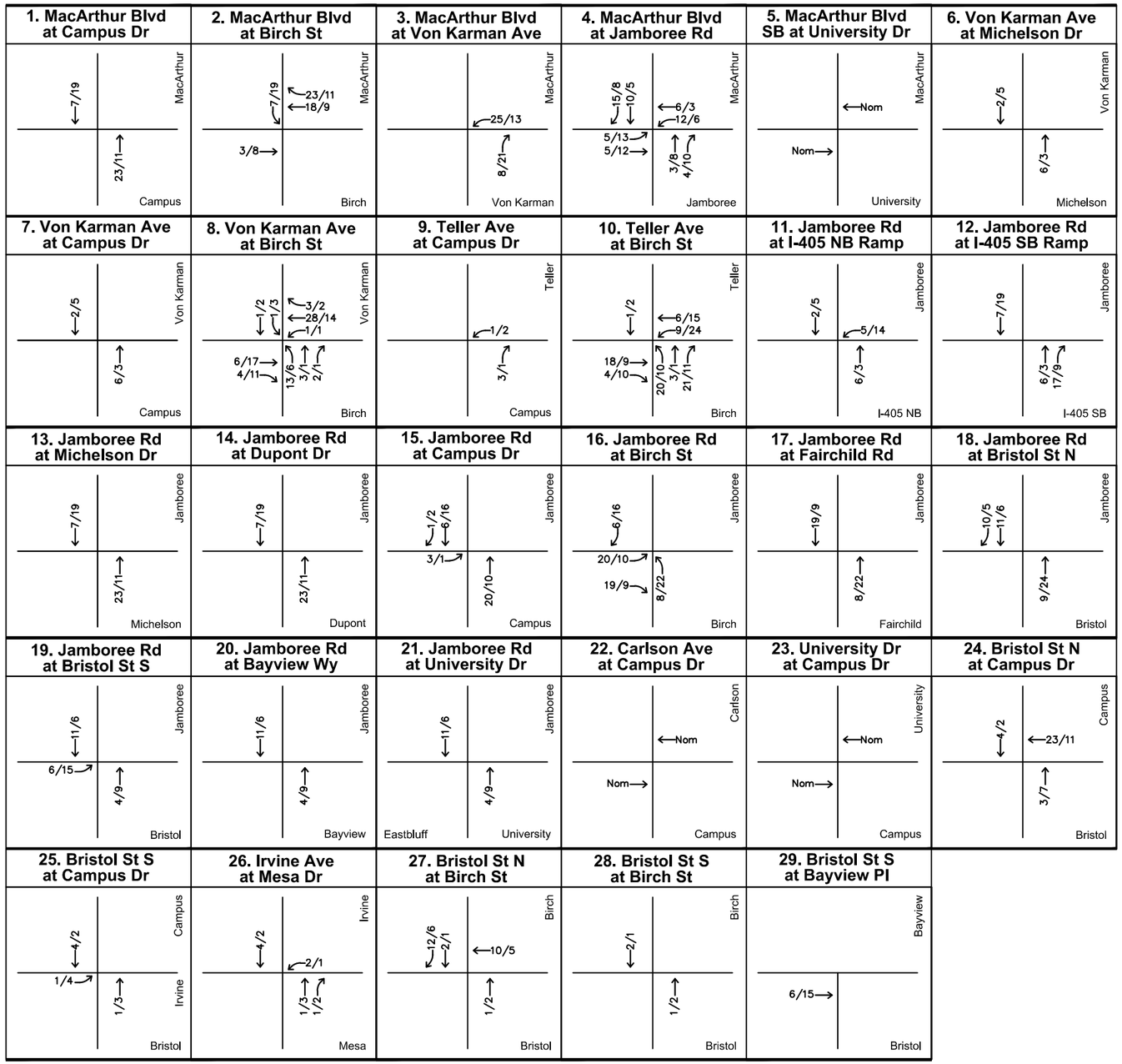
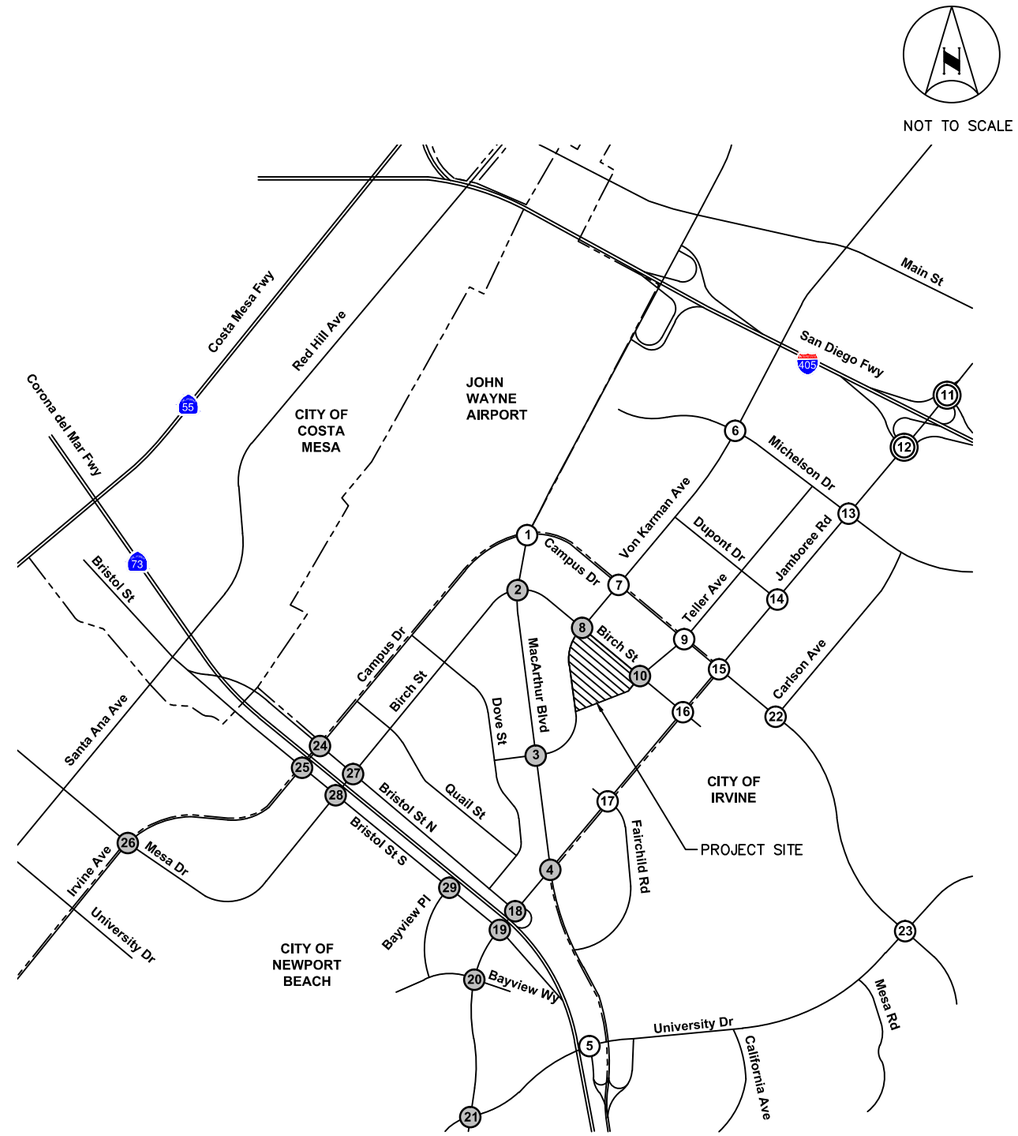


FIGURE 8
PROJECT TRIP DISTRIBUTION





LEGEND:

- (X) Newport Beach Intersection
- (X) Irvine Intersection
- (X) Caltrans Intersection
- ---- City Boundary
- XX/YY AM/PM Peak Hour Turning Movement Volumes

FIGURE 9
PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES

EXISTING PLUS PROJECT CONDITIONS

This section presents the results of the analysis of the impacts associated with adding project-related trips to existing traffic volumes. The Existing Plus Project scenario is a hypothetical scenario which assumes that the Project would be fully implemented at the present time. This analysis is required by the California Environmental Quality Act (CEQA), and assumes full development of the Project and full absorption of Project traffic on the existing circulation system.

Existing Plus Project peak hour volumes are shown on Figure 10. The intersection analysis was conducted, and the results are summarized on Table 3. With the addition of project traffic to Existing Conditions peak hour traffic volumes, all study intersections would continue to operate at an acceptable Level of Service. The addition of project traffic would not cause a significant impact at any study intersection.

FUTURE CONDITIONS

Year 2022 was used in the analysis of Future Conditions. Near-term future traffic forecasts have been developed for two analysis conditions:

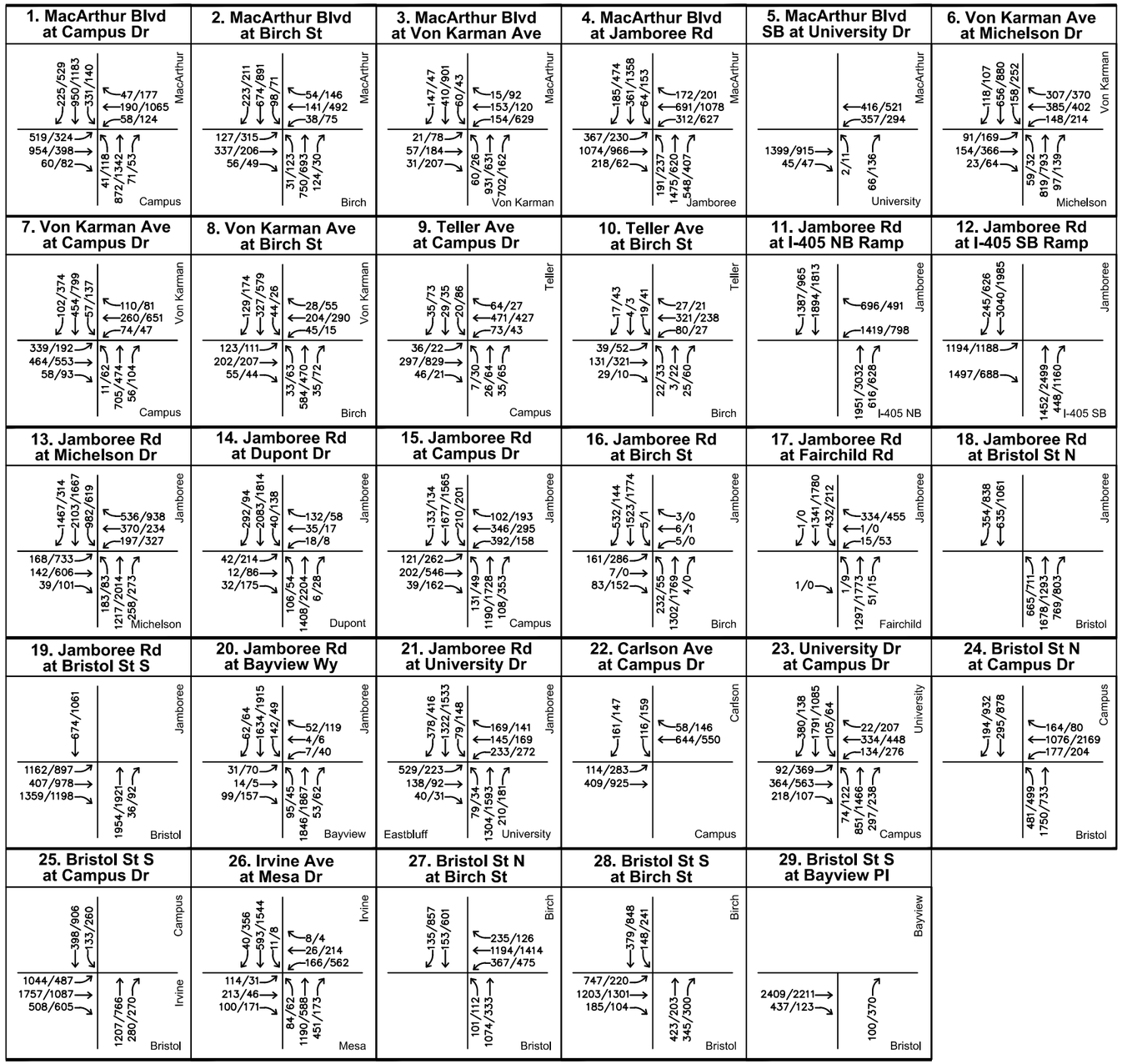
- Opening Year with Existing plus Growth plus Committed Projects, representing analysis of the conditions required by the City of Newport Beach Traffic Phasing Ordinance (TPO)

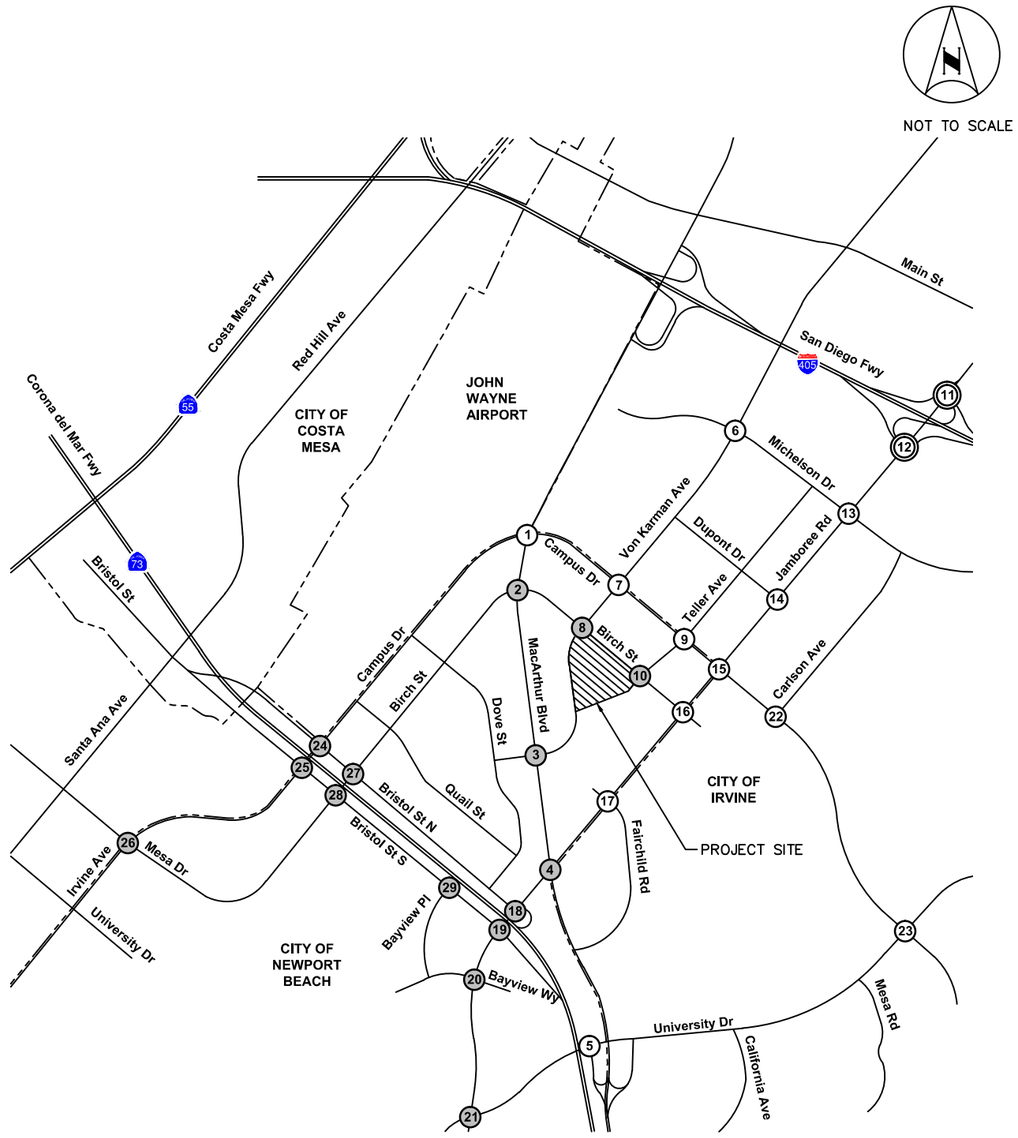
- Opening Year with Existing plus Growth plus Committed plus Cumulative Projects, as required by CEQA. A discussion of each is provided in the following sections.

Traffic Phasing Ordinance (TPO) Analysis

The City of Newport Beach TPO first requires a determination of whether project trips will increase traffic volumes on any leg of a Primary Intersection by one percent (1%) or more during either the morning or evening peak hour one year after project completion, or that portion of the project expected to be constructed within five years (sixty months) of project approval, which would be Year 2022. The TPO then requires a Level of Service analysis of the project impact at any Primary Intersection that exceeds the 1% threshold.

For TPO purposes, traffic forecasts for study intersections in the City of Newport Beach are developed by applying an ambient growth rate of one percent per year on primary roadways (Jamboree Road, MacArthur Boulevard and Irvine Avenue), plus traffic from Committed Projects in the vicinity of the project site. For study intersections in the City of Irvine, a growth factor of 2% per year is applied to develop Year 2022 forecasts.





LEGEND:

- (X) Newport Beach Intersection
- (X) Irvine Intersection
- (X) Caltrans Intersection
- ---- City Boundary
- XX/YY AM/PM Peak Hour Turning Movement Volumes

FIGURE 10
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 3
KOLL CENTER RESIDENCES
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS

	Intersection	Int. Control	Without Project				With Project				Project Impact			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change		Significant ?	
			ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	AM	PM	AM	PM
1	MacArthur Blvd at Campus Dr *	S	0.574	A	0.735	C	0.577	A	0.735	C	0.003	0.000	No	No
2	MacArthur Blvd at Birch St	S	0.376	A	0.517	A	0.387	A	0.522	A	0.011	0.005	No	No
3	MacArthur Blvd at Von Karman Ave	S	0.580	A	0.526	A	0.585	A	0.530	A	0.005	0.004	No	No
4	MacArthur Blvd at Jamboree Rd *	S	0.583	A	0.648	B	0.586	A	0.653	B	0.003	0.005	No	No
5	MacArthur Blvd SB at University Dr	S	0.477	A	0.405	A	0.477	A	0.405	A	0.000	0.000	No	No
6	Von Karman Ave at Michelson Dr *	S	0.549	A	0.683	B	0.551	A	0.684	B	0.002	0.001	No	No
7	Von Karman Ave at Campus Dr *	S	0.597	A	0.758	C	0.599	A	0.760	C	0.002	0.002	No	No
8	Von Karman Ave at Birch St	S	0.340	A	0.372	A	0.351	A	0.380	A	0.011	0.008	No	No
9	Teller Ave at Campus Dr *	S	0.270	A	0.406	A	0.270	A	0.407	A	0.000	0.001	No	No
10	Teller Ave at Birch St	U	13.1	B	13.0	B	13.9	B	14.5	B	0.8	1.5	No	No
11	Jamboree Rd at I-405 NB Ramps *	S	0.709	C	0.798	C	0.711	C	0.801	C	0.002	0.003	No	No
12	Jamboree Rd at I-405 SB Ramps *	S	0.928	E	0.889	D	0.929	E	0.889	D	0.001	0.000	No	No
13	Jamboree Rd at Michelson Dr *	S	0.673	B	0.831	D	0.676	B	0.832	D	0.003	0.001	No	No
14	Jamboree Rd at Dupont Dr *	S	0.622	B	0.614	B	0.623	B	0.615	B	0.001	0.001	No	No
15	Jamboree Rd at Campus Dr *	S	0.617	B	0.621	B	0.618	B	0.622	B	0.001	0.001	No	No
16	Jamboree Rd at Birch St *	S	0.532	A	0.499	A	0.543	A	0.515	A	0.011	0.016	No	No
17	Jamboree Rd at Fairchild Rd *	S	0.636	B	0.726	C	0.638	B	0.731	C	0.002	0.005	No	No
18	Jamboree Rd at Bristol St N	S	0.329	A	0.483	A	0.331	A	0.484	A	0.002	0.001	No	No
19	Jamboree Rd at Bristol St S	S	0.673	B	0.638	B	0.673	B	0.642	B	0.000	0.004	No	No
20	Jamboree Rd at Bayview Wy	S	0.451	A	0.450	A	0.452	A	0.450	A	0.001	0.000	No	No
21	Jamboree Rd at University Dr	S	0.610	B	0.567	A	0.612	B	0.568	A	0.002	0.001	No	No
22	Carlson Ave at Campus Dr *	S	0.418	A	0.688	B	0.418	A	0.688	B	0.000	0.000	No	No
23	University Dr at Campus Dr[1]	S	0.740	C	0.704	B	0.740	C	0.704	B	0.000	0.000	No	No
24	Bristol St N at Campus Dr	S	0.554	A	0.700	B	0.558	A	0.702	B	0.004	0.002	No	No
25	Bristol St S at Campus Dr / Irvine Ave	S	0.706	C	0.577	A	0.707	C	0.577	A	0.001	0.000	No	No
26	Irvine Ave at Mesa Dr	S	0.437	A	0.642	B	0.438	A	0.643	B	0.001	0.001	No	No
27	Bristol St N at Birch St	S	0.631	B	0.582	A	0.633	B	0.584	A	0.002	0.002	No	No
28	Bristol St S at Birch St	S	0.471	A	0.557	A	0.471	A	0.558	A	0.000	0.001	No	No
29	Bristol St S at Bayview Pl	S	0.407	A	0.459	A	0.408	A	0.461	A	0.001	0.002	No	No

Notes:

S = Signalized, U = Unsignalized, ICU = Intersection Capacity Utilization, LOS = Level of Service

Bold and shaded values indicate intersections operating at an unacceptable LOS.

* Level of Service E is acceptable at this intersection.

- Intersection operation is expressed in terms of volume-to-capacity (v/c) ratio for signalized intersections using the ICU Methodology, and average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM Methodology.

[1] A 5% capacity credit is applied at this intersection to reflect implementation of the Advanced Transportation Management System (ATMS)

Committed projects consist of projects in the City of Newport Beach that have been approved, but are not yet fully constructed and occupied. Committed Projects information was provided by the City of Newport Beach Staff. A copy of the Committed Projects data sheets provided by the City of Newport Beach is included in *Appendix C*. A summary of the Newport Beach Committed Projects is provided on Table 4.

TABLE 4
SUMMARY OF CITY OF NEWPORT BEACH COMMITTED PROJECTS

Project Number	Project Name	Percent Complete
148	Fashion Island Expansion	40%
154	Temple Bat Yahm Expansion	65%
910	Newport Dunes	0%
945	Hoag Hospital Phase III	0%
949	St. Mark Presbyterian Church	77%
955	2300 Newport Boulevard	0%
958	Hoag Health Center	95%
959	North Newport Center	0%
960	Santa Barbara Condominiums	33%
962	328 Old Newport Medical	0%
965	Mariner's Pointe	16%
966	4221 Dolphin Striker	55%
967	San Joaquin Hills Plaza	0%
968	Uptown Newport (Phase 2)	0%
969	Uptown Newport (Phase 1)	0%
970	Marina Park	0%
971	Back Bay Landing 300 E. Coast Highway	0%
972	Westcliff Drive Medical Plaza	0%
973	Lido House Hotel Traffic	0%
974	Newport Executive Center	0%
975	Ebb Tide Residential	0%
976	ENC Nature Pre-school	0%
977	Balboa Marina West	0%

Source: City of Newport Beach – Traffic Phasing Ordinance Data – Includes approved projects less than 100% complete.

Traffic volumes generated by the Committed Projects in the study area were added to existing peak hour volumes plus ambient growth to develop the TPO Analysis Year 2022 forecast traffic volumes. The resulting peak hour traffic volumes are shown on Figure 11.

TPO 1% Analysis

In accordance with City of Newport Beach traffic study requirements, the project traffic contribution at the study intersections was evaluated for the TPO Analysis to determine the extent of the Traffic Impact Study required of the project. The study intersections identified through the 1% Analysis will be evaluated for the TPO Analysis, as required by the City of Newport Beach traffic study requirements.

For the TPO Analysis, the project-related morning and evening peak hour traffic volumes were compared to the TPO Analysis Year 2022 Without Project peak hour volumes on each leg of each study intersection to determine whether or not the project would result in a 1% increase. The results of the analysis are summarized on Table 5. The 1% Analysis Worksheets for the TPO Analysis are provided in *Appendix D*. Review of Table 5 shows that the project traffic will exceed 1% on at least one approach in one or both peak hours at each of the Newport Beach study intersections, except at the following intersections:

- 7. Von Karman Avenue at Campus Drive
- 20. Jamboree Road at Bayview Way
- 21. Jamboree Road at University Drive
- 25. Bristol Street S at Campus Drive
- 28. Bristol Street S at Birch Street
- 29. Bristol Street S at Bayview Place

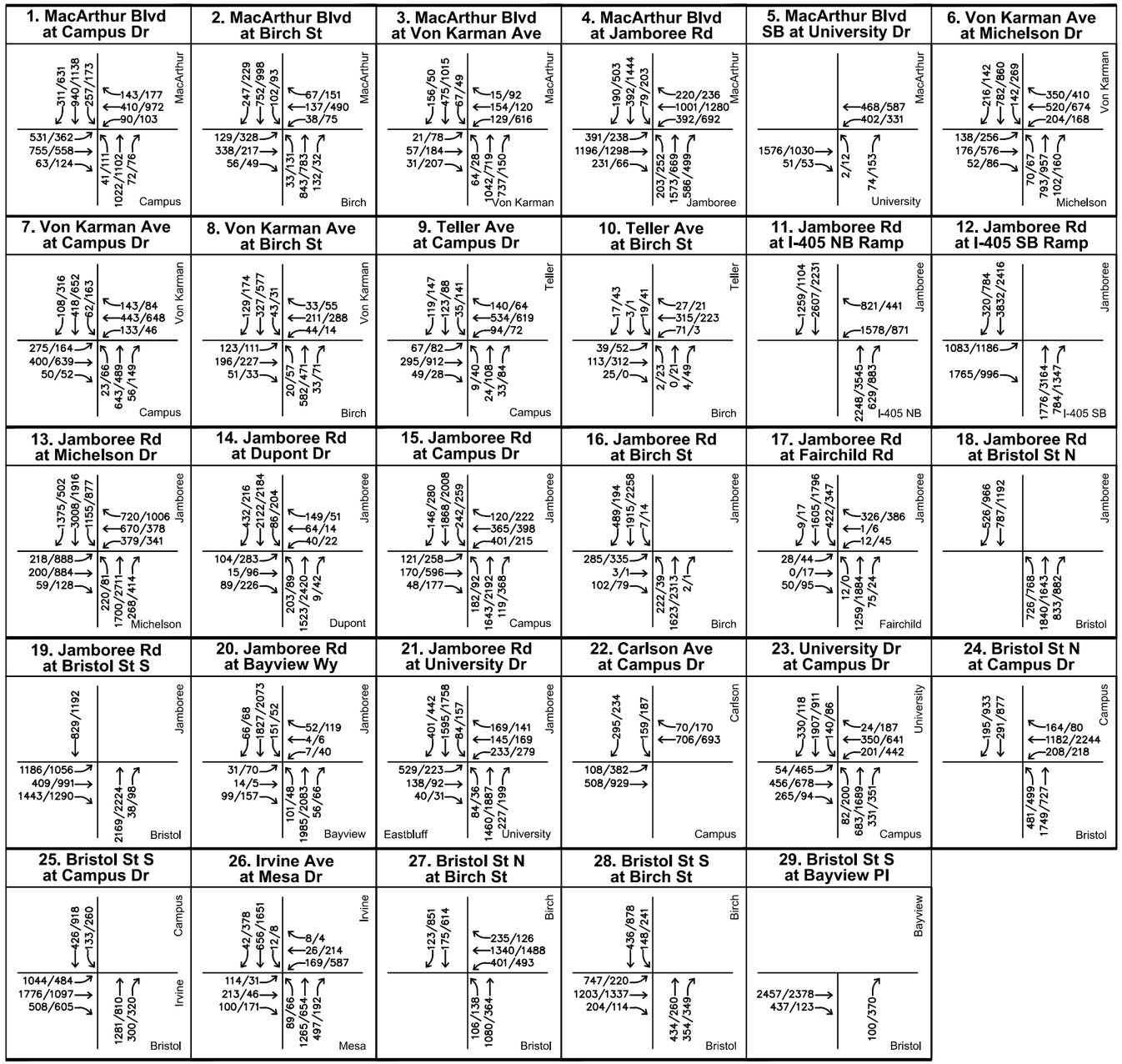
The analysis will proceed with a TPO Traffic Impact Study at the remaining Newport Beach study intersections. It should be noted that the 1% Analysis was not conducted for the study intersections in the City of Irvine, since the TPO requirement only applies to the City of Newport Beach intersections. All of the study intersections in the City of Irvine have been analyzed for all study scenarios in this report.

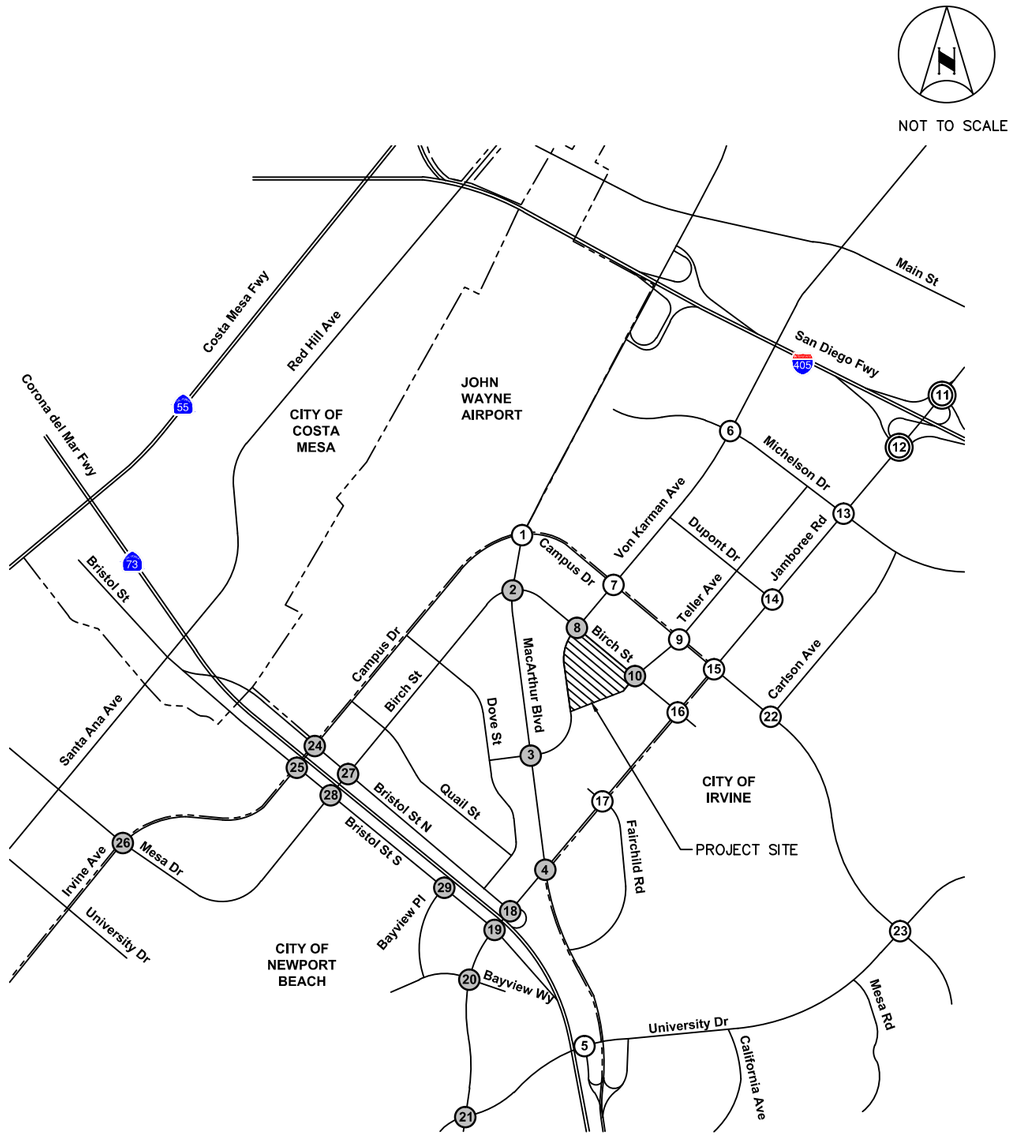
TPO Analysis Year 2022 Without Project

Intersection analysis was conducted for the TPO Analysis Year 2022 (Existing plus Growth plus Committed Projects) Without Project peak hour traffic conditions. Intersection worksheets are provided in *Appendix B*. The results of the intersection analysis are summarized on Table 6. The following intersections would operate at an unacceptable Level of Service under TPO Analysis Year 2022 Without Project Conditions:

- 12. Jamboree Road at I-405 SB Ramps (AM: LOS F, PM: LOS F)
- 13. Jamboree Road at Michelson Drive (PM: LOS F)

All other study intersections would operate at an acceptable Level of Service in both peak hours.





LEGEND:

- (X) Newport Beach Intersection
- (X) Irvine Intersection
- (X) Caltrans Intersection
- ---- City Boundary
- XX/YY AM/PM Peak Hour Turning Movement Volumes

FIGURE 11
TPO ANALYSIS YEAR 2022 WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 5
SUMMARY OF 1% ANALYSIS
TPO ANALYSIS

No.	Intersection	Condition	Northbound Approach		Southbound Approach		Eastbound Approach		Westbound Approach	
			AM	PM	AM	PM	AM	PM	AM	PM
1	MacArthur Blvd/Campus Dr	1% of projected pk hr volume	11	17	16	21	15	9	3	15
		Project peak hour volume	23	11	7	19	0	0	0	0
		Project traffic less than 1%?	N	Y	Y	Y	Y	Y	Y	Y
2	MacArthur Blvd/Birch St	1% of projected pk hr volume	10	9	11	13	5	7	2	8
		Project peak hour volume	0	0	7	19	3	8	41	20
		Project traffic less than 1%?	Y	Y	Y	N	Y	N	N	N
3	MacArthur Blvd/Von Karman Ave	1% of projected pk hr volume	18	9	7	11	1	5	3	9
		Project peak hour volume	8	21	0	0	0	0	25	13
		Project traffic less than 1%?	Y	N	Y	Y	Y	Y	N	N
4	MacArthur Blvd/Jamboree Rd	1% of projected pk hr volume	24	14	7	21	18	14	16	21
		Project peak hour volume	7	18	25	13	10	25	18	9
		Project traffic less than 1%?	Y	N	N	Y	Y	N	N	Y
7	Von Karman Ave/Campus Dr	1% of projected pk hr volume	8	6	6	13	9	9	5	8
		Project peak hour volume	6	3	2	5	0	0	0	0
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	Y	Y
15	Jamboree Rd/Campus Dr	1% of projected pk hr volume	17	24	22	22	4	12	8	9
		Project peak hour volume	20	10	7	18	3	1	0	0
		Project traffic less than 1%?	N	Y	Y	Y	Y	Y	Y	Y
16	Jamboree Rd/Birch St	1% of projected pk hr volume	18	20	22	23	3	7	0	3
		Project peak hour volume	8	22	6	16	39	19	0	0
		Project traffic less than 1%?	Y	N	Y	Y	N	N	Y	Y
18	Jamboree Rd/Bristol St N	1% of projected pk hr volume	34	33	13	22	0	2	0	2
		Project peak hour volume	9	24	21	11	0	0	0	0
		Project traffic less than 1%?	Y	Y	N	Y	Y	Y	Y	Y
19	Jamboree Rd/Bristol St S	1% of projected pk hr volume	22	23	8	12	30	31	0	1
		Project peak hour volume	4	9	11	6	6	15	0	0
		Project traffic less than 1%?	Y	Y	N	Y	Y	Y	Y	Y
20	Jamboree Rd/Bayview Wy	1% of projected pk hr volume	21	22	20	22	1	3	1	2
		Project peak hour volume	4	9	11	6	0	0	0	0
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	Y	Y
21	Jamboree Rd/University Dr	1% of projected pk hr volume	18	21	21	24	7	5	5	7
		Project peak hour volume	4	9	11	6	0	0	0	0
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	Y	Y
24	Bristol St N/Campus Dr	1% of projected pk hr volume	22	12	5	18	0	0	16	24
		Project peak hour volume	3	7	4	2	0	0	23	11
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	N	Y
25	Bristol St S/Campus Dr	1% of projected pk hr volume	15	11	6	12	33	22	0	0
		Project peak hour volume	1	3	4	2	1	4	0	0
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	Y	Y
26	Irvine Ave/Mesa Dr	1% of projected pk hr volume	18	9	7	20	4	3	2	8
		Project peak hour volume	2	5	4	2	0	0	2	1
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	N	Y
27	Bristol St N/Birch St	1% of projected pk hr volume	12	5	3	15	0	0	20	20
		Project peak hour volume	1	2	14	7	0	0	10	5
		Project traffic less than 1%?	Y	Y	N	Y	Y	Y	Y	Y
28	Bristol St S/Birch St	1% of projected pk hr volume	8	6	6	11	22	17	0	0
		Project peak hour volume	1	2	2	1	0	0	0	0
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	Y	Y
29	Bristol St S/Bayview Pl	1% of projected pk hr volume	1	4	0	0	29	23	0	0
		Project peak hour volume	0	0	0	0	6	15	0	0
		Project traffic less than 1%?	Y	Y	Y	Y	Y	Y	Y	Y

TABLE 6
KOLL CENTER RESIDENCES
SUMMARY OF INTERSECTION OPERATION
TPO ANALYSIS YEAR 2022 WITHOUT PROJECT

	Intersection	Int. Control	Without Project			
			AM Peak Hour		PM Peak Hour	
			ICU/ Delay	LOS	ICU/ Delay	LOS
1	MacArthur Blvd at Campus Dr *	S	0.59	A	0.78	C
2	MacArthur Blvd at Birch St	S	0.41	A	0.55	A
3	MacArthur Blvd at Von Karman Ave	S	0.61	B	0.55	A
4	MacArthur Blvd at Jamboree Rd *	S	0.68	B	0.73	C
5	MacArthur Blvd SB at University Dr	S	0.53	A	0.45	A
6	Von Karman Ave at Michelson Dr *	S	0.62	B	0.84	D
7	Von Karman Ave at Campus Dr *	S	0.61	B	0.69	B
8	Von Karman Ave at Birch St	S	0.35	A	0.38	A
9	Teller Ave at Campus Dr *	S	0.44	A	0.52	A
10	Teller Ave at Birch St	U	13.1	B	13.0	B
11	Jamboree Rd at I-405 NB Ramps *	S	0.80	C	0.92	E
12	Jamboree Rd at I-405 SB Ramps *	S	1.13	F	1.02	F
13	Jamboree Rd at Michelson Dr *	S	0.90	D	1.08	F
14	Jamboree Rd at Dupont Dr *	S	0.70	B	0.73	C
15	Jamboree Rd at Campus Dr *	S	0.67	B	0.76	C
16	Jamboree Rd at Birch St *	S	0.64	B	0.62	B
17	Jamboree Rd at Fairchild Rd *	S	0.64	B	0.78	C
18	Jamboree Rd at Bristol St N	S	0.39	A	0.54	A
19	Jamboree Rd at Bristol St S	S	0.73	C	0.72	C
22	Carlson Ave at Campus Dr *	S	0.52	A	0.73	C
23	University Dr at Campus Dr[1]	S	0.84	D	0.87	D
24	Bristol St N at Campus Dr	S	0.58	A	0.71	C
26	Irvine Ave at Mesa Dr	S	0.47	A	0.68	B
27	Bristol St N at Birch St	S	0.67	B	0.61	B

Notes:

S = Signalized, U = Unsignalized, ICU = Intersection Capacity Utilization, LOS = Level of Service

Bold and shaded values indicate intersections operating at an unacceptable LOS.

* Level of Service E is acceptable at this intersection.

- Intersection operation is expressed in terms of volume-to-capacity (v/c) ratio for signalized intersections using the ICU Methodology, and in average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM Methodology.

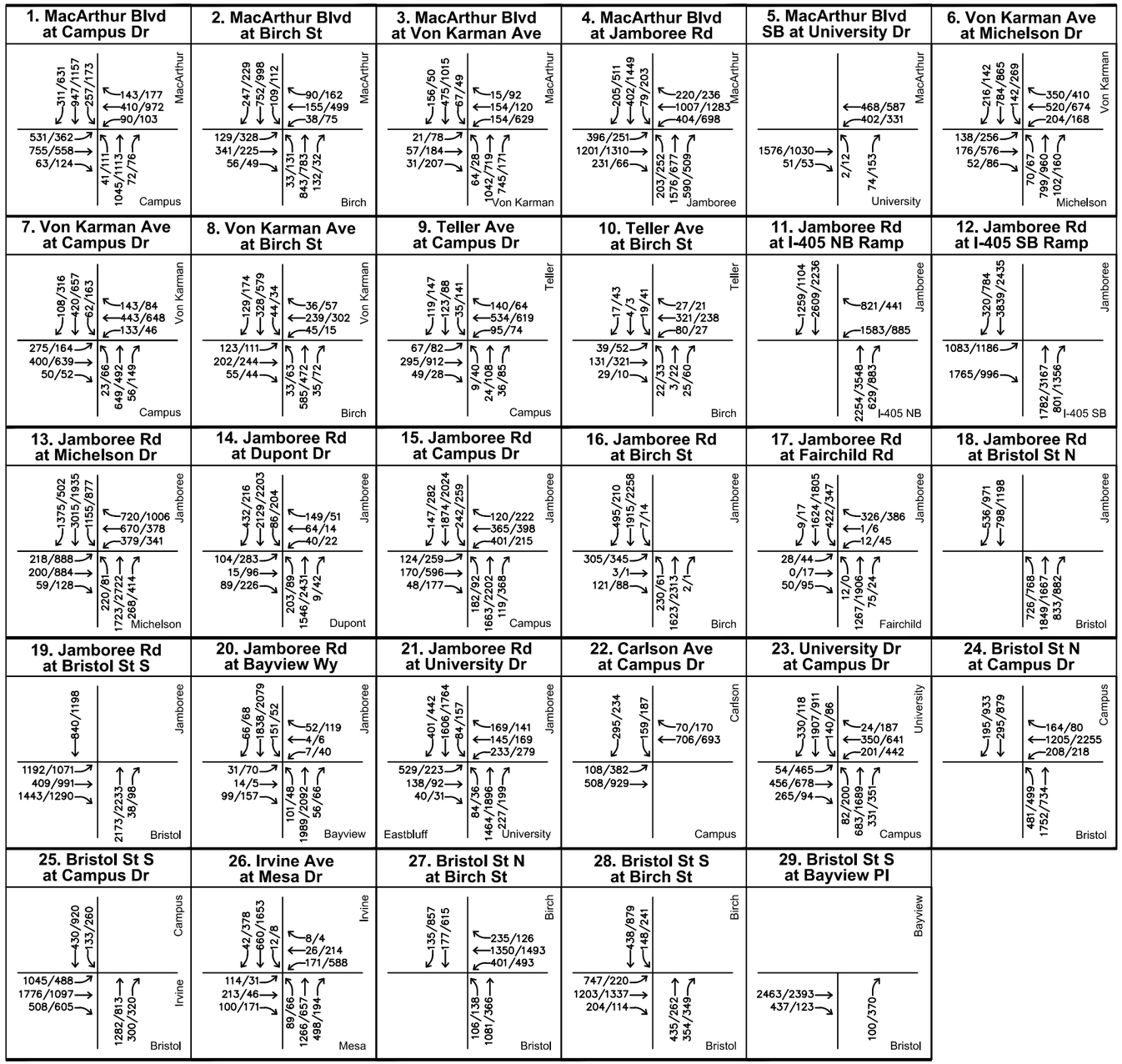
[1] A 5% capacity credit is applied at this intersection to reflect implementation of the Advanced Transportation Management System (ATMS)

TPO Analysis Year 2022 With Project

In this scenario, project-related peak hour traffic volumes are added to the TPO Analysis Year 2022 Without Project traffic volumes. TPO Analysis Year 2022 With Project peak hour volumes are shown on Figure 12. The results of the intersection analysis are summarized on Table 7. The following study intersections would continue to operate at an unacceptable Level of Service with the addition of project traffic:

- 12. Jamboree Road at I-405 SB Ramps (AM: LOS F, PM: LOS F)
- 13. Jamboree Road at Michelson Drive (PM: LOS F)

The project impact increment does not exceed the significance threshold at these intersections; therefore, the addition of project trips would not result in a significant impact. All other study intersections would operate at an acceptable Level of Service in both peak hours.



LEGEND:

- (X) Newport Beach Intersection
- (X) Irvine Intersection
- (X) Caltrans Intersection
- ---- City Boundary
- XX/YY AM/PM Peak Hour Turning Movement Volumes

FIGURE 12
TPO ANALYSIS YEAR 2022 WITH PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 7
KOLL CENTER RESIDENCES
SUMMARY OF INTERSECTION OPERATION
TPO ANALYSIS YEAR 2022 WITH PROJECT

	Intersection	Int. Control	Without Project				With Project				Project Impact			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change		Significant ?	
			ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	AM	PM	AM	PM
1	MacArthur Blvd at Campus Dr *	S	0.59	A	0.78	C	0.59	A	0.78	C	0.003	0.000	No	No
2	MacArthur Blvd at Birch St	S	0.41	A	0.55	A	0.42	A	0.56	A	0.011	0.004	No	No
3	MacArthur Blvd at Von Karman Ave	S	0.61	B	0.55	A	0.62	B	0.56	A	0.005	0.004	No	No
4	MacArthur Blvd at Jamboree Rd *	S	0.68	B	0.73	C	0.69	B	0.73	C	0.004	0.000	No	No
5	MacArthur Blvd SB at University Dr	S	0.53	A	0.45	A	0.53	A	0.45	A	0.000	0.000	No	No
6	Von Karman Ave at Michelson Dr *	S	0.62	B	0.84	D	0.62	B	0.84	D	0.000	0.001	No	No
7	Von Karman Ave at Campus Dr *	S	0.61	B	0.69	B	0.61	B	0.69	B	0.001	0.002	No	No
8	Von Karman Ave at Birch St	S	0.35	A	0.38	A	0.36	A	0.38	A	0.010	0.009	No	No
9	Teller Ave at Campus Dr *	S	0.44	A	0.52	A	0.44	A	0.52	A	0.000	0.001	No	No
10	Teller Ave at Birch St	U	13.1	B	13.0	B	13.9	B	14.5	B	0.8	1.5	No	No
11	Jamboree Rd at I-405 NB Ramps *	S	0.80	C	0.92	E	0.80	C	0.92	E	0.002	0.003	No	No
12	Jamboree Rd at I-405 SB Ramps *	S	1.13	F	1.02	F	1.13	F	1.02	F	0.001	0.001	No	No
13	Jamboree Rd at Michelson Dr *	S	0.90	D	1.08	F	0.90	D	1.08	F	0.003	0.001	No	No
14	Jamboree Rd at Dupont Dr *	S	0.70	B	0.73	C	0.71	C	0.73	C	0.001	0.001	No	No
15	Jamboree Rd at Campus Dr *	S	0.67	B	0.76	C	0.67	B	0.77	C	0.001	0.004	No	No
16	Jamboree Rd at Birch St *	S	0.64	B	0.62	B	0.65	B	0.63	B	0.010	0.016	No	No
17	Jamboree Rd at Fairchild Rd *	S	0.64	B	0.78	C	0.65	B	0.78	C	0.002	0.005	No	No
18	Jamboree Rd at Bristol St N	S	0.39	A	0.54	A	0.39	A	0.54	A	0.002	0.001	No	No
19	Jamboree Rd at Bristol St S	S	0.73	C	0.72	C	0.73	C	0.72	C	0.000	0.004	No	No
22	Carlson Ave at Campus Dr *	S	0.52	A	0.73	C	0.52	A	0.73	C	0.000	0.000	No	No
23	University Dr at Campus Dr[1]	S	0.84	D	0.87	D	0.84	D	0.87	D	0.000	0.000	No	No
24	Bristol St N at Campus Dr	S	0.58	A	0.71	C	0.58	A	0.72	C	0.004	0.002	No	No
26	Irvine Ave at Mesa Dr	S	0.47	A	0.68	B	0.47	A	0.68	B	0.002	0.001	No	No
27	Bristol St N at Birch St	S	0.67	B	0.61	B	0.67	B	0.61	B	0.002	0.002	No	No

Notes:

S = Signalized, U = Unsignalized, ICU = Intersection Capacity Utilization, LOS = Level of Service

Bold and shaded values indicate intersections operating at an unacceptable LOS.

* Level of Service **E** is acceptable at this intersection.

- Intersection operation is expressed in terms of volume-to-capacity (v/c) ratio for signalized intersections using the ICU Methodology, and average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM Methodology.

[1] A 5% capacity credit is applied at this intersection to reflect implementation of the Advanced Transportation Management System (ATMS)

CEQA (Cumulative Conditions) Analysis

CEQA requires that a Cumulative Conditions analysis be conducted. The Cumulative Conditions analysis includes traffic from Cumulative Projects in the vicinity of the project.

Cumulative Projects consist of the Committed Projects (approved projects in the City of Newport Beach), as well as other projects that are in various stages of the application and approval process, but have not yet been approved. These projects are considered to be "reasonably foreseeable" projects, and must therefore be analyzed for CEQA purposes. The Cumulative Projects list includes the projects identified by the City of Newport Beach as Committed Projects, plus pending projects in the City of Newport Beach, as well as approved and pending projects in the City of Irvine. A summary of Cumulative Projects is provided on Table 8. The location of the Cumulative Projects in relation to the project site is shown on Figure 13. Cumulative Projects information and data provided by the City of Newport Beach and the City of Irvine are provided in *Appendix C*.

The CEQA Cumulative Conditions analysis was conducted for the following scenarios:

- CEQA Analysis Year 2022 Without Project
- CEQA Analysis Year 2022 With Project

Future Year Cumulative Conditions peak hour traffic volumes for the City of Newport Beach intersections were developed by adding an ambient growth rate of one percent per year to existing volumes on primary roadways and then adding peak hour traffic volumes from the Cumulative Projects.

For the City of Irvine intersections, City of Irvine transportation planning staff provided peak hour traffic forecasts from the Irvine Traffic Analysis Model (ITAM) which is maintained and operated by the City. The ITAM forecasts include the effects of ambient traffic growth and traffic from Cumulative Projects; the forecasts are presented in *Appendix C*. ITAM forecasts represent year 2017 traffic volumes; therefore, City of Irvine staff recommended applying a growth factor of 2% per year to develop Year 2022 forecasts.

TABLE 8
SUMMARY OF CUMULATIVE PROJECTS

Project No.	Project Name	Location	Existing Use	Project Description
City of Newport Beach				
1	ExplorOcean	600 E. Bay Avenue 209 Washington Street 600 and 608 Balboa Avenue 200 Palm Street	26,219 SF Commercial	70,295 SF of Ocean Literacy Facility 6,500 SF Floating Classroom
2	Harbor Pointe Senior Living (PA2015-210)	101 Bayview Place	Restaurant	90,000 SF of convalescent and congregate care facility with 121 beds
3	Newport Coast	Newport Coast Drive	2,807-Acre State Park	3,180 DU Single-Family Detached Residential
City of Irvine				
4	PA 35 Adult Daycare	Irvine	3,422 SF Office	3,422 SF Community Facility
5	Concordia University	1530 Concordia	N/A	336,785 SF Institutional 330-Room Dormitory
6	El Toro 100-Acre County Project	Marine Way north of I-5	N/A	1,876 KSF Office 2,103 DU Residential 220 KSF Retail 242 Room Hotel
7	Cultural Terrace	The Orange County Great Park	N/A	260 Acre Master Plan
8	Cemetery	s/o Irvine Blvd, PA51	N/A	125 Acre
9	Kawasaki	9950 Jeronimo Road	N/A	80 KSF Office
10	West Alton Apartments	North Side of Irvine Blvd	N/A	970 DU Condominiums
11	Colton Apartments	Campus Dr/Martin Ct/Von Karman Ave	N/A	876 DU Apartments
12	Kilroy Apartments	17150 Von Karman Avenue	N/A	469 DU Apartments
13	17861 Cartwright	17861 Cartwright	N/A	45 DU Residential
14	2660 Barranca & 1652 Millikan	2660 Barranca & 1652 Millikan	N/A	136 DU Residential
15	2652 White Rd	2652 White Rd	N/A	165 DU Residential
16	17811-17817 Gillette Ave	17811-17817 Gillette Ave	N/A	44 DU Residential
17	17822 Gillette Ave	17822 Gillette Ave	N/A	149 DU Apartments
18	2152 Alton Apartments	2152 Alton	N/A	357 DU Apartments
19	Boardwalk	18691 Jamboree Road	N/A	458 KSF Office
20	Irvine Canaan Church (ICCCC)	16808 Armstrong Ave.	N/A	13.434 KSF Church 11.295 KSF Child Care
21	2602 McGaw Apartments	2602 McGaw Ave	N/A	120 DU Apartments
22	Parcel 3/Diamond Jamboree Retail	Diamond Jamboree Retail Center	N/A	25,000 SF Retail
23	17850 Von Karman Office	17850 Von Karman Avenue	N/A	242,497 SF Office
24	1400 Reynolds Avenue	1400 Reynolds Avenue	N/A	39,200 SF Medical Office Building
25	John Wayne Airport	Airport Way	N/A	12.5 MAP
26	UCI LRDP	UCI	N/A	Campus Master Plan

DU = Dwelling Units, SF = Square Feet, KSF = Thousand Square Feet, MAP = Million Annual Passengers

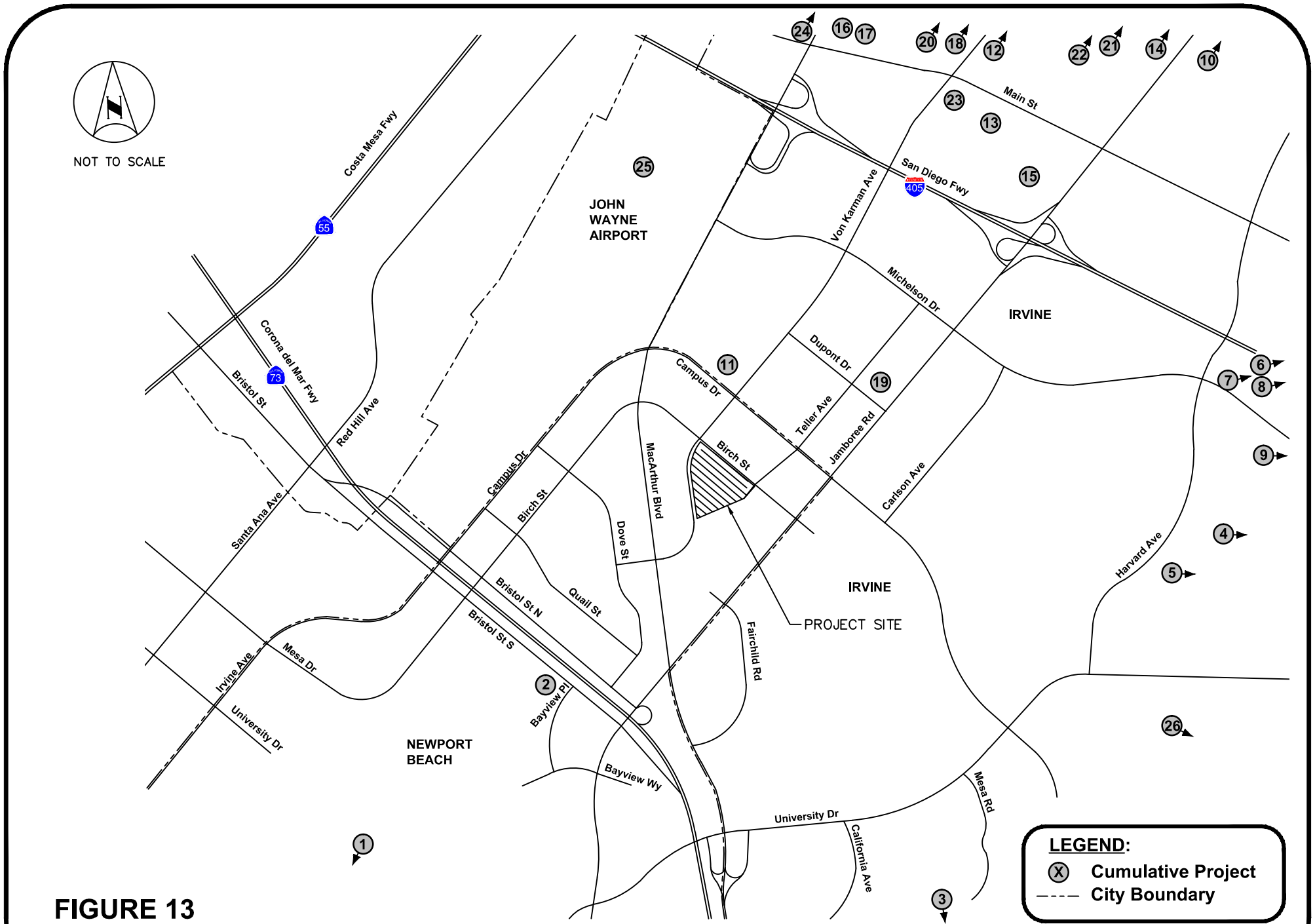


FIGURE 13
LOCATION OF CUMULATIVE PROJECTS

CEQA Analysis Year 2022 Without Project

CEQA Analysis Year 2022 Without Project peak hour traffic volumes for all study intersections are shown on Figure 14. CEQA Analysis Year 2022 Without Project intersection operations are summarized on Table 9. As was the case with the TPO Analysis, the following intersections would operate at an unacceptable Level of Service under CEQA Analysis Year 2022 Without Project:

- 12. Jamboree Road at I-405 SB Ramps (AM: LOS F, PM: LOS F)
- 13. Jamboree Road at Michelson Drive (PM: LOS F)

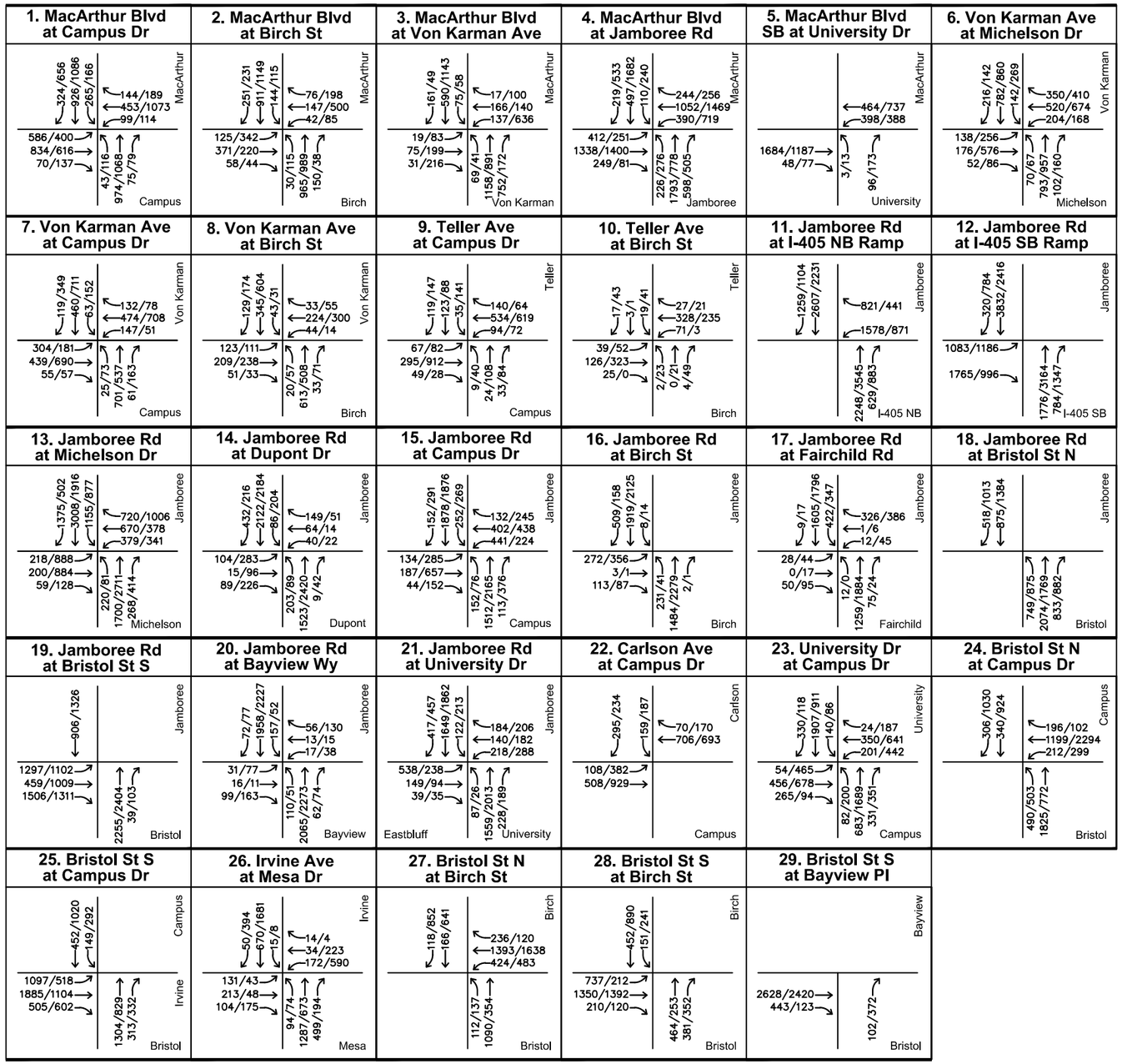
All other study intersections are forecasted to operate at an acceptable Level of Service in both peak hours.

CEQA Analysis Year 2022 With Project

In this scenario, project-related peak hour traffic volumes were added to the CEQA Analysis Year 2022 Without Project traffic volumes. The resulting CEQA Analysis Year 2022 With Project peak hour volumes are shown on Figure 15, and the resulting intersection operations are summarized on Table 10. The following intersections would continue to operate at an unacceptable Level of Service under CEQA Analysis Year 2022 With Project conditions:

- 12. Jamboree Road at I-405 SB Ramps (AM: LOS F, PM: LOS F)
- 13. Jamboree Road at Michelson Drive (PM: LOS F)

Based on the significance criteria set forth in this traffic study, the project impact increment does not exceed the significance threshold at either of these intersections, and would not result in a significant impact with the addition of project trips. All other intersections would operate at an acceptable Level of Service in both peak hours.



LEGEND:

- (X) Newport Beach Intersection
- (X) Irvine Intersection
- (X) Caltrans Intersection
- ---- City Boundary
- XX/YY AM/PM Peak Hour Turning Movement Volumes

FIGURE 14
CEQA ANALYSIS YEAR 2022 WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 9
KOLL CENTER RESIDENCES
SUMMARY OF INTERSECTION OPERATION
CEQA ANALYSIS YEAR 2022 WITHOUT PROJECT

	Intersection	Int. Control	Without Project			
			AM Peak Hour		PM Peak Hour	
			ICU/ Delay	LOS	ICU/ Delay	LOS
1	MacArthur Blvd at Campus Dr *	S	0.610	B	0.832	D
2	MacArthur Blvd at Birch St	S	0.474	A	0.570	A
3	MacArthur Blvd at Von Karman Ave	S	0.632	B	0.597	A
4	MacArthur Blvd at Jamboree Rd *	S	0.756	C	0.821	D
5	MacArthur Blvd SB at University Dr	S	0.563	A	0.514	A
6	Von Karman Ave at Michelson Dr *	S	0.619	B	0.839	D
7	Von Karman Ave at Campus Dr *	S	0.650	B	0.742	C
8	Von Karman Ave at Birch St	S	0.365	A	0.388	A
9	Teller Ave at Campus Dr *	S	0.435	A	0.522	A
10	Teller Ave at Birch St	U	13.4	B	13.2	B
11	Jamboree Rd at I-405 NB Ramps *	S	0.800	C	0.916	E
12	Jamboree Rd at I-405 SB Ramps *	S	1.133	F	1.019	F
13	Jamboree Rd at Michelson Dr *	S	0.901	D	1.079	F
14	Jamboree Rd at Dupont Dr *	S	0.704	B	0.729	C
15	Jamboree Rd at Campus Dr *	S	0.677	B	0.762	C
16	Jamboree Rd at Birch St *	S	0.643	B	0.610	B
17	Jamboree Rd at Fairchild Rd *	S	0.643	B	0.779	C
18	Jamboree Rd at Bristol St N	S	0.408	A	0.590	A
19	Jamboree Rd at Bristol St S	S	0.757	C	0.753	C
20	Jamboree Rd at Bayview Wy	S	0.503	A	0.525	A
21	Jamboree Rd at University Dr	S	0.687	B	0.688	B
22	Carlson Ave at Campus Dr *	S	0.522	A	0.734	C
23	University Dr at Campus Dr[1]	S	0.841	D	0.869	D
24	Bristol St N at Campus Dr	S	0.598	A	0.746	C
25	Bristol St S at Campus Dr / Irvine Ave	S	0.761	C	0.643	B
26	Irvine Ave at Mesa Dr	S	0.474	A	0.690	B
27	Bristol St N at Birch St	S	0.680	B	0.642	B
28	Bristol St S at Birch St	S	0.505	A	0.593	A
29	Bristol St S at Bayview Pl	S	0.443	A	0.494	A

Notes:

S = Signalized, U = Unsignalized, ICU = Intersection Capacity Utilization, LOS = Level of Service

Bold and shaded values indicate intersections operating at an unacceptable LOS.

* Level of Service E is acceptable at this intersection.

- Intersection operation is expressed in terms of volume-to-capacity (v/c) ratio for signalized intersections using the ICU Methodology, and in average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM Methodology.

[1] A 5% capacity credit is applied at this intersection to reflect implementation of the Advanced Transportation Management System (ATMS)

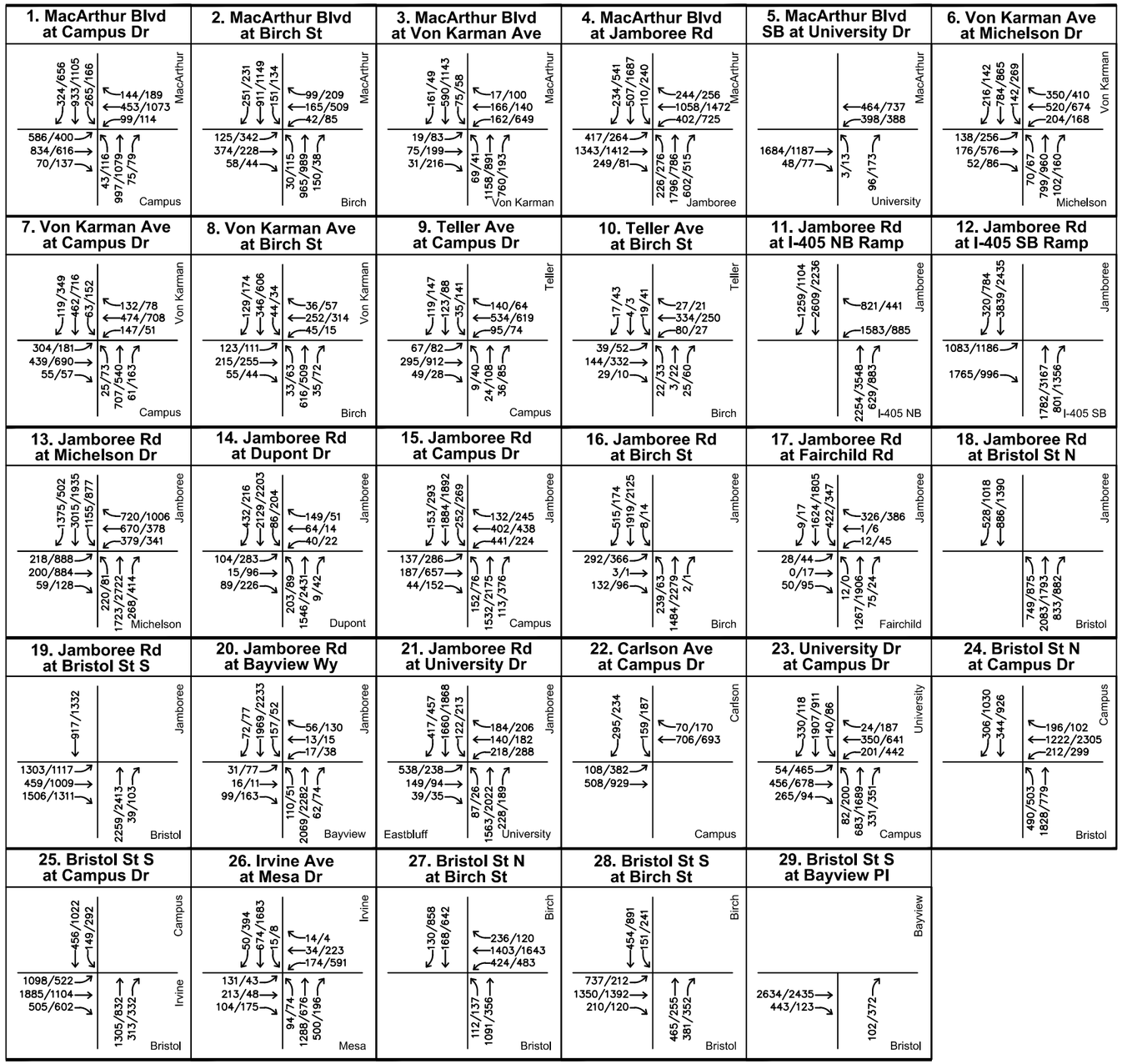


FIGURE 15
CEQA ANALYSIS YEAR 2022 WITH PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 10
KOLL CENTER RESIDENCES
SUMMARY OF INTERSECTION OPERATION
CEQA ANALYSIS YEAR 2022 WITH PROJECT

	Intersection	Without Project				With Project				Project Impact			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change		Significant ?	
		ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	ICU/ Delay	LOS	AM	PM	AM	PM
1	MacArthur Blvd at Campus Dr *	0.610	B	0.832	D	0.614	B	0.832	D	0.004	0.000	No	No
2	MacArthur Blvd at Birch St	0.474	A	0.570	A	0.485	A	0.575	A	0.011	0.005	No	No
3	MacArthur Blvd at Von Karman Ave	0.632	B	0.597	A	0.637	B	0.601	B	0.005	0.004	No	No
4	MacArthur Blvd at Jamboree Rd *	0.756	C	0.821	D	0.759	C	0.827	D	0.003	0.006	No	No
5	MacArthur Blvd SB at University Dr	0.563	A	0.514	A	0.563	A	0.514	A	0.000	0.000	No	No
6	Von Karman Ave at Michelson Dr *	0.619	B	0.839	D	0.619	B	0.840	D	0.000	0.001	No	No
7	Von Karman Ave at Campus Dr *	0.650	B	0.742	C	0.652	B	0.744	C	0.002	0.002	No	No
8	Von Karman Ave at Birch St	0.365	A	0.388	A	0.376	A	0.396	A	0.011	0.008	No	No
9	Teller Ave at Campus Dr *	0.435	A	0.522	A	0.435	A	0.523	A	0.000	0.001	No	No
10	Teller Ave at Birch St	13.4	B	13.2	B	14.2	B	14.8	B	0.8	1.6	No	No
11	Jamboree Rd at I-405 NB Ramps *	0.800	C	0.916	E	0.802	C	0.919	E	0.002	0.003	No	No
12	Jamboree Rd at I-405 SB Ramps *	1.133	F	1.019	F	1.134	F	1.020	F	0.001	0.001	No	No
13	Jamboree Rd at Michelson Dr *	0.901	D	1.079	F	0.904	D	1.080	F	0.003	0.001	No	No
14	Jamboree Rd at Dupont Dr *	0.704	B	0.729	C	0.705	C	0.730	C	0.001	0.001	No	No
15	Jamboree Rd at Campus Dr *	0.677	B	0.762	C	0.679	B	0.764	C	0.002	0.002	No	No
16	Jamboree Rd at Birch St *	0.643	B	0.610	B	0.653	B	0.613	B	0.010	0.003	No	No
17	Jamboree Rd at Fairchild Rd *	0.643	B	0.779	C	0.645	B	0.784	C	0.002	0.005	No	No
18	Jamboree Rd at Bristol St N	0.408	A	0.590	A	0.411	A	0.592	A	0.003	0.002	No	No
19	Jamboree Rd at Bristol St S	0.757	C	0.753	C	0.758	C	0.757	C	0.001	0.004	No	No
20	Jamboree Rd at Bayview Wy	0.503	A	0.525	A	0.504	A	0.526	A	0.001	0.001	No	No
21	Jamboree Rd at University Dr	0.687	B	0.688	B	0.689	B	0.690	B	0.002	0.002	No	No
22	Carlson Ave at Campus Dr *	0.522	A	0.734	C	0.522	A	0.734	C	0.000	0.000	No	No
23	University Dr at Campus Dr[1]	0.841	D	0.869	D	0.841	D	0.869	D	0.000	0.000	No	No
24	Bristol St N at Campus Dr	0.598	A	0.746	C	0.602	A	0.748	C	0.004	0.002	No	No
25	Bristol St S at Campus Dr / Irvine Ave	0.761	C	0.643	B	0.762	C	0.644	B	0.001	0.001	No	No
26	Irvine Ave at Mesa Dr	0.474	A	0.690	B	0.475	A	0.691	B	0.001	0.001	No	No
27	Bristol St N at Birch St	0.680	B	0.642	B	0.682	B	0.644	B	0.002	0.002	No	No
28	Bristol St S at Birch St	0.505	A	0.593	A	0.505	A	0.593	A	0.000	0.000	No	No
29	Bristol St S at Bayview Pl	0.443	A	0.494	A	0.443	A	0.497	A	0.000	0.003	No	No

Notes:

S = Signalized, U = Unsignalized, ICU = Intersection Capacity Utilization, LOS = Level of Service

Bold and shaded values indicate intersections operating at an unacceptable LOS.

* Level of Service E is acceptable at this intersection.

- Intersection operation is expressed in terms of volume-to-capacity (v/c) ratio for signalized intersections using the ICU Methodology, and average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM Methodology.

[1] A 5% capacity credit is applied at this intersection to reflect implementation of the Advanced Transportation Management System (ATMS)

CITY OF IRVINE ROADWAY SEGMENT ANALYSIS

Roadway segments within the City of Irvine were analyzed in accordance with the City of Irvine Traffic Impact Analysis Guidelines. Forty-six roadway segments within the project vicinity were analyzed for each study scenario. Per the City's guidelines, the daily roadway capacities for each facility type are shown below. The capacity for facility types not listed below are interpolated, as directed by the City. The study roadway segments are shown on Figure 16.

Facility Type	Number of Lanes	Daily Capacity	
		LOS **D**	LOS **E**
Freeways	10	189,000	210,000
	8	158,400	176,000
	6	121,500	135,000
	4	81,000	90,000
Freeway Ramps	2	19,800	22,000
	1	14,400	16,000
Expressway	6	121,500	135,000
Major Highway	8	64,800	72,000
	6	48,600	54,000
Primary Highway	4	28,800	32,000
Secondary Highway	4	25,200	28,000
Commuter	2	11,700	13,000
Commuter (Rural)	2	16,200	18,000

Roadway segments that operate deficiently on a daily basis (LOS E or worse) require a Peak Hour Link Analysis (PHLA), as defined by the City of Irvine's "Revised Peak Hour Link Analysis Methodology (December 1996)" publication. The PHLA specifies that the hourly capacity for a single lane is 1,600 vehicles per hour. Where the distance between controlled intersections exceeds one mile, the lane capacity is 2,000 vehicles per hour. The City of Irvine requires mitigation for impacts that are equal to or greater than 0.02 on a roadway segment that operates at a deficient Level of Service based on the PHLA analysis.

Daily traffic volumes were obtained from City of Irvine staff, and are based on existing traffic counts, and 2020 ITAM forecasts. Older roadway counts were grown at a rate of 2% per year to be consistent with Existing Conditions. ITAM 2020 forecasts were grown at a rate of 2% per year to be consistent with the CEQA Analysis Year 2022 scenarios. Peak hour volumes, if needed for the PHLA, were taken from the peak hour intersection volumes in this report.

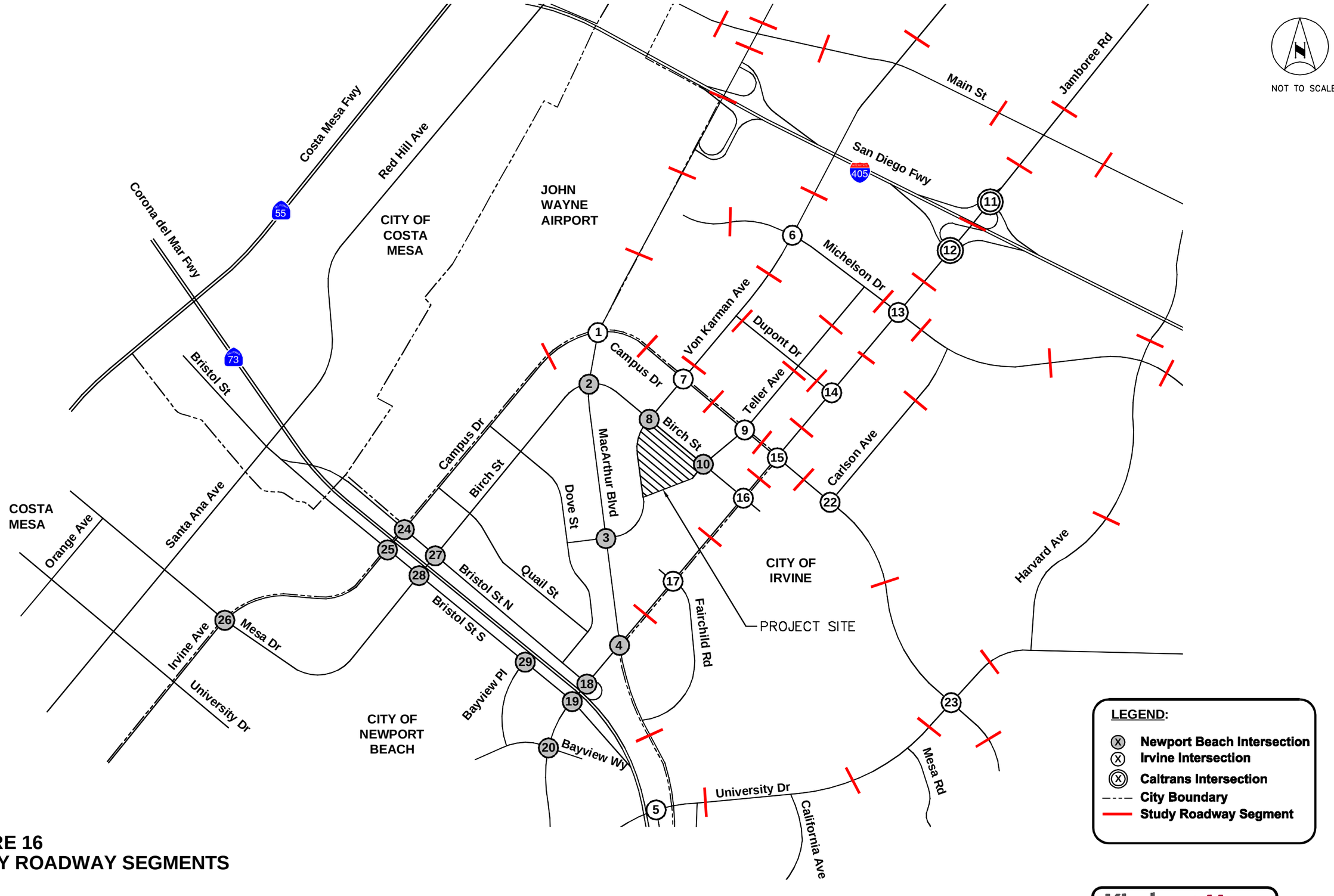


FIGURE 16
STUDY ROADWAY SEGMENTS

Existing Conditions

Existing roadway operations are summarized on Table 11. This table indicates that the following roadway segments are currently operating at a deficient Level of Service based on daily volumes:

- Jamboree Road: Main Street to I-405 Northbound Ramp
- Jamboree Road: Between I-405 Northbound Ramp and I-405 Southbound Ramp
- Jamboree Road: I-405 Southbound Ramp to Michelson Drive
- Campus Drive: Carlson Avenue to University Drive
- University Drive: California Avenue to Mesa Road
- University Drive: Mesa Road to Campus Drive

These segments were further analyzed using the PHLA methodology, and the results are shown on Table 12. Review of Table 12 indicates that these roadway segments operate at LOS C or better during the peak hours under Existing Conditions.

Existing Plus Project

Existing Plus Project roadway operations are summarized on Table 13. Review of Table 13 indicates that the following roadway segments will continue to be deficient with the addition of project traffic:

- Jamboree Road: Main Street to I-405 Northbound Ramp
- Jamboree Road: Between I-405 Northbound Ramp and I-405 Southbound Ramp
- Jamboree Road: I-405 Southbound Ramp to Michelson Drive
- Campus Drive: Carlson Avenue to University Drive
- University Drive: California Avenue to Mesa Road
- University Drive: Mesa Road to Campus Drive

These segments were further analyzed using the PHLA methodology, and the results are shown on Table 14. Review of Table 14 indicates that these roadway segments will continue to operate at LOS C or better during the peak hours with the addition of project traffic.

TABLE 11
CITY OF IRVINE ROADWAY SEGMENT ANALYSIS
EXISTING CONDITIONS

Roadway	Segment	Facility Type	Number of Lanes	LOS E Capacity	Traffic Volume	V/C	LOS
MacArthur Boulevard	North of Main Street	Major	7	63,000	26,939	0.428	A
	Main Street to I-405 NB Ramps	Major	8	72,000	35,479	0.493	A
	Between I-405 NB and SB Ramps	Major	8	72,000	51,177	0.711	C
	I-405 SB Ramps to Michelson	Major	8	72,000	52,637	0.731	C
	Michelson to Campus	Major	8	72,000	35,873	0.498	A
	Jamboree to University	Major	6	54,000	39,361	0.729	C
Von Karman Ave	North of Main Street	Secondary	4	28,000	21,662	0.774	C
	Main to Michelson	Secondary	4	28,000	22,999	0.821	D
	Michelson to Dupont	Secondary	4	28,000	16,965	0.606	B
	Dupont to Campus	Secondary	4	28,000	16,965	0.606	B
Teller Avenue	Michelson to Dupont	Commuter	2	13,000	5,566	0.428	A
	Dupont to Campus	Commuter	2	13,000	2,955	0.227	A
Jamboree Road	North of Main Street	Major	8	72,000	63,067	0.876	D
	Main to I-405 NB Ramps	Major	8	72,000	70,074	0.973	E
	Between I-405 NB and SB Ramps	Major	8	72,000	78,431	1.089	F
	I-405 SB Ramps to Michelson	Major	8	72,000	71,095	0.987	E
	Michelson to Dupont	Major	8	72,000	45,474	0.632	B
	Dupont to Campus	Major	7	63,000	41,587	0.660	B
	Campus to Birch	Major	7	63,000	39,071	0.620	B
	Birch to Fairchild	Major	7	63,000	41,102	0.652	B
	Fairchild to MacArthur	Major	7	63,000	33,314	0.529	A
Carlson Avenue	Michelson to Campus	Secondary	4	28,000	6,128	0.219	A
Harvard Avenue	North of Michelson	Primary	4	32,000	25,439	0.795	C
	Michelson to University	Primary	4	32,000	19,009	0.594	A
Main Street	West of MacArthur	Major	6	54,000	23,739	0.440	A
	MacArthur to Von Karman	Major	6	54,000	29,325	0.543	A
	Von Karman to Jamboree	Major	6	54,000	24,984	0.463	A
	East of Jamboree	Major	6	54,000	23,323	0.432	A
Michelson Drive	MacArthur to Von Karman	Secondary	4	28,000	10,635	0.380	A
	Von Karman to Jamboree	Secondary	4	28,000	15,386	0.550	A
	Jamboree to Carlson	Primary	4	32,000	20,475	0.640	B
	Carlson to Harvard	Primary	4	32,000	20,475	0.640	B
	East of Harvard	Primary	4	32,000	17,894	0.559	A
Dupont Drive	Von Karman to Teller	Secondary	4	28,000	4,176	0.149	A
	Teller Ave to Jamboree	Secondary	4	28,000	3,021	0.108	A
Campus Drive	West of MacArthur	Major	6	54,000	29,714	0.550	A
	MacArthur to Von Karman	Primary	4	32,000	13,075	0.409	A
	Von Karman Ave to Teller	Secondary	4	28,000	11,189	0.400	A
	Teller to Jamboree	Secondary	4	28,000	11,186	0.400	A
	Jamboree to Carlson	Secondary	4	28,000	18,431	0.658	B
	Carlson to University	Commuter	2	13,000	18,427	1.417	F
	East of University	Secondary	4	28,000	22,648	0.809	D
University Drive	MacArthur to California	Primary	4	32,000	24,765	0.774	C
	California to Mesa	Primary	4	32,000	30,386	0.950	E
	Mesa to Campus	Primary	4	32,000	30,580	0.956	E
	Campus to Harvard	Major	6	54,000	25,303	0.469	A

Bold and shaded values indicate a deficient Level of Service, based on the City of Irvine Traffic Impact Analysis Guidelines

TABLE 12
PEAK HOUR LINK ANALYSIS
EXISTING CONDITIONS

Roadway	Segment	Direction	# Lanes	Capacity	AM Peak			PM Peak		
					Volume	V/C	LOS	Volume	V/C	LOS
Jamboree Road	Main Street to I-405 NB Ramps	Northbound	4	6,400	2,641	0.413	A	3,520	0.550	A
		Southbound	4	6,400	3,279	0.512	A	2,773	0.433	A
	I-405 NB Ramps to I-405 SB Ramps	Northbound	4	6,400	2,561	0.400	A	3,657	0.571	A
		Southbound	4	6,400	3,306	0.517	A	2,592	0.405	A
	I-405 SB Ramps to Michelson Drive	Northbound	4	6,400	1,877	0.293	A	3,647	0.570	A
		Southbound	4	6,400	4,530	0.708	C	2,654	0.415	A
Campus Drive	Carlson Avenue to University Drive	Eastbound	1	1,600	525	0.328	A	1,084	0.678	B
		Westbound	1	1,600	702	0.439	A	696	0.435	A
University Drive	California Avenue to Mesa Road	Eastbound	2	3,200	1,222	0.382	A	1,826	0.571	A
		Westbound	2	3,200	2,143	0.670	B	1,468	0.459	A
	Mesa Road to Campus Drive	Eastbound	2	3,200	1,222	0.382	A	1,826	0.571	A
		Westbound	2	3,200	2,143	0.670	B	1,468	0.459	A

TABLE 13
ROADWAY SEGMENT ANALYSIS
EXISTING PLUS PROJECT CONDITIONS

Roadway	Segment	LOS E Capacity	Existing Conditions			Existing plus Project				Project Impact/ Significance	
			Traffic Volume	V/C	LOS	Project Traffic	Traffic Volume	V/C	LOS	Project Impact	Signif -icant?
MacArthur Boulevard	North of Main Street	63,000	26,939	0.428	A	60	26,999	0.429	A	0.001	No
	Main Street to I-405 NB Ramps	72,000	35,479	0.493	A	60	35,539	0.494	A	0.001	No
	Between I-405 NB and SB Ramps	72,000	51,177	0.711	C	151	51,328	0.713	C	0.002	No
	I-405 SB Ramps to Michelson	72,000	52,637	0.731	C	242	52,879	0.734	C	0.003	No
	Michelson to Campus	72,000	35,873	0.498	A	242	36,115	0.502	A	0.003	No
	Jamboree to University	54,000	39,361	0.729	C	240	39,601	0.733	C	0.004	No
Von Karman Ave	North of Main Street	28,000	21,662	0.774	C	60	21,722	0.776	C	0.002	No
	Main to Michelson	28,000	22,999	0.821	D	60	23,059	0.824	D	0.002	No
	Michelson to Dupont	28,000	16,965	0.606	B	60	17,025	0.608	B	0.002	No
	Dupont to Campus	28,000	16,965	0.606	B	60	17,025	0.608	B	0.002	No
Teller Avenue	Michelson to Dupont	13,000	5,566	0.428	A	0	5,566	0.428	A	0.000	No
	Dupont to Campus	13,000	2,955	0.227	A	0	2,955	0.227	A	0.000	No
Jamboree Road	North of Main Street	72,000	63,067	0.876	D	60	63,127	0.877	D	0.001	No
	Main to I-405 NB Ramps	72,000	70,074	0.973	E	150	70,224	0.975	E	0.002	No
	Between I-405 NB and SB Ramps	72,000	78,431	1.089	F	150	78,581	1.091	F	0.002	No
	I-405 SB Ramps to Michelson	72,000	71,095	0.987	E	242	71,337	0.991	E	0.003	No
	Michelson to Dupont	72,000	45,474	0.632	B	242	45,716	0.635	B	0.003	No
	Dupont to Campus	63,000	41,587	0.660	B	242	41,829	0.664	B	0.004	No
	Campus to Birch	63,000	39,071	0.620	B	212	39,283	0.624	B	0.003	No
	Birch to Fairchild	63,000	41,102	0.652	B	242	41,344	0.656	B	0.004	No
	Fairchild to MacArthur	63,000	33,314	0.529	A	242	33,556	0.533	A	0.004	No
Carlson Avenue	Michelson to Campus	28,000	6,128	0.219	A	0	6,128	0.219	A	0.000	No
Harvard Avenue	North of Michelson	32,000	25,439	0.795	C	0	25,439	0.795	C	0.000	No
	Michelson to University	32,000	19,009	0.594	A	0	19,009	0.594	A	0.000	No
Main Street	West of MacArthur	54,000	23,739	0.440	A	0	23,739	0.440	A	0.000	No
	MacArthur to Von Karman	54,000	29,325	0.543	A	0	29,325	0.543	A	0.000	No
	Von Karman to Jamboree	54,000	24,984	0.463	A	0	24,984	0.463	A	0.000	No
	East of Jamboree	54,000	23,323	0.432	A	0	23,323	0.432	A	0.000	No
Michelson Drive	MacArthur to Von Karman	28,000	10,635	0.380	A	0	10,635	0.380	A	0.000	No
	Von Karman to Jamboree	28,000	15,386	0.550	A	0	15,386	0.550	A	0.000	No
	Jamboree to Carlson	32,000	20,475	0.640	B	0	20,475	0.640	B	0.000	No
	Carlson to Harvard	32,000	20,475	0.640	B	0	20,475	0.640	B	0.000	No
	East of Harvard	32,000	17,894	0.559	A	0	17,894	0.559	A	0.000	No
Dupont Drive	Von Karman to Teller	28,000	4,176	0.149	A	0	4,176	0.149	A	0.000	No
	Teller Ave to Jamboree	28,000	3,021	0.108	A	0	3,021	0.108	A	0.000	No
Campus Drive	West of MacArthur	54,000	29,714	0.550	A	0	29,714	0.550	A	0.000	No
	MacArthur to Von Karman	32,000	13,075	0.409	A	0	13,075	0.409	A	0.000	No
	Von Karman Ave to Teller	28,000	11,189	0.400	A	0	11,189	0.400	A	0.000	No
	Teller to Jamboree	28,000	11,186	0.400	A	30	11,216	0.401	A	0.001	No
	Jamboree to Carlson	28,000	18,431	0.658	B	0	18,431	0.658	B	0.000	No
	Carlson to University	13,000	18,427	1.417	F	0	18,427	1.417	F	0.000	No
	East of University	28,000	22,648	0.809	D	0	22,648	0.809	D	0.000	No
University Drive	MacArthur to California	32,000	24,765	0.774	C	0	24,765	0.774	C	0.000	No
	California to Mesa	32,000	30,386	0.950	E	0	30,386	0.950	E	0.000	No
	Mesa to Campus	32,000	30,580	0.956	E	0	30,580	0.956	E	0.000	No
	Campus to Harvard	54,000	25,303	0.469	A	0	25,303	0.469	A	0.000	No

Bold and shaded values indicate a deficient Level of Service, based on the City of Irvine Traffic Impact Analysis Guidelines

TABLE 14
PEAK HOUR LINK ANALYSIS
EXISTING PLUS PROJECT

Roadway	Segment	Direction	# Lanes	Capacity	AM Peak			PM Peak		
					Volume	V/C	LOS	Volume	V/C	LOS
Jamboree Road	Main Street to I-405 NB Ramps	Northbound	4	6,400	2,647	0.414	A	3,523	0.550	A
		Southbound	4	6,400	3,281	0.513	A	2,778	0.434	A
	I-405 NB Ramps to I-405 SB Ramps	Northbound	4	6,400	2,567	0.401	A	3,660	0.572	A
		Southbound	4	6,400	3,313	0.518	A	2,611	0.408	A
	I-405 SB Ramps to Michelson Drive	Northbound	4	6,400	1,900	0.297	A	3,659	0.572	A
		Southbound	4	6,400	4,537	0.709	C	2,673	0.418	A
Campus Drive	Carlson Avenue to University Drive	Eastbound	1	1,600	525	0.328	A	1,084	0.678	B
		Westbound	1	1,600	702	0.439	A	696	0.435	A
University Drive	California Avenue to Mesa Road	Eastbound	2	3,200	1,222	0.382	A	1,826	0.571	A
		Westbound	2	3,200	2,143	0.670	B	1,468	0.459	A
	Mesa Road to Campus Drive	Eastbound	2	3,200	1,222	0.382	A	1,826	0.571	A
		Westbound	2	3,200	2,143	0.670	B	1,468	0.459	A

CEQA Analysis Year 2022 Without Project

CEQA Analysis Year 2022 Without Project roadway operations are summarized on Table 15. Review of Table 15 indicates that the following roadway segments will be deficient in the CEQA Analysis Year 2022 Without Project scenario:

- Von Karman Avenue: North of Main Street
- Von Karman Avenue: Main Street to Michelson Drive
- Jamboree Road: North of Main Street
- Jamboree Road: Main Street to I-405 Northbound Ramp
- Jamboree Road: Between I-405 Northbound Ramp and I-405 Southbound Ramp
- Jamboree Road: I-405 Southbound Ramp to Michelson Drive
- Campus Drive: Carlson Avenue to University Drive
- University Drive: California Avenue to Mesa Road
- University Drive: Mesa Road to Campus Drive

These segments were further analyzed using the PHLA methodology, and the results are shown on Table 16. Review of Table 16 indicates that these roadway segments will operate at LOS D or better during the peak hours in the CEQA Analysis Year 2022 Without Project scenario.

CEQA Analysis Year 2022 With Project

CEQA Analysis Year 2022 With Project roadway operations are summarized on Table 17. Review of this table indicates that the following roadway segments will continue to be deficient with the addition of project traffic:

- Von Karman Avenue: North of Main Street
- Von Karman Avenue: Main Street to Michelson Drive
- Jamboree Road: North of Main Street
- Jamboree Road: Main Street to I-405 Northbound Ramp
- Jamboree Road: Between I-405 Northbound Ramp and I-405 Southbound Ramp
- Jamboree Road: I-405 Southbound Ramp to Michelson Drive
- Campus Drive: Carlson Avenue to University Drive
- University Drive: California Avenue to Mesa Road
- University Drive: Mesa Road to Campus Drive

These segments were further analyzed using the PHLA methodology, and the results are shown on Table 18. Review of Table 18 indicates that these roadway segments will continue to operate at LOS D or better during the peak hours with the addition of project traffic.

TABLE 15
ROADWAY SEGMENT ANALYSIS
CEQA ANALYSIS YEAR 2022 WITHOUT PROJECT

Roadway	Segment	Number of Lanes	LOS E Capacity	Traffic Volume	V/C	LOS
MacArthur Boulevard	North of Main Street	7	63,000	34,645	0.550	A
	Main Street to I-405 NB Ramps	8	72,000	53,893	0.749	C
	Between I-405 NB and SB Ramps	8	72,000	55,245	0.767	C
	I-405 SB Ramps to Michelson	8	72,000	59,303	0.824	D
	Michelson to Campus	8	72,000	38,911	0.540	A
	Jamboree to University	6	54,000	21,640	0.401	A
Von Karman Avenue	North of Main Street	4	28,000	26,738	0.955	E
	Main to Michelson	4	28,000	28,299	1.011	F
	Michelson to Dupont	4	28,000	19,351	0.691	B
	Dupont to Campus	4	28,000	19,247	0.687	B
Teller Avenue	Michelson to Dupont	2	13,000	8,011	0.616	B
	Dupont to Campus	2	13,000	5,514	0.424	A
Jamboree Road	North of Main Street	8	72,000	71,163	0.988	E
	Main to I-405 NB Ramps	8	72,000	76,261	1.059	F
	Between I-405 NB and SB Ramps	8	72,000	65,025	0.903	E
	I-405 SB Ramps to Michelson	8	72,000	87,498	1.215	F
	Michelson to Dupont	8	72,000	61,592	0.855	D
	Dupont to Campus	7	63,000	47,754	0.758	C
	Campus to Birch	7	63,000	45,570	0.723	C
	Birch to Fairchild	7	63,000	44,841	0.712	C
	Fairchild to MacArthur	7	63,000	39,327	0.624	B
Carlson Avenue	Michelson to Campus	4	28,000	9,156	0.327	A
Harvard Avenue	North of Michelson	4	32,000	25,802	0.806	D
	Michelson to University	4	32,000	19,247	0.601	A
Main Street	West of MacArthur	6	54,000	27,050	0.501	A
	MacArthur to Von Karman	6	54,000	35,270	0.653	B
	Von Karman to Jamboree	6	54,000	28,403	0.526	A
	East of Jamboree	6	54,000	24,449	0.453	A
Michelson Drive	MacArthur to Von Karman	4	28,000	22,681	0.810	D
	Von Karman to Jamboree	4	28,000	21,640	0.773	C
	Jamboree to Carlson	4	32,000	26,530	0.829	D
	Carlson to Harvard	4	32,000	25,594	0.800	C
	East of Harvard	4	32,000	19,039	0.595	A
Dupont Drive	Von Karman to Teller	4	28,000	5,618	0.201	A
	Teller Ave to Jamboree	4	28,000	3,849	0.137	A
Campus Drive	West of MacArthur	6	54,000	33,397	0.618	B
	MacArthur to Von Karman	4	32,000	16,126	0.504	A
	Von Karman Ave to Teller	4	28,000	13,629	0.487	A
	Teller to Jamboree	4	28,000	12,797	0.457	A
	Jamboree to Carlson	4	28,000	20,808	0.743	C
	Carlson to University	2	13,000	19,664	1.513	F
	East of University	4	28,000	24,866	0.888	D
University Drive	MacArthur to California	4	32,000	27,154	0.849	D
	California to Mesa	4	32,000	32,877	1.027	F
	Mesa to Campus	4	32,000	33,397	1.044	F
	Campus to Harvard	6	54,000	28,507	0.528	A

Bold and shaded values indicate a deficient Level of Service, based on the City of Irvine Traffic Impact Analysis Guidelines

TABLE 16
PEAK HOUR LINK ANALYSIS
CEQA ANALYSIS YEAR 2022 WITHOUT PROJECT

Roadway	Segment	Direction	# Lanes	Capacity	AM Peak			PM Peak		
					Volume	V/C	LOS	Volume	V/C	LOS
Von Karman Avenue	North of Main Street	Northbound	2	3,200	1,281	0.400	A	1,623	0.507	A
		Southbound	2	3,200	1,140	0.356	A	1,271	0.397	A
	Main Street to Michelson Drive	Northbound	2	3,200	1,281	0.400	A	1,623	0.507	A
		Southbound	2	3,200	1,140	0.356	A	1,271	0.397	A
Jamboree Road	North of Main Street	Northbound	4	6,400	3,069	0.480	A	3,986	0.623	B
		Southbound	4	6,400	3,866	0.604	A	3,335	0.521	A
	Main Street to I-405 NB Ramps	Northbound	4	6,400	3,069	0.480	A	3,986	0.623	B
		Southbound	4	6,400	3,866	0.604	A	3,335	0.521	A
	I-405 NB Ramps to I-405 Southbound Ramps	Northbound	4	6,400	2,877	0.450	A	4,428	0.692	B
		Southbound	4	6,400	4,185	0.654	B	3,102	0.485	A
	I-405 SB Ramps to Michelson Drive	Northbound	4	6,400	2,560	0.400	A	4,511	0.705	B
		Southbound	4	6,400	5,597	0.875	D	3,412	0.533	A
Campus Drive	Carlson Avenue to University Drive	Eastbound	1	1,600	667	0.417	A	1,116	0.698	B
		Westbound	1	1,600	776	0.485	A	863	0.539	A
University Drive	California Avenue to Mesa Road	Eastbound	2	3,200	1,096	0.343	A	2,240	0.700	B
		Westbound	2	3,200	2,373	0.742	C	1,447	0.452	A
	Mesa Road to Campus Drive	Eastbound	2	3,200	1,096	0.343	A	2,240	0.700	B
		Westbound	2	3,200	2,373	0.742	C	1,447	0.452	A

TABLE 17
ROADWAY SEGMENT ANALYSIS
CEQA ANALYSIS YEAR 2022 WITH PROJECT

Roadway	Segment	Without Project				With Project				Project Impact/ Significance	
		LOS E Capacity	Traffic Volume	V/C	LOS	Project Traffic	Traffic Volume	V/C	LOS	Project Impact	Signif -icant?
MacArthur Boulevard	North of Main Street	63,000	34,645	0.550	A	60	34,705	0.551	A	0.001	No
	Main Street to I-405 NB Ramps	72,000	53,893	0.749	C	60	53,953	0.749	C	0.001	No
	Between I-405 NB and SB Ramps	72,000	55,245	0.767	C	151	55,396	0.769	C	0.002	No
	I-405 SB Ramps to Michelson	72,000	59,303	0.824	D	242	59,545	0.827	D	0.003	No
	Michelson to Campus	72,000	38,911	0.540	A	242	39,153	0.544	A	0.003	No
	Jamboree to University	54,000	21,640	0.401	A	240	21,880	0.405	A	0.004	No
Von Karman Avenue	North of Main Street	28,000	26,738	0.955	E	60	26,798	0.957	E	0.002	No
	Main to Michelson	28,000	28,299	1.011	F	60	28,359	1.013	F	0.002	No
	Michelson to Dupont	28,000	19,351	0.691	B	60	19,411	0.693	B	0.002	No
	Dupont to Campus	28,000	19,247	0.687	B	60	19,307	0.690	B	0.002	No
Teller Avenue	Michelson to Dupont	13,000	8,011	0.616	B	0	8,011	0.616	B	0.000	No
	Dupont to Campus	13,000	5,514	0.424	A	0	5,514	0.424	A	0.000	No
Jamboree Road	North of Main Street	72,000	71,163	0.988	E	60	71,223	0.989	E	0.001	No
	Main to I-405 NB Ramps	72,000	76,261	1.059	F	150	76,411	1.061	F	0.002	No
	Between I-405 NB and SB Ramps	72,000	65,025	0.903	E	150	65,175	0.905	E	0.002	No
	I-405 SB Ramps to Michelson	72,000	87,498	1.215	F	242	87,740	1.219	F	0.003	No
	Michelson to Dupont	72,000	61,592	0.855	D	242	61,834	0.859	D	0.003	No
	Dupont to Campus	63,000	47,754	0.758	C	242	47,996	0.762	C	0.004	No
	Campus to Birch	63,000	45,570	0.723	C	212	45,782	0.727	C	0.003	No
	Birch to Fairchild	63,000	44,841	0.712	C	242	45,083	0.716	C	0.004	No
	Fairchild to MacArthur	63,000	39,327	0.624	B	242	39,569	0.628	B	0.004	No
Carlson Avenue	Michelson to Campus	28,000	9,156	0.327	A	0	9,156	0.327	A	0.000	No
Harvard Avenue	North of Michelson	32,000	25,802	0.806	D	0	25,802	0.806	D	0.000	No
	Michelson to University	32,000	19,247	0.601	A	0	19,247	0.601	A	0.000	No
Main Street	West of MacArthur	54,000	27,050	0.501	A	0	27,050	0.501	A	0.000	No
	MacArthur to Von Karman	54,000	35,270	0.653	B	0	35,270	0.653	B	0.000	No
	Von Karman to Jamboree	54,000	28,403	0.526	A	0	28,403	0.526	A	0.000	No
	East of Jamboree	54,000	24,449	0.453	A	0	24,449	0.453	A	0.000	No
Michelson Drive	MacArthur to Von Karman	28,000	22,681	0.810	D	0	22,681	0.810	D	0.000	No
	Von Karman to Jamboree	28,000	21,640	0.773	C	0	21,640	0.773	C	0.000	No
	Jamboree to Carlson	32,000	26,530	0.829	D	0	26,530	0.829	D	0.000	No
	Carlson to Harvard	32,000	25,594	0.800	C	0	25,594	0.800	C	0.000	No
	East of Harvard	32,000	19,039	0.595	A	0	19,039	0.595	A	0.000	No
Dupont Drive	Von Karman to Teller	28,000	5,618	0.201	A	0	5,618	0.201	A	0.000	No
	Teller Ave to Jamboree	28,000	3,849	0.137	A	0	3,849	0.137	A	0.000	No
Campus Drive	West of MacArthur	54,000	33,397	0.618	B	0	33,397	0.618	B	0.000	No
	MacArthur to Von Karman	32,000	16,126	0.504	A	0	16,126	0.504	A	0.000	No
	Von Karman Ave to Teller	28,000	13,629	0.487	A	0	13,629	0.487	A	0.000	No
	Teller to Jamboree	28,000	12,797	0.457	A	30	12,827	0.458	A	0.001	No
	Jamboree to Carlson	28,000	20,808	0.743	C	0	20,808	0.743	C	0.000	No
	Carlson to University	13,000	19,664	1.513	F	0	19,664	1.513	F	0.000	No
	East of University	28,000	24,866	0.888	D	0	24,866	0.888	D	0.000	No
University Drive	MacArthur to California	32,000	27,154	0.849	D	0	27,154	0.849	D	0.000	No
	California to Mesa	32,000	32,877	1.027	F	0	32,877	1.027	F	0.000	No
	Mesa to Campus	32,000	33,397	1.044	F	0	33,397	1.044	F	0.000	No
	Campus to Harvard	54,000	28,507	0.528	A	0	28,507	0.528	A	0.000	No

Bold and shaded values indicate a deficient Level of Service, based on the City of Irvine Traffic Impact Analysis Guidelines

TABLE 18
PEAK HOUR LINK ANALYSIS
CEQA ANALYSIS YEAR 2022 WITH PROJECT

Roadway	Segment	Direction	# Lanes	Capacity	AM Peak			PM Peak		
					Volume	V/C	LOS	Volume	V/C	LOS
Von Karman Avenue	North of Main Street	Northbound	2	3,200	1,287	0.402	A	1,626	0.508	A
		Southbound	2	3,200	1,142	0.357	A	1,276	0.399	A
	Main Street to Michelson Drive	Northbound	2	3,200	1,287	0.402	A	1,626	0.508	A
		Southbound	2	3,200	1,142	0.357	A	1,276	0.399	A
Jamboree Road	North of Main Street	Northbound	4	6,400	3,075	0.480	A	3,989	0.623	B
		Southbound	4	6,400	3,868	0.604	A	3,340	0.522	A
	Main Street to I-405 NB Ramps	Northbound	4	6,400	3,075	0.480	A	3,989	0.623	B
		Southbound	4	6,400	3,868	0.604	A	3,340	0.522	A
	I-405 NB Ramps to I-405 Southbound Ramps	Northbound	4	6,400	2,883	0.450	A	4,431	0.692	B
		Southbound	4	6,400	4,192	0.655	B	3,121	0.488	A
	I-405 SB Ramps to Michelson Drive	Northbound	4	6,400	2,583	0.404	A	4,523	0.707	C
		Southbound	4	6,400	5,604	0.876	D	3,431	0.536	A
Campus Drive	Carlson Avenue to University Drive	Eastbound	1	1,600	667	0.417	A	1,116	0.698	B
		Westbound	1	1,600	776	0.485	A	863	0.539	A
University Drive	California Avenue to Mesa Road	Eastbound	2	3,200	1,096	0.343	A	2,240	0.700	B
		Westbound	2	3,200	2,373	0.742	C	1,447	0.452	A
	Mesa Road to Campus Drive	Eastbound	2	3,200	1,096	0.343	A	2,240	0.700	B
		Westbound	2	3,200	2,373	0.742	C	1,447	0.452	A

ANALYSIS OF STATE HIGHWAY FACILITIES

Intersections on State Highway Facilities

Intersections on State Highway facilities, which are controlled by Caltrans, are also analyzed using the Highway Capacity Manual (HCM) methodology, as required by the *Caltrans Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002). In the vicinity of the project, the I-405 and SR-73 freeways are Caltrans facilities. Therefore, study intersections on these roadways have also been analyzed using the HCM intersection analysis methodology.

The HCM methodology measures average seconds of delay per vehicle based on a number of technical parameters, such as peak hourly traffic volumes, number of lanes, type of signal operation, signal timing, and signal phasing in the calculations. A description of each Level of Service, based on delay parameters, per the Highway Capacity Manual (HCM) is provided in the chart on the following page.

For State-controlled intersections, Level of Service standards and impact criteria specified by Caltrans will apply. The *Caltrans Guide for the Preparation of Traffic Impact Studies* states that "Caltrans endeavors to maintain a target Level of Service at the transition between LOS C and LOS D on State highway facilities. If an existing State highway facility is operating at less than the target LOS, the existing Level of Service is to be maintained."

Traffic Impact Criteria

The *Caltrans Guide for the Preparation of Traffic Impact Studies* does not establish a threshold of significance for State Highway intersections. This traffic analysis uses the following traffic threshold of significance:

- A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F).

LEVEL OF SERVICE DESCRIPTIONS		
Level of Service	Signalized Intersection Delay (sec)	Description
A	≤10	LOS A describes operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	> 10 and ≤ 20	LOS B describes operations with control delay between 10 and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is short. More vehicles stop than with LOS A.
C	> 20 and ≤ 35	LOS C describes operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the progression is favorable and the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	> 35 and ≤ 55	LOS D describes operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	> 55 and ≤ 80	LOS E describes operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
Source: Highway Capacity Manual, 2010		

State Highway Intersection Analysis

Peak hour intersection analysis was conducted using the HCM methodology for the following State Highway study intersections:

- 11. Jamboree Road at I-405 NB Ramps
- 12. Jamboree Road at I-405 SB Ramps

Intersection analysis worksheets for all HCM analysis of State Highway intersections are provided in *Appendix E*.

Existing Conditions

Existing peak hour intersection operations for the State Highway study intersections are summarized on Table 19. Each of the State Highway study intersections currently operates at an acceptable Level of Service using the HCM delay analysis methodology.

Existing Plus Project

Existing Plus Project peak hour operation for the State Highway study intersections are summarized on Table 19, previously referenced. Each of the State Highway study intersections would continue to operate at an acceptable Level of Service with the addition of project traffic.

CEQA Analysis Year 2022 Without Project

CEQA Analysis Year 2022 Without Project peak hour operation for the State Highway study intersections are summarized on Table 19, previously referenced. The intersection of Jamboree Road at the I-405 Southbound Ramps would operate at LOS E in the morning peak hour under CEQA Analysis Year 2022 Without Project conditions.

CEQA Analysis Year 2022 With Project

CEQA Analysis Year 2022 With Project peak hour operation for the State Highway study intersections are summarized on Table 19, shown previously. With the addition of project traffic, the intersection of Jamboree Road at the I-405 Southbound Ramps would continue to operate at LOS E in the AM peak hour. The project traffic would not cause the Level of Service at this intersection to worsen, and therefore would not result in a significant impact. The intersection of Jamboree Road at the I-405 Northbound Ramps would continue to operate at an acceptable Level of Service.

TABLE 19
KOLL CENTER RESIDENCES
SUMMARY OF STATE HIGHWAY INTERSECTION OPERATIONS

Intersection		Without Project				With Project				Project Impact			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change		Significant ?	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
EXISTING CONDITIONS													
11	Jamboree Rd/I-405 NB Ramps	17.0	B	10.5	B	17.5	B	11.0	B	0.5	0.5	No	No
12	Jamboree Rd/I-405 SB Ramps	24.3	C	19.6	C	29.4	C	20.3	C	5.1	0.7	No	No
CEQA ANALYSIS YEAR 2022													
11	Jamboree Rd/I-405 NB Ramps	18.9	B	12.4	B	18.9	B	12.6	B	0.0	0.2	No	No
12	Jamboree Rd/I-405 SB Ramps	76.5	E	21.2	C	76.7	E	21.2	C	0.2	0.0	No	No

Notes:
Bold and shaded values indicate intersections operating at an unacceptable Level of Service.
Intersection operation is expressed in average seconds of delay per vehicle during the peak hour using the HCM Methodology.

CONGESTION MANAGEMENT PROGRAM COMPLIANCE

The Orange County Congestion Management Program (CMP) was established in 1991, to reduce traffic congestion and to provide a mechanism for coordinating land use and development decisions. Compliance with CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

A copy of the County of Orange CMP Highway System is provided in *Appendix F*. Within the project study area, the CMP Highway System includes two arterials: Jamboree Road north of MacArthur Boulevard, and MacArthur Boulevard south of Jamboree Road. CMP intersections in the vicinity of the project consist of:

- 4. MacArthur Boulevard at Jamboree Road
- 11. I-405 Northbound Ramps at Jamboree Road
- 12. I-405 Southbound Ramps at Jamboree Road

The Orange County CMP states that "a TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips," and that "for developments which will directly access a CMP Highway System link, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.

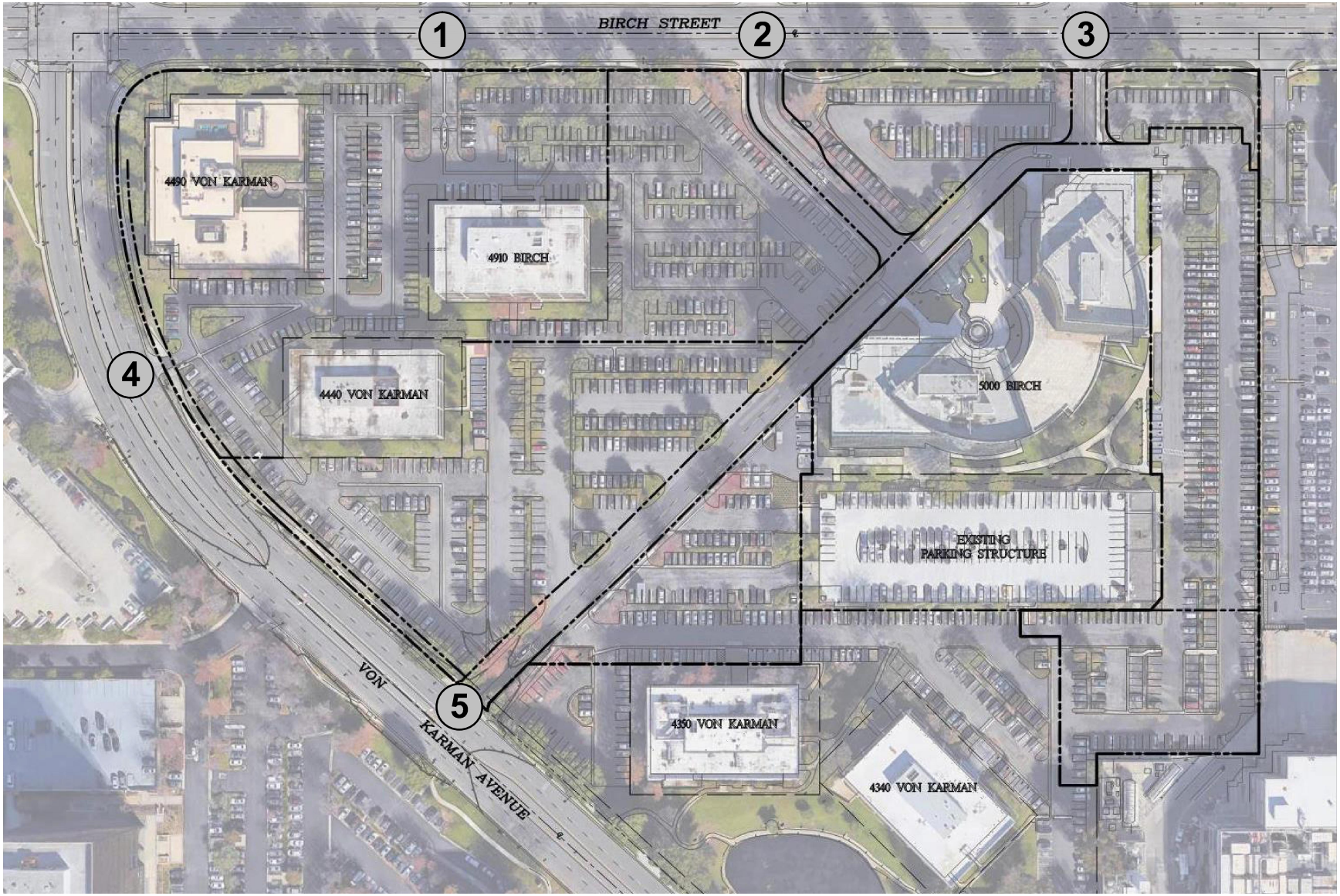
The project is estimated to generate approximately 1,207 daily trips. Base on CMP criteria, a separate CMP analysis is not required of the project.

SITE ACCESS AND SITE CIRCULATION

Vehicular access to Koll Center Newport is currently provided by three driveways on Birch Street, and two driveways on Von Karman Avenue. Cross access throughout the site currently allows drivers to access any parking area within Koll Center Newport from any of the site driveways. All driveways are unsignalized and gated. Drivers access the site either by a key card or by pressing the button and pulling a parking ticket. To exit the site, key card users use their card to raise the gate. Visitors must insert a validated ticket or pay at the gate in order to exit.

For discussion purposes, the driveways have been numbered 1 through 5, as shown on Figure 17. The following provides a brief description of each of the existing driveways.

- *Driveway 1:* The westernmost driveway on Birch Street is located approximately 300 feet east of Von Karman Avenue, and is a full-movement driveway. It is 30 feet wide, and provides one inbound lane and one outbound lane. The entry gate on Driveway 1 is set back approximately 95 feet from Birch Street. This driveway leads directly to a surface parking area at the north end of the Koll Center Newport site.



NOT TO SCALE

FIGURE 17
EXISTING SITE ACCESS

- *Driveway 2:* The middle driveway on Birch Street is located approximately 600 feet east of Von Karman Avenue, and is a full-movement driveway. It is 36 feet wide, and provides one inbound lane and one outbound lane, with a narrow, raised median. The entry gate is set back approximately 165 feet from Birch Street. This driveway intersects with the spine street that runs through the Koll Center Newport site and connects Von Karman Avenue and Birch Street in an east-west orientation.

- *Driveway 3:* The eastern driveway on Birch Street is located approximately 1,100 feet east of Von Karman Avenue and approximately 750 feet west of Jamboree Road, and is a full-movement driveway. It is 36 feet wide, and provides one inbound lane and one outbound lane. This driveway connects in a T-intersection to the spine street approximately 85 feet from Birch Street. Entry gates are located on the main spine street, approximately 50 feet to the west, and approximately 100 feet to the east of the T-intersection.

- *Driveway 4:* The northern driveway on Von Karman Avenue is located approximately 350 feet south of Birch Street, and is an exit-only driveway. It is approximately 15 feet wide, and provides one outbound lane only, from which drivers can make both right and left turns.

- *Driveway 5:* The southern driveway on Von Karman Avenue is located approximately 900 feet south of Birch Street, and is a full-movement driveway. It is 36 feet wide, and provides one inbound and one outbound lane. The entry gate is set back approximately 90 feet from Von Karman Avenue. This driveway is the western end of the spine street that connects Von Karman Avenue and Birch Street in an east-west orientation.

The proposed project access plan is provided on Figure 18. As part of the Koll Center Residences project, the five existing site driveways for Koll Center Newport will remain in their current locations, with a number of changes to the access provisions for the site, as follows:

- The most significant change to the site access circulation is that the main drive aisle that runs from Von Karman Avenue to Birch Street will become an open-access internal spine street through the site. All gates to the Koll Center Newport parking areas and to the new residential buildings will be located off the spine street.

- When Phase 1 is complete, all parking for the Phase 1 residential units will be provided in the Phase 1 parking structure. In addition, 276 spaces in the Phase A parking structure will be designated as office parking for Koll Center Newport.

- Access to the residential parking in the Phase 1 parking structure will be via a gated entrance off Driveway 2, which will be accessible from Driveways 2, 3, and 5.

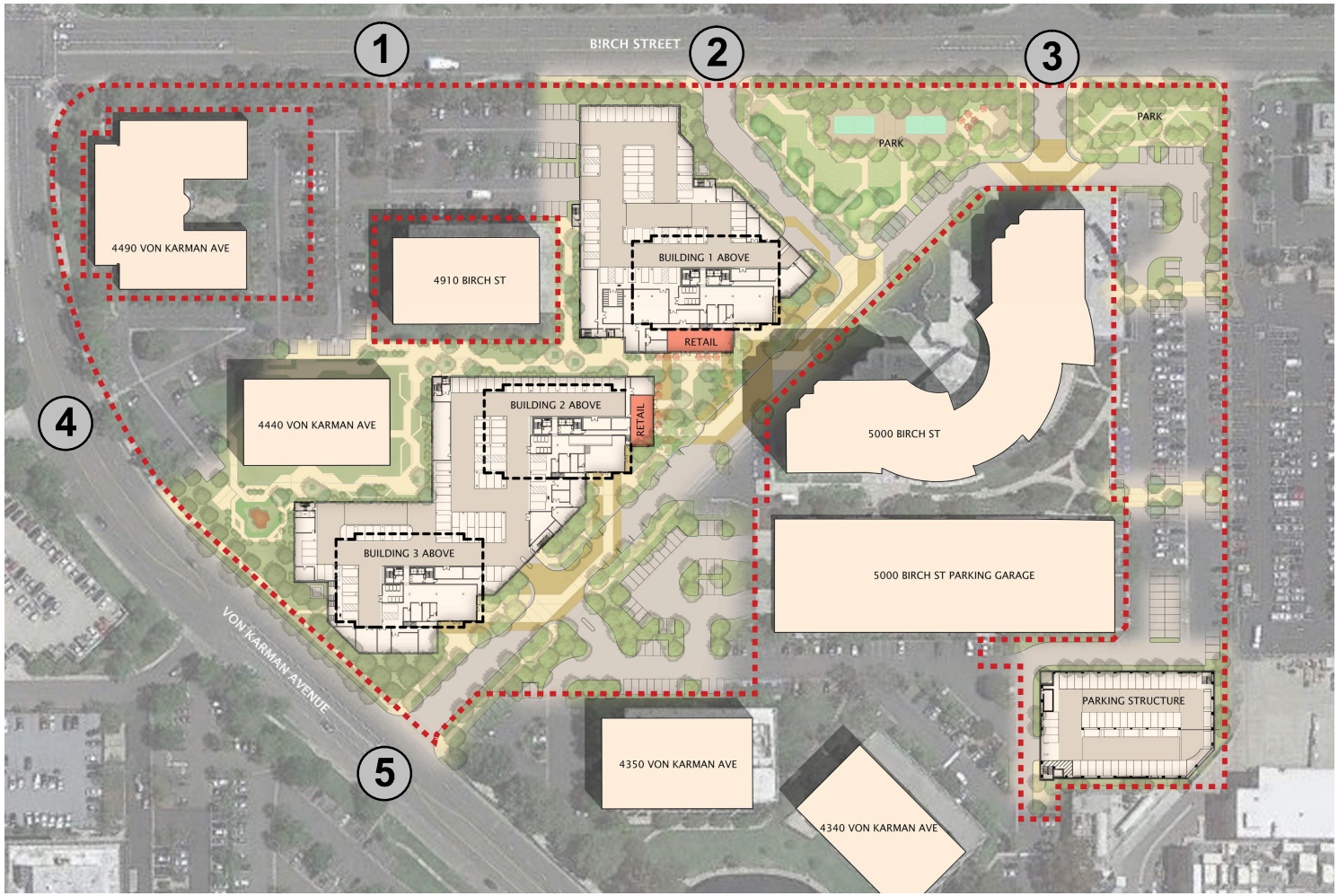


FIGURE 18
PROPOSED SITE ACCESS

NOT TO SCALE

- Access to the residential parking in the Phase 2 parking structure will be via a gated entrance directly off the spine street, which will be accessible from Driveways 2, 3, and 5.

- *Driveway 1:* No changes are proposed for Driveway 1 itself. Access to the office portion of the Phase 1 parking structure will be provided from the surface parking area directly east of Driveway 1. With the construction of the project, drivers entering Driveway 1 will have access only to the surface parking areas immediately accessed by Driveway 1, and the office portion of the Phase 1 parking structure; they will not be able to get to the center drive aisle or to the rest of the Koll Center Newport site from Driveway 1.

- *Driveway 2:* The entry gate on Driveway 2 will be removed. A gated entry to the residential portion of the Phase 1 parking structure will be provided off Driveway 2. Drivers entering Driveway 2 will be able to access all parking areas of Koll Center Newport, except the surface parking areas immediately accessed by Driveway 1, and the office portion of the Phase 1 parking structure. Driveway 2 will be reconfigured to provide one inbound lane and two outbound lanes, with one left-turn and one right-turn lane.

- *Driveway 3:* The Koll Center Newport entry gates on the main drive aisle on either side of Driveway 3 will be removed. A new office parking gate for the parking areas to the east of the driveway will be provided approximately 80 feet to the southeast. Drivers entering Driveway 3 will be able to access all parking areas of Koll Center Newport, except the surface parking areas immediately accessed by Driveway 1, and the office portion of the Phase 1 parking structure.

- *Driveway 4:* Driveway 4 will remain an exit-only driveway, and will be accessible only from the surface parking areas immediately accessed by Driveway 1. Outbound movements will be restricted to right turns only.

- *Driveway 5:* The entry gate on Driveway 5 will be removed. A new office parking gate for the parking areas to the east of the driveway will be provided on the first intersecting drive aisle. Driveway 5 will be reconfigured to provide one inbound lane and two outbound lanes, with one left-turn and one right-turn lane.

CONSTRUCTION TRAFFIC

Construction of the Koll Center Residences project would add construction-related trips to and from the site during each of the construction phases. These trips are associated with construction activities, including construction workers, grading, and construction of structures and site features.

Large construction equipment such as bulldozers, loaders, scrapers, and pavers would be required during various construction phases. Large equipment is generally brought to the site at the start of the construction phase and kept on site until its term of use ends. A staging area would be designated on-site to store construction equipment and supplies during construction.

Throughout construction, the size of the work crew reporting to the site each day would vary depending on the construction phase and the different activities taking place at the time. Parking for workers would be provided on-site during all phases of construction. Construction workers will not be allowed to park on local streets. If needed during the peak construction periods, off-site parking will be provided, and workers will carpool or be shuttled to the worksite.

The Applicant will be required to prepare a construction management plan to identify the timing of construction activities, and the movement of construction vehicles. There will be no dirt hauling activities allowed to and from the site during the peak hours during any of the construction phases.

Construction Phasing

*Phase **A** – Parking Structure*

To construct the Phase A parking structure, it is estimated that approximately 24,139 cubic yards of cut material would be exported from the site. Assuming a capacity of 16 cubic yards per truckload, grading activities will require removal of approximately 1,509 truckloads of cut material. Assuming a 40-day period for excavation and construction, this would equate to an average of 38 truckloads of export cut material, for a total of 38 trucks inbound to and outbound from the site per day.

It is estimated that there will be an average of 15 workers per day at the job site during construction of the site work and parking structure, for an additional 30 construction worker trips per day for the parking structure construction. Heavy vehicle types will include excavator, tractor, loader, water truck, concrete pump truck, crew truck, backhoe, and a 10-wheeler dump truck.

*Phase **1** – Building **1***

To construct the Phase 1 building, it is estimated that approximately 44,000 cubic yards of cut material would be exported from the site. Assuming a capacity of 16 cubic yards per truckload, grading activities will require removal of approximately 2,750 truckloads of cut material. Assuming a 60-day period for excavation and construction, this would equate to an average of 46 truckloads of export cut material, for a total of 46 trucks inbound to and outbound from the site per day.

It is estimated that there will be an average of 40 workers at the job site per day during construction of the site work and Building 1. During construction of the superstructure and the interiors, there will be an average of 80-90 workers on site. This would equate to 80 to 180 construction worker trips per day for construction of the Phase 1 parking structure and superstructure. Heavy vehicle types will include excavator, tractor, loader, water truck, concrete pump truck, crew truck, backhoe, 10-wheeler dump truck, drill rigs, and skid steer loaders.

Phase 2 – Building 2 and Building 3

To construct Building 2 and Building 3, it is estimated that approximately 54,000 cubic yards of cut material would be exported from the site. Assuming a capacity of 16 cubic yards per truckload, grading activities will require removal of approximately 3,375 truckloads of cut material. Assuming a 60-day period for excavation and construction, this would equate to an average of 56 truckloads of export cut material, for a total of 56 trucks inbound to and outbound from the site per day.

It is estimated that there will be an average of 40 workers daily at the job site during construction of the site work and parking structure. During construction of the superstructure and the interiors, there will be an average of 80-90 workers on site. This would equate to 80 to 180 construction worker trips per day for construction of the Phase 2 parking structure and superstructure. Heavy vehicle types will include excavator, tractor, loader, water truck, concrete pump truck, crew truck, backhoe, 10-wheeler dump truck, drill rigs, and skid steer loaders.

Construction Traffic Management

Heavy vehicles associated with construction of the project would use the existing regional and local truck route network to approach the site, getting as close to the destination site as possible before turning off the designated truck route. Impacts from construction traffic would be occasional and temporary delays to traffic, during the movement of heavy equipment or transport of heavy loads to and from the site.

The Applicant will be required to provide a construction management plan, and to identify planned travel patterns for haul vehicles, and obtain a Haul Route permit from the City. Approach and departure routes for construction vehicles will be via Jamboree Road, MacArthur Boulevard, Von Karman Avenue and Birch Street. Depending on the origin/destination (the nearest landfill, or the deposit site identified for cut material), trucks will either arrive and depart via the I-405 Freeway, to the north of the site; or via the SR-73 Freeway, to the south of the site.

SUMMARY OF FINDINGS AND CONCLUSIONS

- The proposed Koll Center Residences site is located at the southeast corner of Birch Street and Von Karman Avenue in the Airport Area of the City of Newport Beach.

- The Koll Center Residences project would consist of 260 luxury condominium units and 3,000 square feet of retail development within the existing surface parking for the Koll Center Newport office development.

- Twenty-nine (29) intersections were analyzed for potential traffic impacts. All signalized intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology. One unsignalized intersection was analyzed using the Highway Capacity Manual (HCM) methodology. In addition, two intersections on State highway facilities were analyzed using the HCM methodology to comply with Caltrans requirements.

- Under Existing Conditions, all study intersections currently operate at acceptable levels of service.

- Under Existing Plus Project Conditions, all study intersections would continue to operate at acceptable levels of service.

- Under TPO Analysis Year 2022 Without Project conditions, the following intersections would operate at an unacceptable Level of Service:
    - 12. Jamboree Road at I-405 SB Ramps (AM: LOS F, PM: LOS F)
    - 13. Jamboree Road at Michelson Drive (PM: LOS F)

- Under TPO Analysis Year 2022 With Project conditions, these two intersections would continue to operate at an unacceptable Level of Service. The addition of project traffic would not cause additional intersections to operate at an unacceptable Level of Service, and the project would not result in a significant impact at any study intersection.

- Under CEQA Analysis Year 2022 Without Project conditions, the following intersections would operate at an unacceptable Level of Service:
    - 12. Jamboree Road at I-405 SB Ramps (AM: LOS F, PM: LOS F)
    - 13. Jamboree Road at Michelson Drive (PM: LOS F)

- Under CEQA Analysis Year 2022 With Project conditions, these two intersections would continue to operate at an unacceptable Level of Service. The addition of project traffic would not cause additional intersections to operate at an unacceptable Level of Service, and the project would not result in a significant impact at any study intersection.

- A separate analysis of 46 roadway segments within the City of Irvine was conducted per City of Irvine guidelines. Several roadway segments operate deficiently under existing and future conditions on a daily basis. In accordance with City of Irvine policy, a Peak Hour Link Analysis (PHLA) was conducted for these roadway segments. Each roadway segment was found to operate at an acceptable Level of Service from a peak hour perspective.

- A separate analysis of intersections on State Highways was conducted in accordance with Caltrans requirements. Intersection analysis was conducted using the Highway Capacity Manual (HCM) methodology, in accordance with the *Caltrans Guide for the Preparation of Traffic Impact Studies*.

- Based on the HCM intersection methodology, the addition of project-related traffic to State Highway intersections would not cause any intersection to operate at LOS D or worse, and would not cause the Level of Service to worsen at any intersection already operating at LOS D or worse.

- The project is estimated to generate approximately 1,207 daily trips. The addition of project traffic will not cause a significant impact at the CMP intersections.

- As part of the Koll Center Residences project, the five existing site driveways for Koll Center Newport will remain in their current locations, with a number of changes to the access provisions for the site.

- The main drive aisle that runs from Von Karman Avenue to Birch Street will become an open-access spine street through the site. All gates to the Koll Center Newport parking areas and to the new residential buildings will be located off the main drive aisle.

- Access to the residential parking in the Phase 1 parking structure will be via a gated entrance off Driveway 2, which will be accessible from Driveways 2, 3, and 5. Access to the residential parking in the Phase 2 parking structure will be via a gated entrance directly off the main drive aisle, which will be accessible from Driveways 2, 3, and 5.

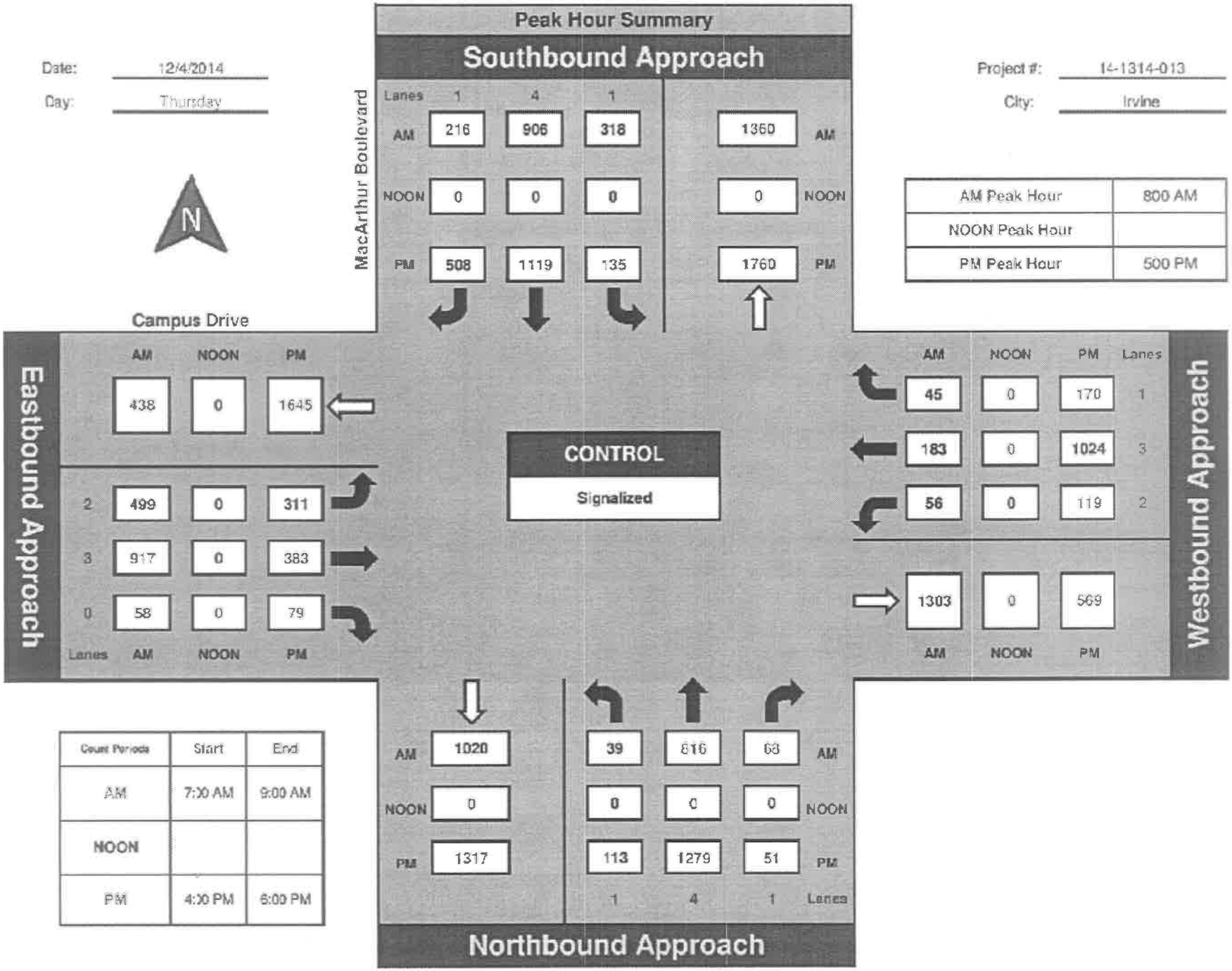
- Impacts from construction traffic would be occasional and temporary delays to traffic, during the movement of heavy equipment or transport of heavy loads to and from the site.

- The project will be required to submit a construction management plan, which will include the proposed haul route plan for construction traffic, for approval by the City. The construction crew will be required to comply with construction management requirements, such as complying with peak hour restrictions, using flag men for short-term obstructions, and a formal traffic control plan for extended lane and street closures. There will be no dirt hauling activities allowed to and from the site during the peak hours.

APPENDIX A

TRAFFIC DATA COLLECTION WORKSHEETS

MacArthur Boulevard and Campus Drive , Irvine



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: MACARTHUR BOULEVARD
E-W Direction: BIRCH STREET

File Name : h1503023
Site Code : 00000000
Start Date : 3/10/2015

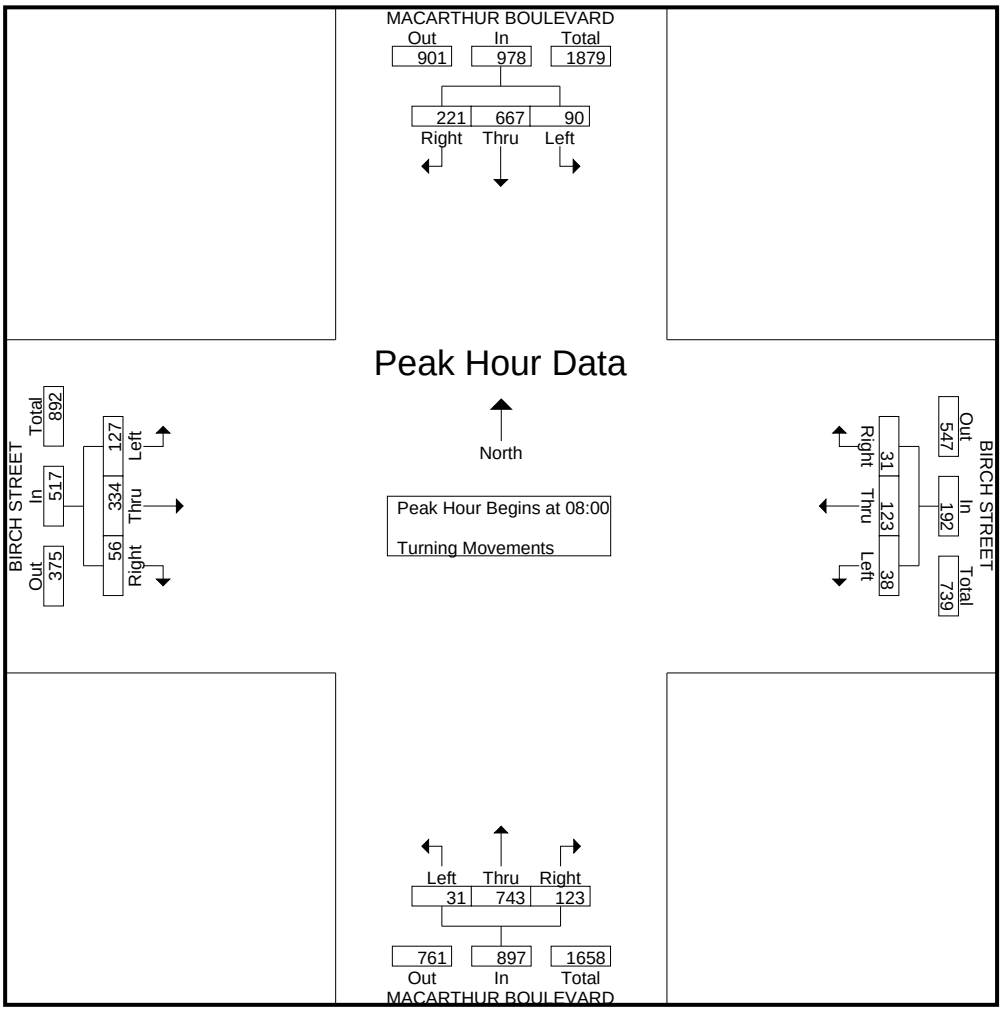
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound			BIRCH STREET Westbound			MACARTHUR BOULEVARD Northbound			BIRCH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	29	100	13	9	12	1	15	105	0	10	20	14	328
07:15	38	112	11	9	12	4	11	112	2	7	37	15	370
07:30	48	127	14	7	16	4	14	145	1	8	42	19	445
07:45	38	145	17	7	27	2	32	174	4	10	89	29	574
Total	153	484	55	32	67	11	72	536	7	35	188	77	1717
08:00	49	165	21	9	23	7	34	186	9	13	88	25	629
08:15	64	144	27	7	33	8	32	180	6	10	82	38	631
08:30	51	197	16	9	31	13	35	225	5	16	98	22	718
08:45	57	161	26	6	36	10	22	152	11	17	66	42	606
Total	221	667	90	31	123	38	123	743	31	56	334	127	2584
16:30	39	181	13	33	99	15	8	148	14	11	42	57	660
16:45	49	158	12	32	93	28	4	152	17	11	54	55	665
Total	88	339	25	65	192	43	12	300	31	22	96	112	1325
17:00	52	229	16	31	120	12	7	214	37	13	77	101	909
17:15	48	225	8	25	137	27	12	162	21	17	49	80	811
17:30	54	209	15	40	98	15	7	182	30	10	36	73	769
17:45	55	219	12	39	128	21	4	128	34	9	36	61	746
Total	209	882	51	135	483	75	30	686	122	49	198	315	3235
18:00	31	141	6	45	86	26	7	144	22	8	28	72	616
18:15	28	140	2	30	53	14	6	108	17	10	46	51	505
Grand Total	730	2653	229	338	1004	207	250	2517	230	180	890	754	9982
Apprch %	20.2	73.4	6.3	21.8	64.8	13.4	8.3	84	7.7	9.9	48.8	41.3	
Total %	7.3	26.6	2.3	3.4	10.1	2.1	2.5	25.2	2.3	1.8	8.9	7.6	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503023
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

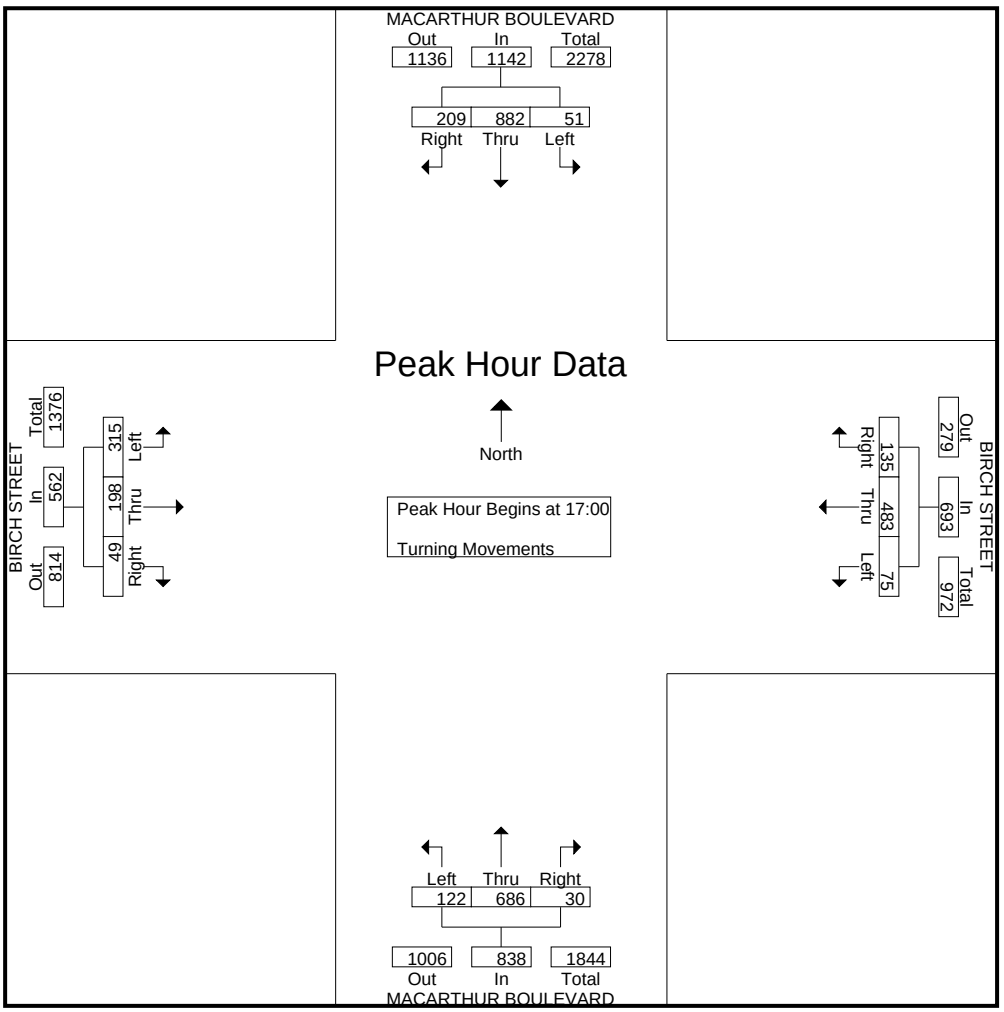
	MACARTHUR BOULEVARD Southbound				BIRCH STREET Westbound				MACARTHUR BOULEVARD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	49	165	21	235	**9**	23	7	39	34	186	9	229	13	88	25	126	629
08:15	**64**	144	**27**	235	7	33	8	48	32	180	6	218	10	82	38	130	631
08:30	51	**197**	16	**264**	9	31	**13**	**53**	**35**	**225**	5	**265**	16	**98**	22	**136**	**718**
08:45	57	161	26	244	6	**36**	10	52	22	152	**11**	185	**17**	66	**42**	125	606
Total Volume	221	667	90	978	31	123	38	192	123	743	31	897	56	334	127	517	2584
% App. Total	22.6	68.2	9.2		16.1	64.1	19.8		13.7	82.8	3.5		10.8	64.6	24.6		
PHF	.863	.846	.833	.926	.861	.854	.731	.906	.879	.826	.705	.846	.824	.852	.756	.950	.900



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503023
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	MACARTHUR BOULEVARD Southbound				BIRCH STREET Westbound				MACARTHUR BOULEVARD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	52	**229**	**16**	**297**	31	120	12	163	7	**214**	**37**	**258**	13	**77**	**101**	**191**	**909**
17:15	48	225	8	281	25	**137**	**27**	**189**	**12**	162	21	195	**17**	49	80	146	811
17:30	54	209	15	278	**40**	98	15	153	7	182	30	219	10	36	73	119	769
17:45	**55**	219	12	286	39	128	21	188	4	128	34	166	9	36	61	106	746
Total Volume	209	882	51	1142	135	483	75	693	30	686	122	838	49	198	315	562	3235
% App. Total	18.3	77.2	4.5		19.5	69.7	10.8		3.6	81.9	14.6		8.7	35.2	56		
PHF	.950	.963	.797	.961	.844	.881	.694	.917	.625	.801	.824	.812	.721	.643	.780	.736	.890



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: MACARTHUR BOULEVARD
E-W Direction: VON KARMAN AVENUE

File Name : H1503022
Site Code : 00000000
Start Date : 3/10/2015

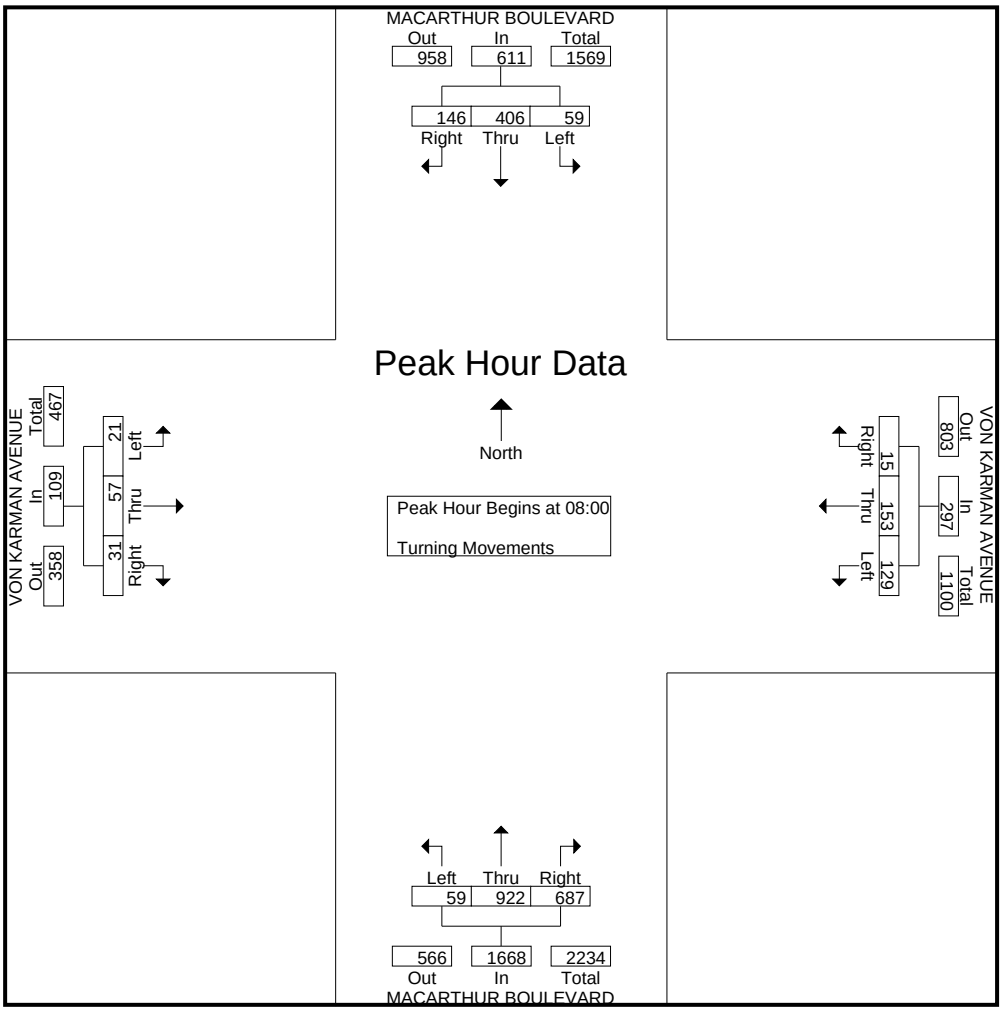
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound			VON KARMAN AVENUE Westbound			MACARTHUR BOULEVARD Northbound			VON KARMAN AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	18	58	4	3	19	7	35	111	8	2	6	3	274
07:15	26	65	2	3	12	13	81	148	4	3	9	3	369
07:30	23	80	10	1	21	26	107	161	5	3	10	5	452
07:45	28	88	7	2	22	24	150	212	3	5	13	5	559
Total	95	291	23	9	74	70	373	632	20	13	38	16	1654
08:00	34	111	15	3	28	21	144	227	10	3	12	5	613
08:15	34	95	15	3	31	41	177	222	10	9	13	5	655
08:30	44	108	13	6	44	35	209	261	18	10	16	6	770
08:45	34	92	16	3	50	32	157	212	21	9	16	5	647
Total	146	406	59	15	153	129	687	922	59	31	57	21	2685
16:30	11	155	8	17	36	100	24	126	8	61	42	25	613
16:45	16	198	10	19	23	115	26	148	6	63	43	21	688
Total	27	353	18	36	59	215	50	274	14	124	85	46	1301
17:00	10	201	11	30	31	153	43	143	7	69	50	19	767
17:15	12	281	13	21	36	160	36	180	8	38	44	18	847
17:30	9	212	9	22	30	188	35	154	5	37	47	20	768
17:45	7	227	10	17	23	122	37	168	13	26	20	13	683
Total	38	921	43	90	120	623	151	645	33	170	161	70	3065
18:00	7	148	9	12	14	127	32	124	1	30	40	21	565
18:15	5	166	5	9	13	85	42	126	4	19	22	6	502
Grand Total	318	2285	157	171	433	1249	1335	2723	131	387	403	180	9772
Apprch %	11.5	82.8	5.7	9.2	23.4	67.4	31.9	65	3.1	39.9	41.5	18.6	
Total %	3.3	23.4	1.6	1.7	4.4	12.8	13.7	27.9	1.3	4	4.1	1.8	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503022
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

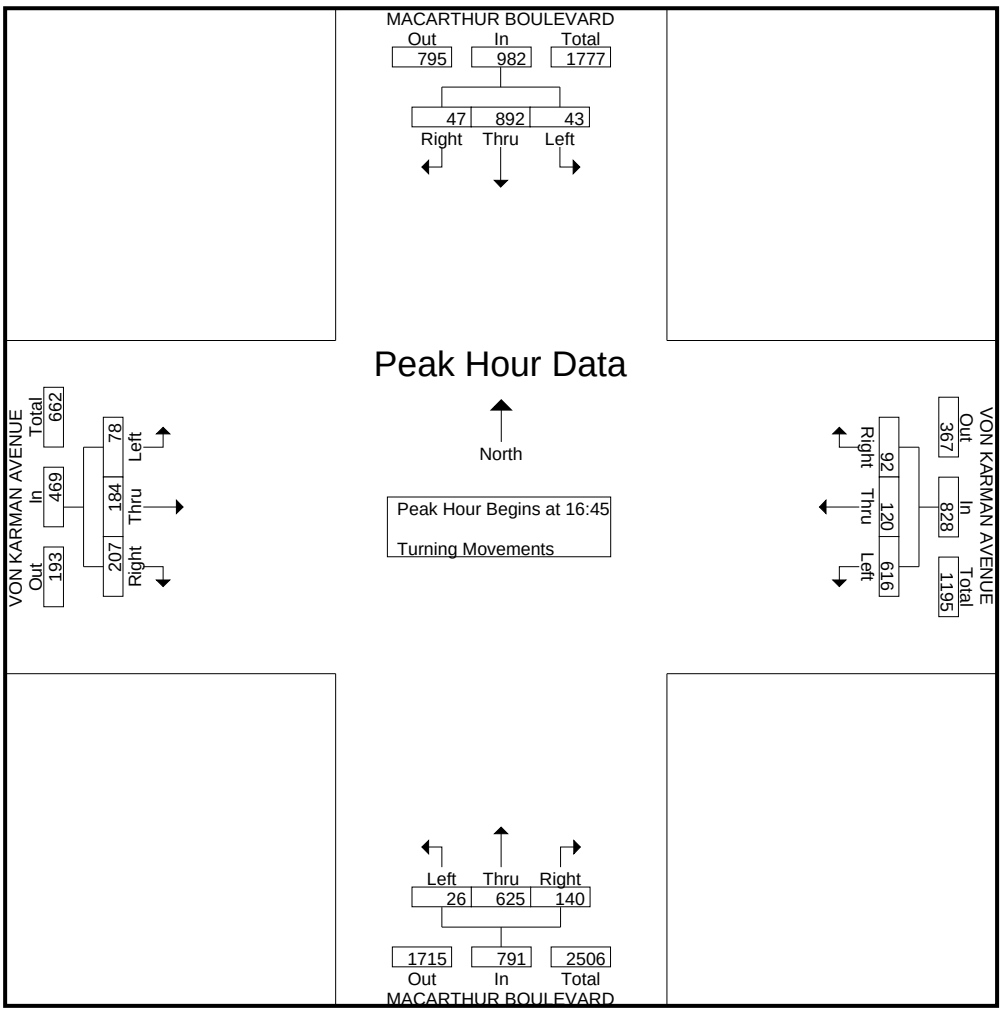
	MACARTHUR BOULEVARD Southbound				VON KARMAN AVENUE Westbound				MACARTHUR BOULEVARD Northbound				VON KARMAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	34	**111**	15	160	3	28	21	52	144	227	10	381	3	12	5	20	613
08:15	34	95	15	144	3	31	**41**	75	177	222	10	409	9	13	5	27	655
08:30	**44**	108	13	**165**	**6**	44	35	**85**	**209**	**261**	18	**488**	**10**	**16**	**6**	**32**	**770**
08:45	34	92	**16**	142	3	**50**	32	85	157	212	**21**	390	9	16	5	30	647
Total Volume	146	406	59	611	15	153	129	297	687	922	59	1668	31	57	21	109	2685
% App. Total	23.9	66.4	9.7		5.1	51.5	43.4		41.2	55.3	3.5		28.4	52.3	19.3		
PHF	.830	.914	.922	.926	.625	.765	.787	.874	.822	.883	.702	.855	.775	.891	.875	.852	.872



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503022
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	MACARTHUR BOULEVARD Southbound				VON KARMAN AVENUE Westbound				MACARTHUR BOULEVARD Northbound				VON KARMAN AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	**16**	198	10	224	19	23	115	157	26	148	6	180	63	43	**21**	127	688
17:00	10	201	11	222	**30**	31	153	214	**43**	143	7	193	**69**	**50**	19	**138**	767
17:15	12	**281**	**13**	**306**	21	**36**	160	217	36	**180**	**8**	**224**	38	44	18	100	**847**
17:30	9	212	9	230	22	30	**188**	**240**	35	154	5	194	37	47	20	104	768
Total Volume	47	892	43	982	92	120	616	828	140	625	26	791	207	184	78	469	3070
% App. Total	4.8	90.8	4.4		11.1	14.5	74.4		17.7	79	3.3		44.1	39.2	16.6		
PHF	.734	.794	.827	.802	.767	.833	.819	.863	.814	.868	.813	.883	.750	.920	.929	.850	.906



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

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

File Name : h1503019
Site Code : 00000000
Start Date : 3/25/2015

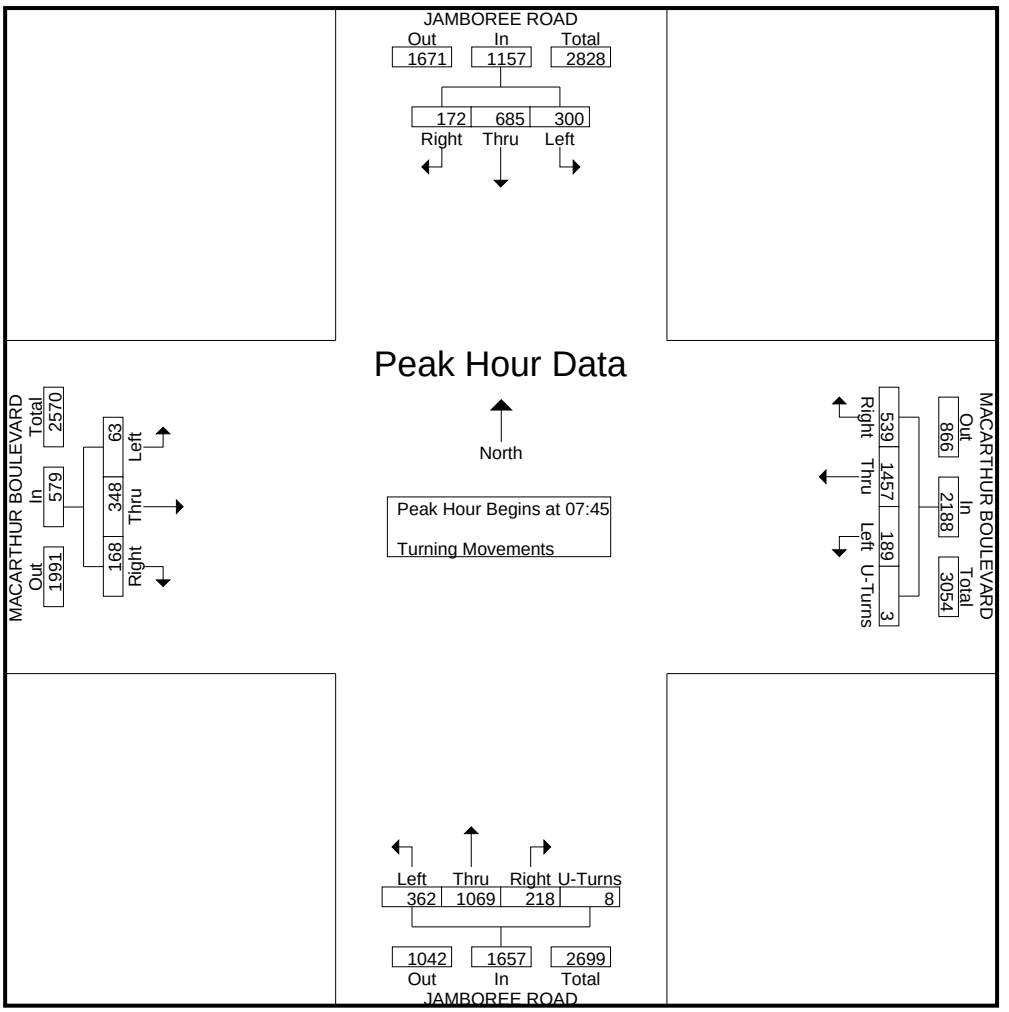
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			MACARTHUR BOULEVARD Westbound				JAMBOREE ROAD Northbound				MACARTHUR BOULEVARD Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	Int. Total
07:00	24	133	48	48	145	11	1	23	168	32	0	18	40	3	694
07:15	26	142	55	68	194	18	1	25	199	45	3	25	65	15	881
07:30	27	138	75	95	278	27	2	45	292	80	1	34	66	14	1174
07:45	41	177	75	112	406	37	1	45	284	84	4	36	79	15	1396
Total	118	590	253	323	1023	93	5	138	943	241	8	113	250	47	4145
08:00	32	201	65	126	359	55	1	56	250	94	2	34	89	13	1377
08:15	49	165	82	144	336	46	0	56	299	113	1	49	87	18	1445
08:30	50	142	78	157	356	51	1	61	236	71	1	49	93	17	1363
08:45	37	162	74	136	350	38	3	58	217	96	6	54	90	17	1338
Total	168	670	299	563	1401	190	5	231	1002	374	10	186	359	65	5523
16:30	32	219	135	85	105	38	5	11	202	49	3	80	212	27	1203
16:45	30	227	141	97	158	65	8	21	174	52	7	90	256	44	1370
Total	62	446	276	182	263	103	13	32	376	101	10	170	468	71	2573
17:00	55	268	143	101	165	72	12	19	250	48	7	110	309	55	1614
17:15	63	250	197	117	151	47	13	15	269	42	16	128	386	34	1728
17:30	37	273	131	81	167	69	10	14	205	57	7	118	384	32	1585
17:45	46	284	150	94	123	47	12	14	230	70	4	105	261	30	1470
Total	201	1075	621	393	606	235	47	62	954	217	34	461	1340	151	6397
18:00	20	227	166	97	147	53	11	15	189	50	4	94	314	33	1420
18:15	25	215	81	100	105	57	11	5	211	61	4	96	232	27	1230
Grand Total	594	3223	1696	1658	3545	731	92	483	3675	1044	70	1120	2963	394	21288
Apprch %	10.8	58.5	30.8	27.5	58.8	12.1	1.5	9.2	69.7	19.8	1.3	25	66.2	8.8	
Total %	2.8	15.1	8	7.8	16.7	3.4	0.4	2.3	17.3	4.9	0.3	5.3	13.9	1.9	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503019
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

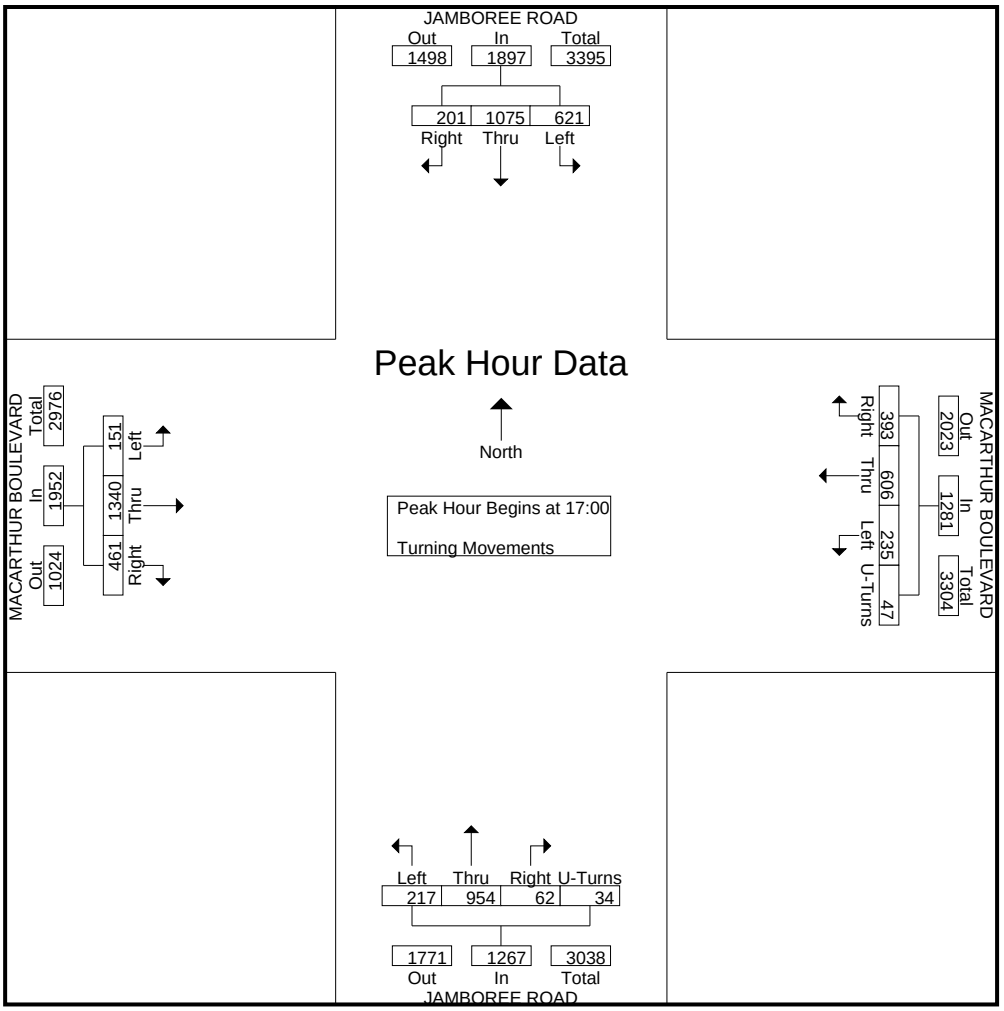
	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound					JAMBOREE ROAD Northbound					MACARTHUR BOULEVARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45																			
07:45	41	177	75	293	112	406	37	1	556	45	284	84	4						
08:00	32	201	65	298	126	359	55	1	541	56	250	94	2	402	34	89	13	136	1377
08:15	49	165	82	296	144	336	46	0	526	56	299	113	1	469	49	87	18	154	1445
08:30	50				157				565	61						93		159	1363
Total Volume	172	685	300	1157	539	1457	189	3	2188	218	1069	362	8	1657	168	348	63	579	5581
% App. Total	14.9	59.2	25.9		24.6	66.6	8.6	0.1		13.2	64.5	21.8	0.5		29	60.1	10.9		
PHF	.860	.852	.915	.971	.858	.897	.859	.750	.968	.893	.894	.801	.500	.883	.857	.935	.875	.910	.966



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503019
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound					JAMBOREE ROAD Northbound					MACARTHUR BOULEVARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	55	268	143	466	101	165	**72**	12	**350**	**19**	250	48	7	324	110	309	**55**	474	1614
17:15	**63**	250	**197**	**510**	**117**	151	47	**13**			**269**	42	**16**	**342**	**128**	**386**	34	**548**	**1728**
17:30	**37**	**273**	**131**	**441**	**81**	**167**	**69**	**10**	**327**	**14**	**205**	**57**	**7**	**283**	**118**	**384**	**32**	**534**	**1585**
17:45	**46**	**284**	150	480	94	123	47	12	276	14	230	**70**	4	318	105	261	30	396	1470
Total Volume	201	1075	621	1897	393	606	235	47	1281	62	954	217	34	1267	461	1340	151	1952	6397
% App. Total	10.6	56.7	32.7		30.7	47.3	18.3	3.7		4.9	75.3	17.1	2.7		23.6	68.6	7.7		
PHF	.798	.946	.788	.930	.840	.907	.816	.904	.915	.816	.887	.775	.531	.926	.900	.868	.686	.891	.925



ITM Peak Hour Summary

Prepared by:

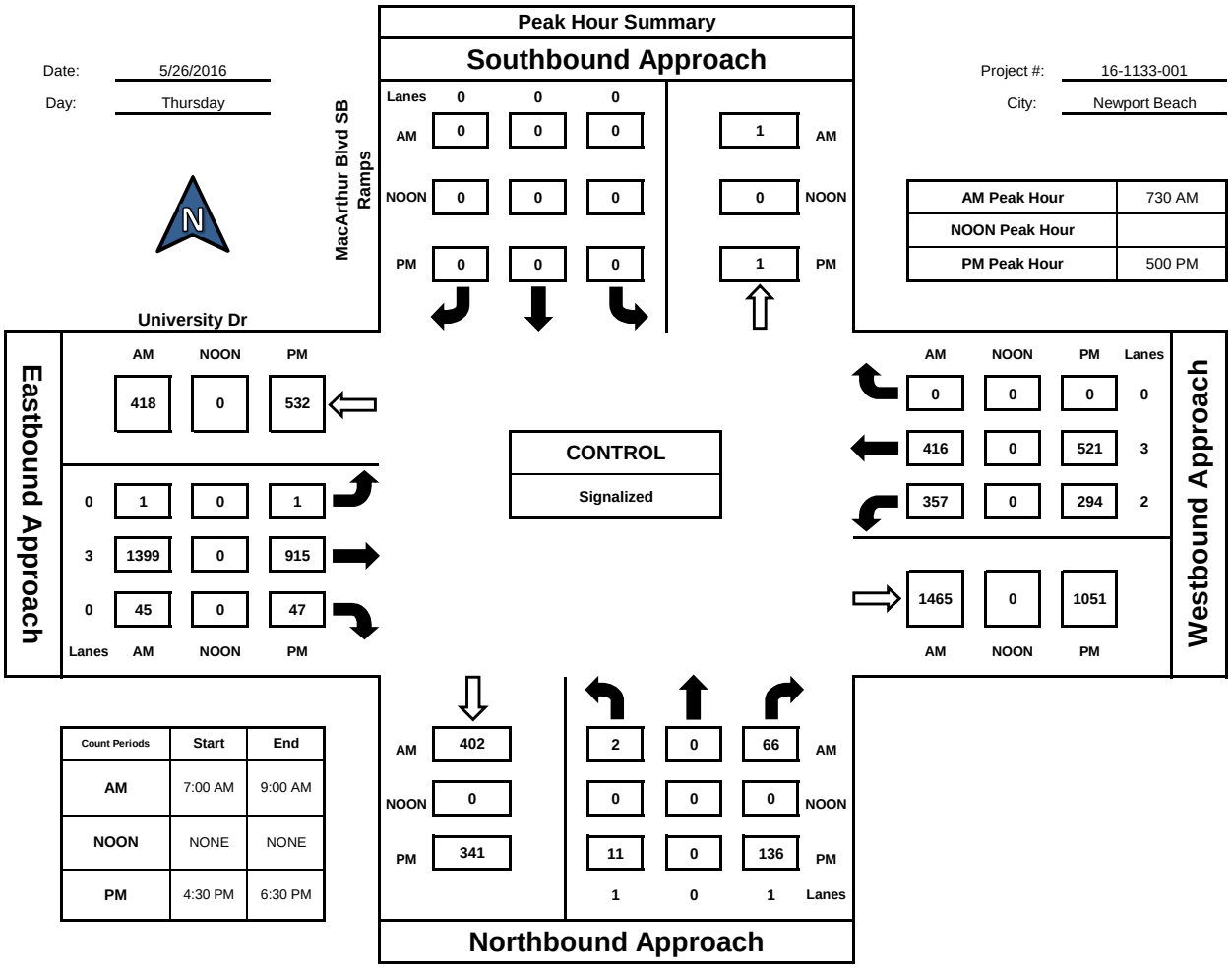
National Data & Surveying Services

MacArthur Blvd SB Ramps and University Dr , Newport Beach

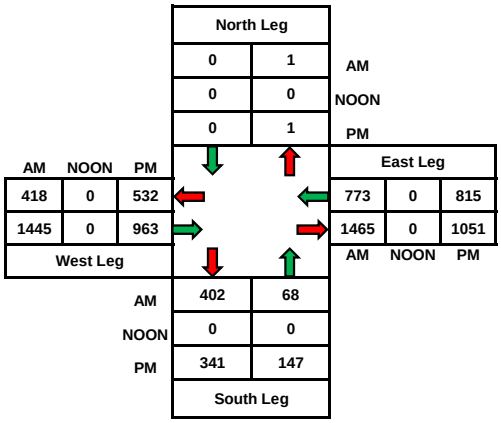
Date: 5/26/2016
Day: Thursday
Project #: 16-1133-001
City: Newport Beach

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

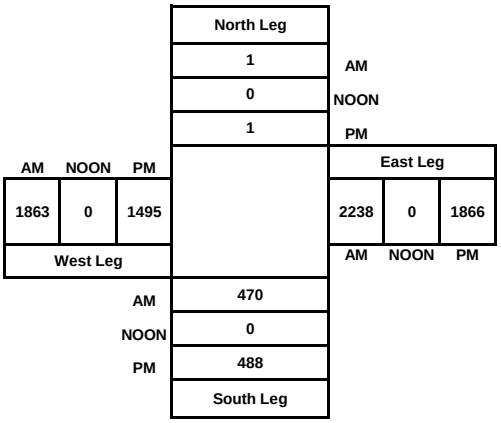
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:30 PM	6:30 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Von Karman Ave and Michelson Dr , Irvine

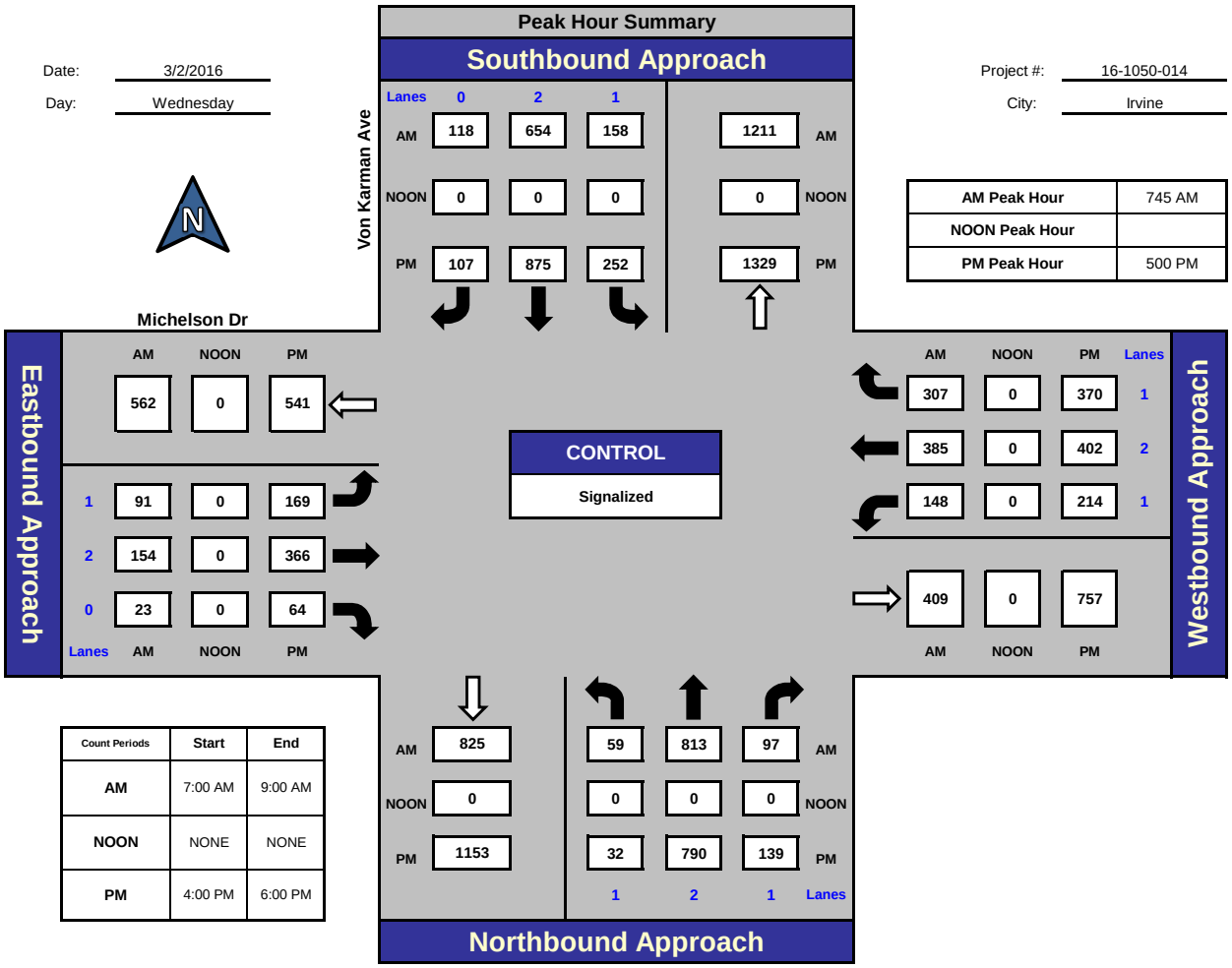
Date: 3/2/2016

Day: Wednesday

Project #: 16-1050-014

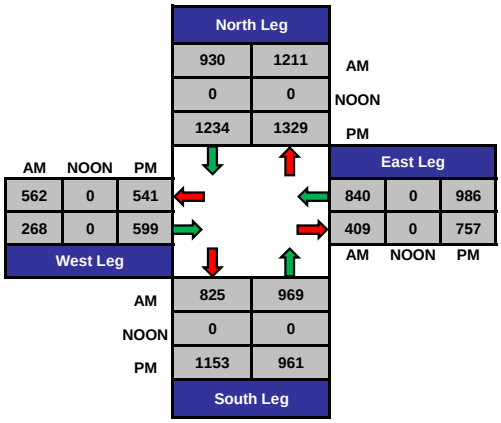
City: Irvine

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

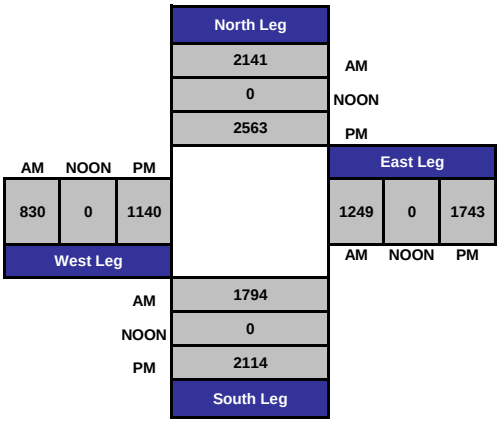


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



National Data & Surveying Services

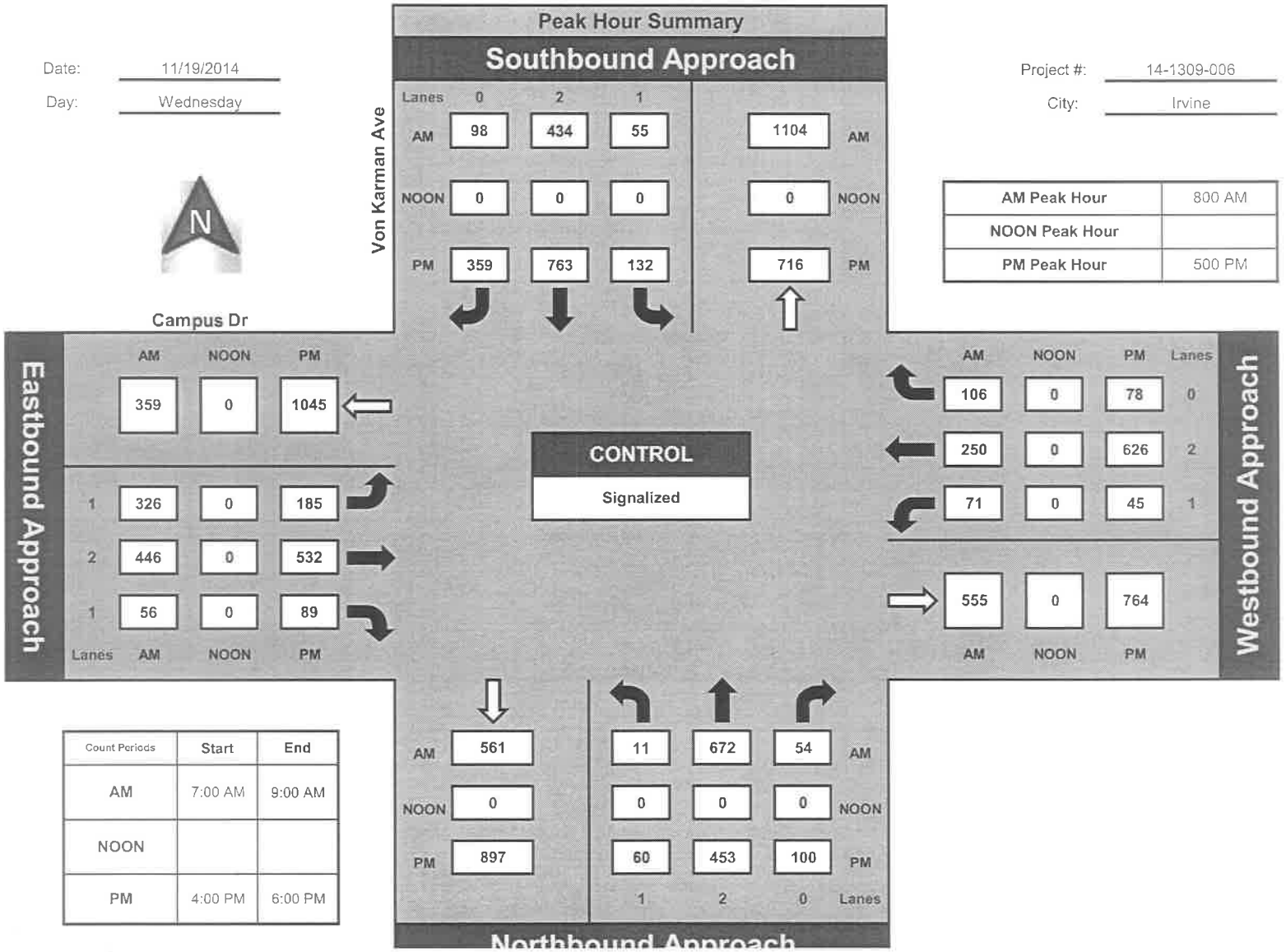
Von Karman Ave and Campus Dr , Irvine

Date: 11/19/2014

Day: Wednesday

Project #: 14-1309-006

City: Irvine



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Von Karman Ave and Birch St , Newport Beach

Date: 5/26/2016
Day: Thursday
Project #: 16-1133-002
City: Newport Beach

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Von Karman Ave

Lanes	0.5	1.5	1		
AM	129	326	43	729	AM
NOON	0	0	0	0	NOON
PM	174	577	23	633	PM

Birch St

Eastbound Approach

	AM	NOON	PM	
	325	0	507	
1	123	0	111	
1.5	196	0	190	
0.5	51	0	33	
Lanes	AM	NOON	PM	

CONTROL

Signalized

Westbound Approach

AM	NOON	PM	Lanes
25	0	53	0.5
176	0	276	1.5
44	0	14	1
272	0	284	
AM	NOON	PM	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:30 PM	6:30 PM

Northbound Approach

AM	421	20	581	33	AM
NOON	0	0	0	0	NOON
PM	624	57	469	71	PM
		1	1.5	0.5	Lanes

Total Ins & Outs

North Leg	
498	729
0	0
774	633

AM / NOON / PM

West Leg		
325	0	507
370	0	334

East Leg		
245	0	343
272	0	284

AM / NOON / PM

South Leg	
421	634
0	0
624	597

AM / NOON / PM

Total Volume Per Leg

North Leg	
AM	1227
NOON	0
PM	1407

West Leg		
695	0	841

AM / NOON / PM

East Leg		
517	0	627

AM / NOON / PM

South Leg	
AM	1055
NOON	0
PM	1221

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Teller Ave and Campus Dr , Orange

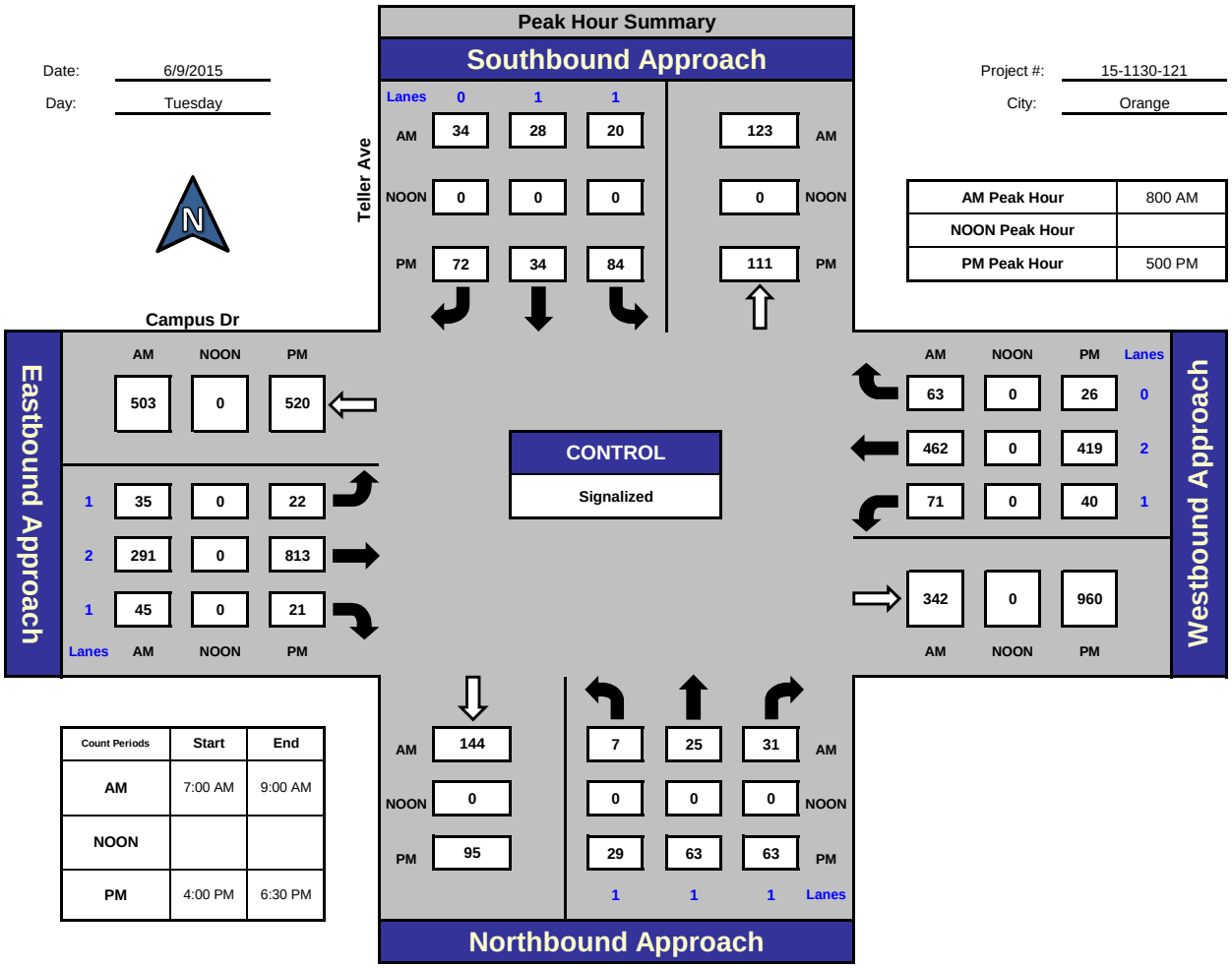
Date: 6/9/2015

Day: Tuesday

Project #: 15-1130-121

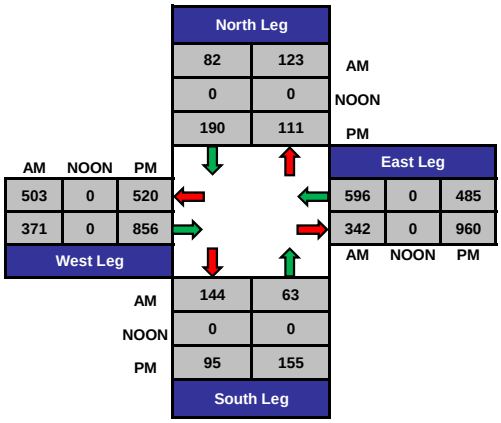
City: Orange

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

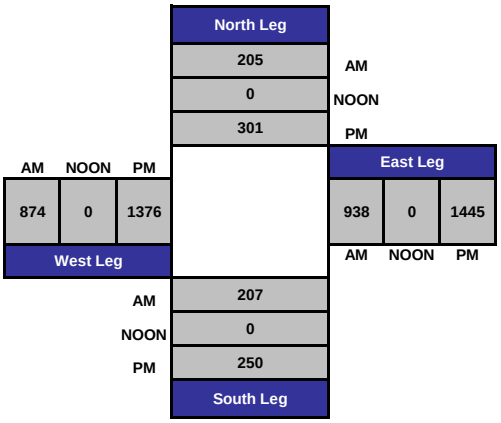


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:30 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Teller Ave and Birch St , Newport Beach

Date: 5/26/2016
Day: Thursday
Project #: 16-1133-003
City: Newport Beach

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Teller Ave

Lanes	0	2	0		
AM	17	3	19	66	AM
NOON	0	0	0	0	NOON
PM	43	1	41	94	PM

Eastbound Approach

Birch St

	AM	NOON	PM
	334	0	289
1	39	0	52
2	113	0	312
0	25	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	27	0	21	0
	315	0	223	2
	71	0	3	0
	136	0	402	
	AM	NOON	PM	

CONTROL

2-Way Stop (NB/SB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:30 PM	6:30 PM

Northbound Approach

AM	99	2	0	4	AM
NOON	0	0	0	0	NOON
PM	4	23	21	49	PM
		0	1	0	Lanes

Total Ins & Outs

North Leg	
39	66
0	0
85	94

AM / NOON / PM

West Leg			East Leg		
334	0	289	413	0	247
177	0	364	136	0	402
AM	NOON	PM	AM	NOON	PM

South Leg	
99	6
0	0
4	93

AM / NOON / PM

Total Volume Per Leg

North Leg	
105	AM
0	NOON
179	PM

West Leg			East Leg		
511	0	653	549	0	649
AM	NOON	PM	AM	NOON	PM

South Leg	
105	AM
0	NOON
97	PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Jamboree Rd and I-405 WB Ramps , Irvine

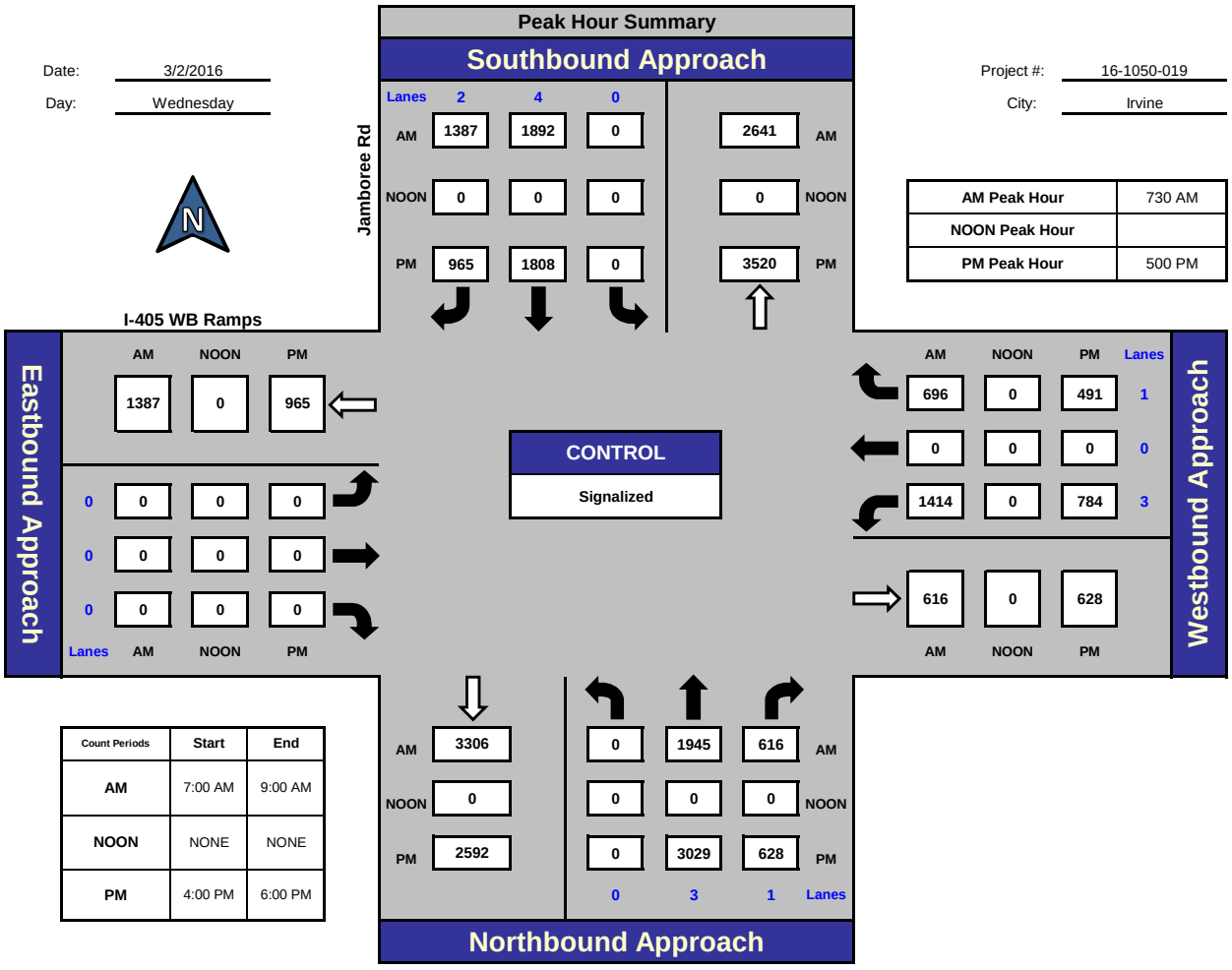
Date: 3/2/2016

Day: Wednesday

Project #: 16-1050-019

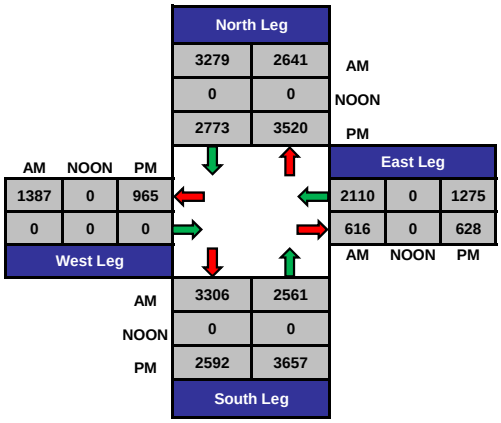
City: Irvine

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

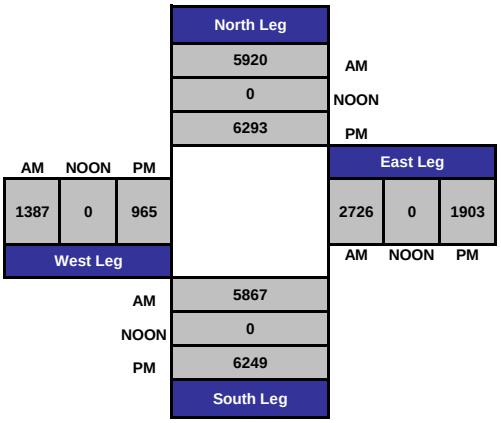


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

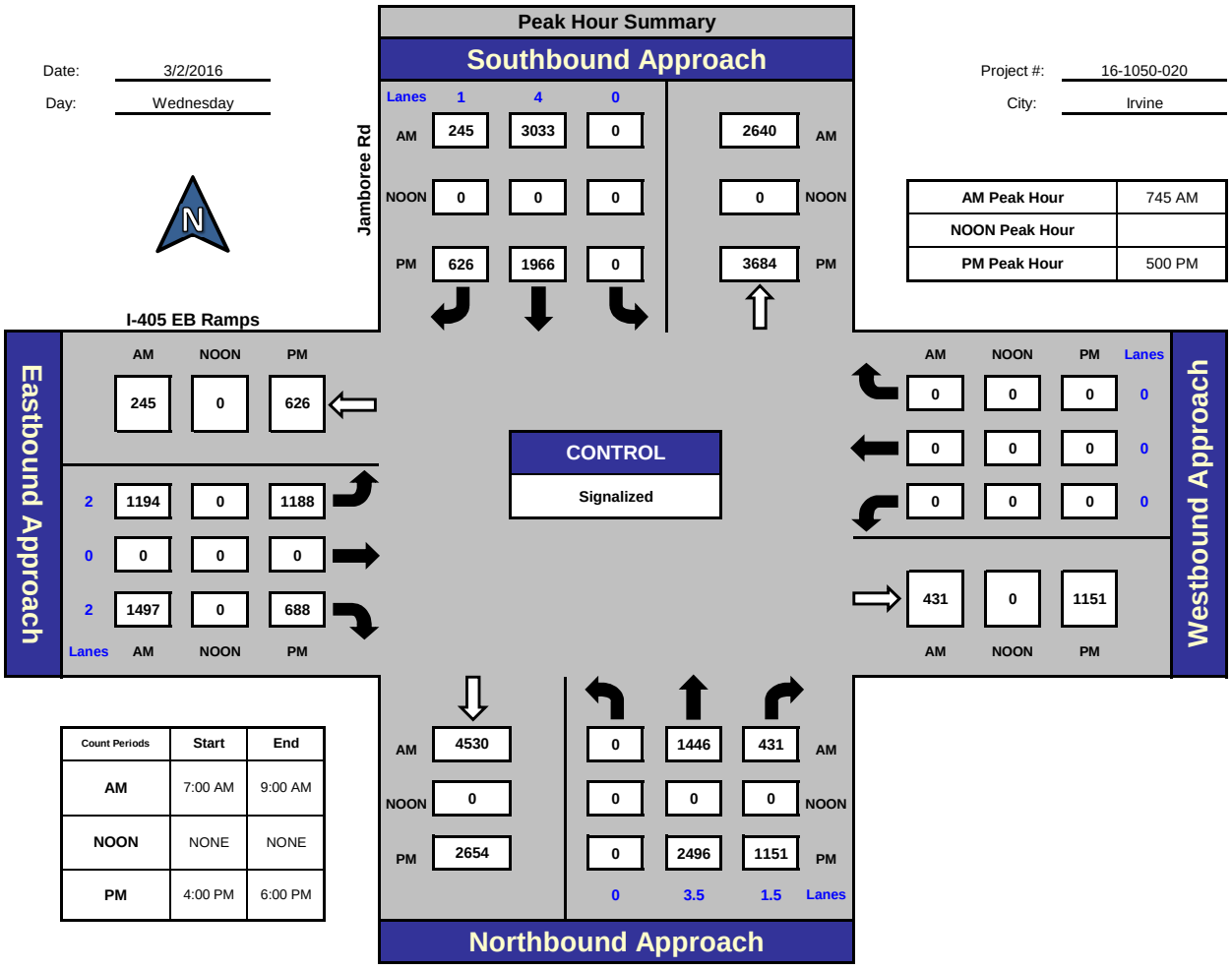
Jamboree Rd and I-405 EB Ramps , Irvine

Date: 3/2/2016

Day: Wednesday

Project #: 16-1050-020

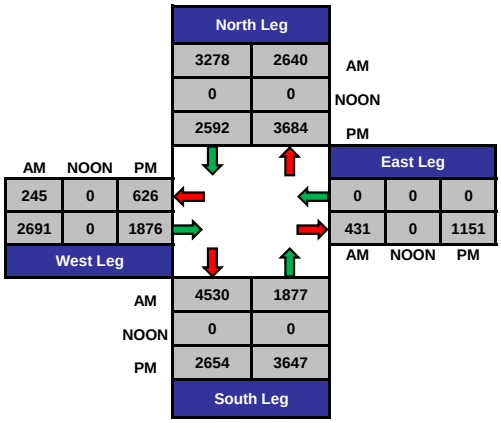
City: Irvine



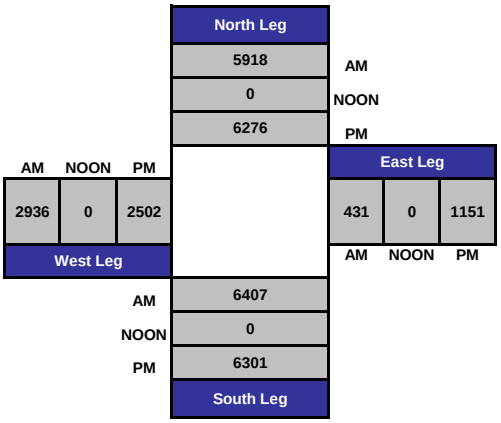
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Jamboree Rd and Michelson Dr , Irvine

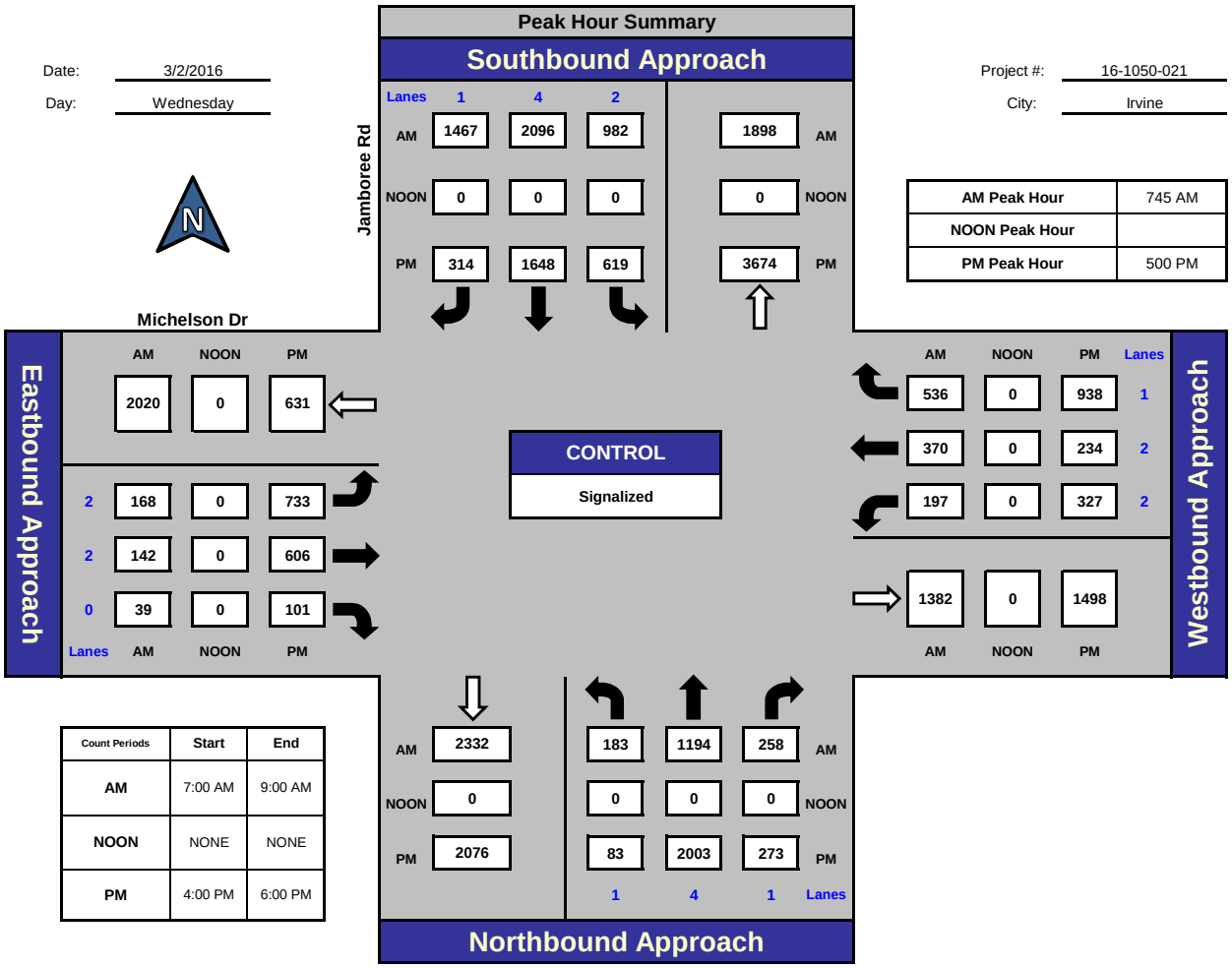
Date: 3/2/2016

Day: Wednesday

Project #: 16-1050-021

City: Irvine

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	4545	1898	AM
	0	0	NOON
	2581	3674	PM

West Leg			East Leg		
AM	NOON	PM			
2020	0	631	1103	0	1499
349	0	1440	1382	0	1498
			AM	NOON	PM

	South Leg	
AM	2332	1635
NOON	0	0
PM	2076	2359

Total Volume Per Leg

	North Leg	
	6443	AM
	0	NOON
	6255	PM

West Leg			East Leg		
AM	NOON	PM			
2369	0	2071	2485	0	2997
			AM	NOON	PM

	South Leg
AM	3967
NOON	0
PM	4435

Jamboree Rd and Dupont Dr , Irvine

Date: 11/19/2014
Day: Wednesday

Project #: 14-1309-
City: Irvine

Peak Hour Summary

AM Peak Hour	74
NOON Peak Hour	
PM Peak Hour	44

Southbound Approach

Jamboree Rd

Lanes	0	3	1		
AM	281	1995	38	1498	AM
NOON	0	0	0	0	NOON
PM	90	1725	133	2370	PM

Eastbound Approach

Dupont Dr

	AM	NOON	PM
	417	0	158
1	40	0	206
2	12	0	83
0	31	0	168
Lanes	AM	NOON	PM

Westbound Approach

Lanes	AM	NOON	PM
0	127	0	56
2	34	0	16
1	17	0	8
	56	0	243
	AM	NOON	PM

CONTROL

Signalized

Northbound Approach

AM	2043	102	1331	6	AM
NOON	0	0	0	0	NOON
PM	1901	52	2108	27	PM
		1	4	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

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

File Name : H1503021
Site Code : 00000000
Start Date : 3/10/2015

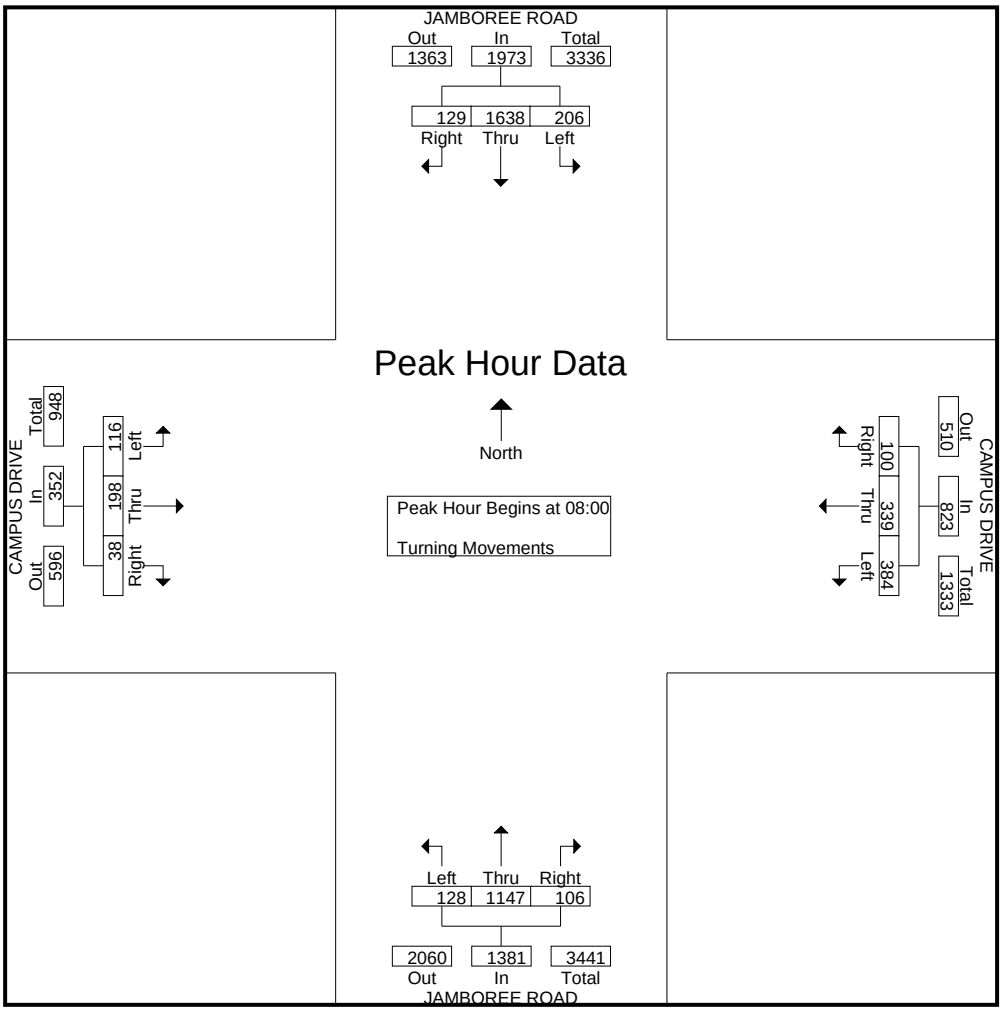
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			CAMPUS DRIVE Westbound			JAMBOREE ROAD Northbound			CAMPUS DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	19	282	34	12	17	13	9	132	4	1	11	9	543
07:15	22	277	57	22	41	35	12	192	19	6	33	8	724
07:30	32	334	50	18	43	59	14	217	11	12	38	10	838
07:45	28	343	60	28	57	70	27	285	26	13	47	20	1004
Total	101	1236	201	80	158	177	62	826	60	32	129	47	3109
08:00	28	349	54	29	81	85	21	249	35	12	60	38	1041
08:15	27	484	36	31	69	89	28	332	22	12	52	32	1214
08:30	43	387	59	17	84	109	26	332	37	7	31	24	1156
08:45	31	418	57	23	105	101	31	234	34	7	55	22	1118
Total	129	1638	206	100	339	384	106	1147	128	38	198	116	4529
16:30	38	272	48	53	68	24	51	329	13	24	101	54	1075
16:45	29	381	53	55	51	30	48	417	13	35	83	47	1242
Total	67	653	101	108	119	54	99	746	26	59	184	101	2317
17:00	21	369	49	64	74	40	91	425	14	37	143	75	1402
17:15	30	415	50	53	72	44	87	480	5	44	118	69	1467
17:30	46	398	47	31	73	29	96	399	18	46	146	60	1389
17:45	32	337	51	41	70	42	72	380	11	32	128	52	1248
Total	129	1519	197	189	289	155	346	1684	48	159	535	256	5506
18:00	23	304	56	47	40	29	74	393	9	37	104	25	1141
18:15	31	252	57	58	52	48	45	337	11	26	110	46	1073
Grand Total	480	5602	818	582	997	847	732	5133	282	351	1260	591	17675
Apprch %	7	81.2	11.9	24	41.1	34.9	11.9	83.5	4.6	15.9	57.2	26.8	
Total %	2.7	31.7	4.6	3.3	5.6	4.8	4.1	29	1.6	2	7.1	3.3	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503021
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

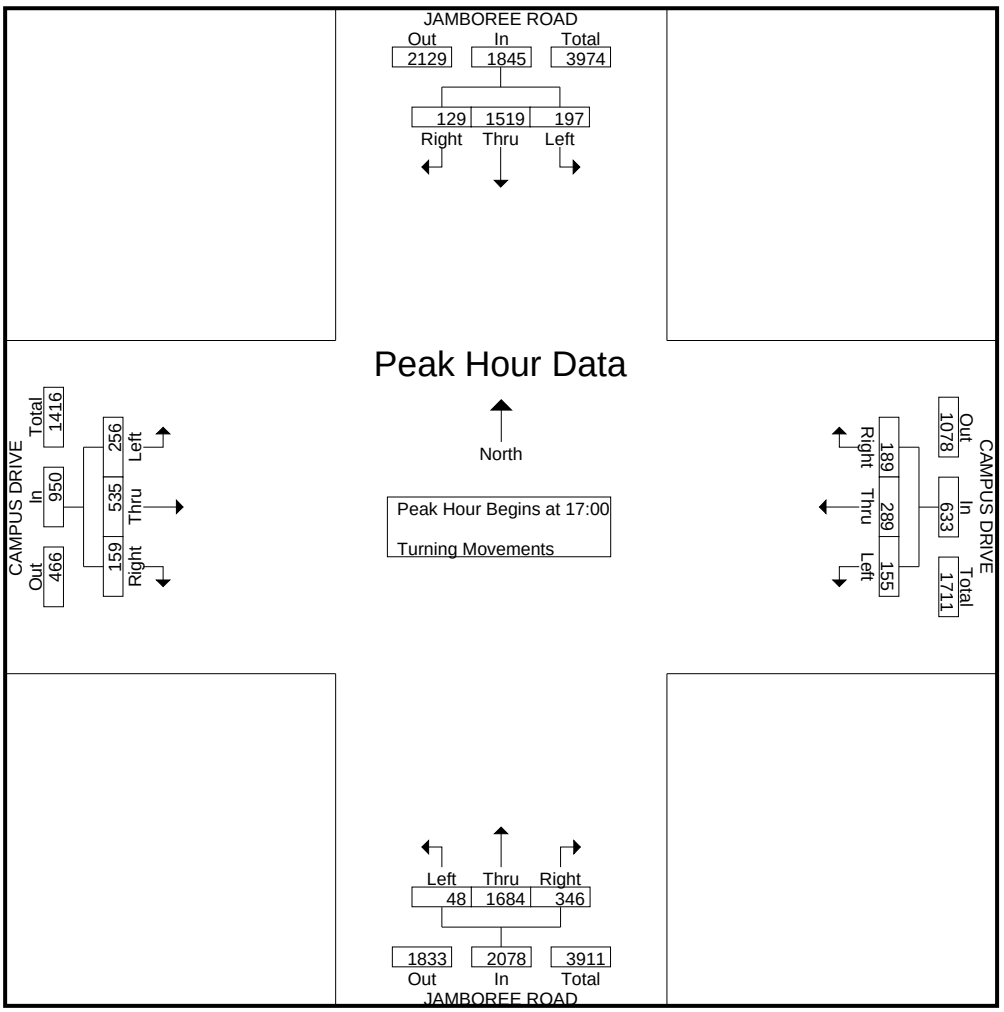
	JAMBOREE ROAD Southbound				CAMPUS DRIVE Westbound				JAMBOREE ROAD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	28	349	54	431	29	81	85	195	21	249	35	305	**12**	**60**	**38**	**110**	1041
08:15	27	**484**	36	**547**	**31**	69	89	189	28	**332**	22	382	12	52	32	96	**1214**
08:30	**43**	387	**59**	489	17	84	**109**	210	26	332	**37**	**395**	7	31	24	62	1156
08:45	31	418	57	506	23	**105**	101	**229**	**31**	234	34	299	7	55	22	84	1118
Total Volume	129	1638	206	1973	100	339	384	823	106	1147	128	1381	38	198	116	352	4529
% App. Total	6.5	83	10.4		12.2	41.2	46.7		7.7	83.1	9.3		10.8	56.2	33		
PHF	.750	.846	.873	.902	.806	.807	.881	.898	.855	.864	.865	.874	.792	.825	.763	.800	.933



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503021
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	JAMBOREE ROAD Southbound				CAMPUS DRIVE Westbound				JAMBOREE ROAD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	21	369	49	439	**64**	**74**	40	**178**	91	425	14	530	37	143	**75**	**255**	1402
17:15	30	**415**	50	**495**	53	72	**44**	169	87	**480**	5	**572**	44	118	69	231	**1467**
17:30	**46**	398	47	491	31	73	29	133	**96**	399	**18**	513	**46**	**146**	60	252	1389
17:45	32	337	**51**	420	41	70	42	153	72	380	11	463	32	128	52	212	1248
Total Volume	129	1519	197	1845	189	289	155	633	346	1684	48	2078	159	535	256	950	5506
% App. Total	7	82.3	10.7		29.9	45.7	24.5		16.7	81	2.3		16.7	56.3	26.9		
PHF	.701	.915	.966	.932	.738	.976	.881	.889	.901	.877	.667	.908	.864	.916	.853	.931	.938



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: JAMBOREE ROAD
E-W Direction: BIRCH STREET

File Name : H1503020
Site Code : 00000000
Start Date : 3/10/2015

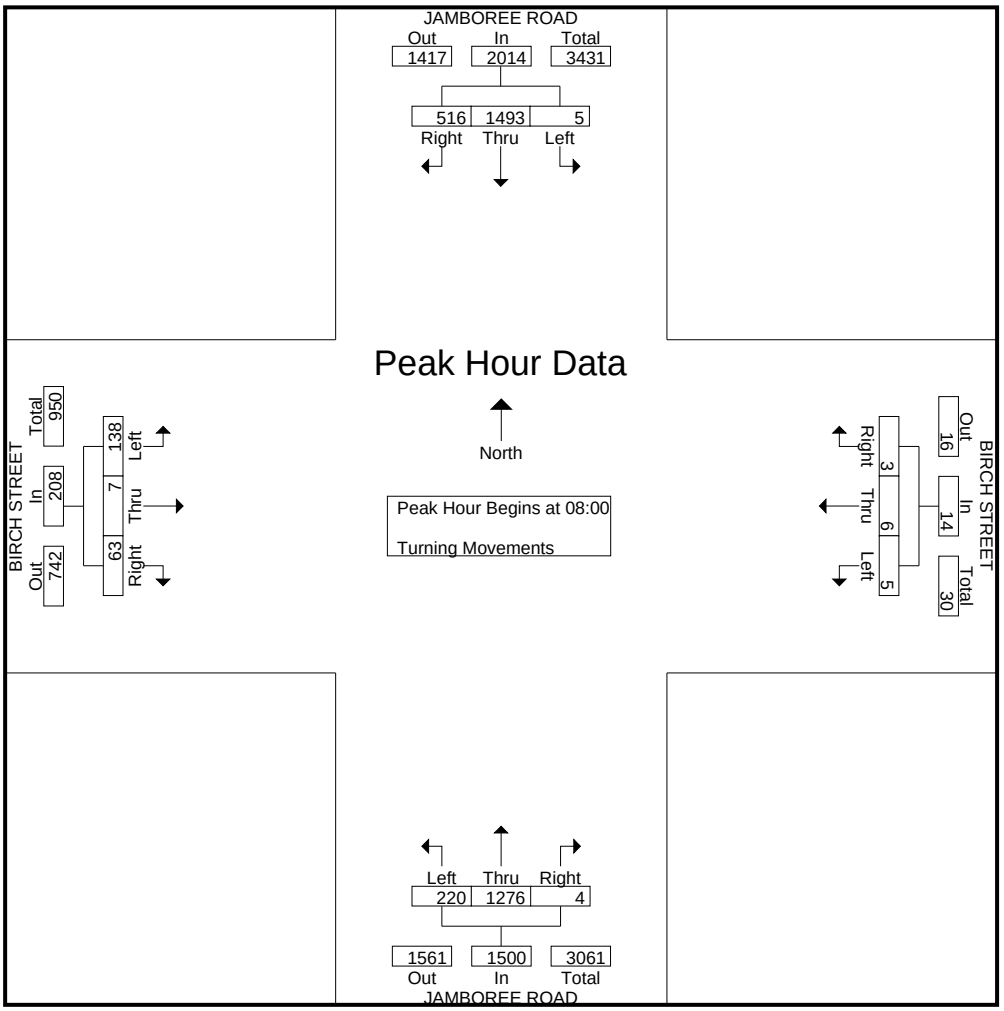
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			BIRCH STREET Westbound			JAMBOREE ROAD Northbound			BIRCH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	52	238	3	0	0	0	1	135	11	3	1	9	453
07:15	68	249	0	2	0	0	1	219	21	3	0	6	569
07:30	82	320	2	1	1	0	1	246	30	5	0	12	700
07:45	104	332	0	2	0	0	0	344	54	9	0	15	860
Total	306	1139	5	5	1	0	3	944	116	20	1	42	2582
08:00	119	313	0	1	2	1	0	296	54	8	3	31	828
08:15	149	370	2	0	3	0	1	337	55	17	3	31	968
08:30	128	389	2	0	1	2	2	354	59	11	1	33	982
08:45	120	421	1	2	0	2	1	289	52	27	0	43	958
Total	516	1493	5	3	6	5	4	1276	220	63	7	138	3736
16:30	39	301	0	0	1	0	0	331	10	21	1	52	756
16:45	37	405	0	0	0	0	0	395	15	39	0	52	943
Total	76	706	0	0	1	0	0	726	25	60	1	104	1699
17:00	33	401	0	0	0	0	0	448	11	32	0	85	1010
17:15	36	477	1	0	0	0	0	436	7	37	0	54	1048
17:30	22	463	0	0	1	0	0	434	6	33	0	78	1037
17:45	34	398	0	0	0	0	0	416	8	38	0	54	948
Total	125	1739	1	0	1	0	0	1734	32	140	0	271	4043
18:00	13	368	0	0	0	0	0	372	6	30	0	53	842
18:15	21	303	0	0	0	0	0	367	6	25	0	34	756
Grand Total	1057	5748	11	8	9	5	7	5419	405	338	9	642	13658
Apprch %	15.5	84.3	0.2	36.4	40.9	22.7	0.1	92.9	6.9	34.2	0.9	64.9	
Total %	7.7	42.1	0.1	0.1	0.1	0	0.1	39.7	3	2.5	0.1	4.7	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503020
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

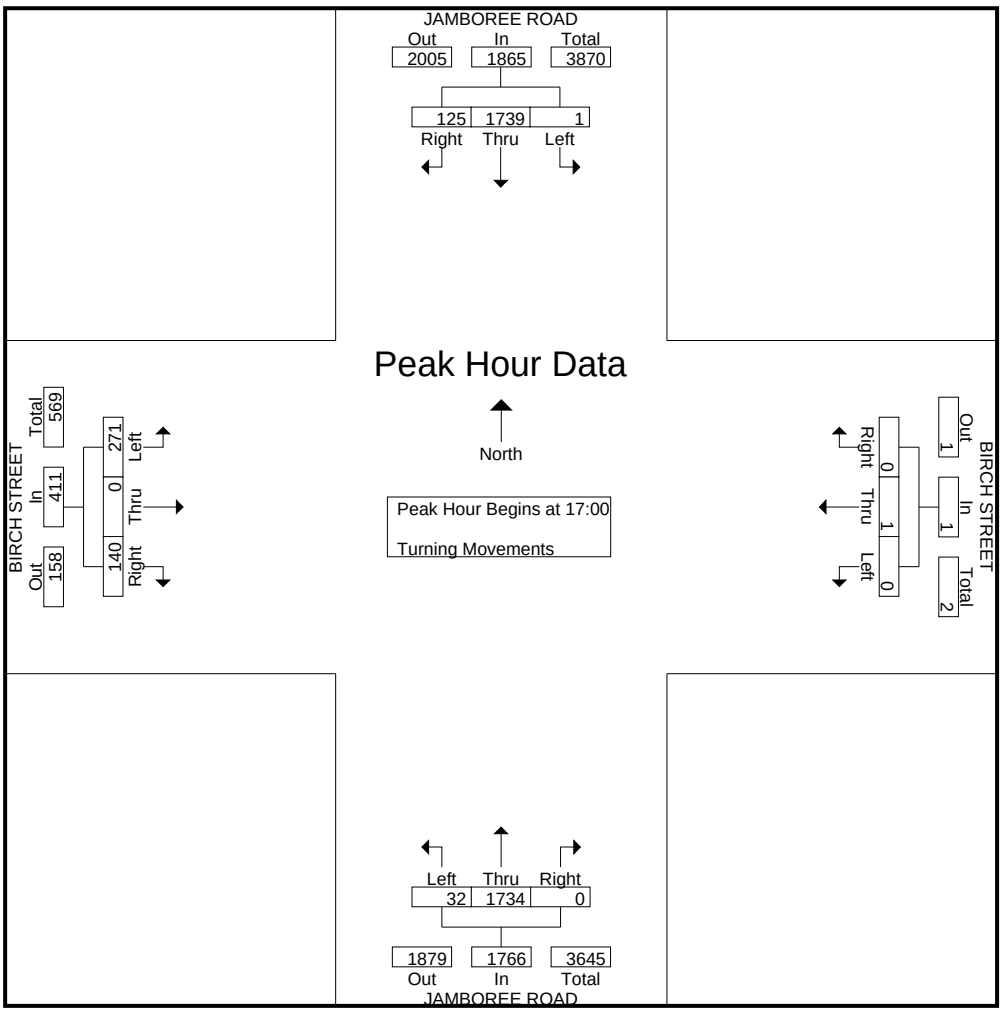
	JAMBOREE ROAD Southbound				BIRCH STREET Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	119	313	0	432	1	2	1	**4**	0	296	54	350	8	**3**	31	42	828
08:15	**149**	370	**2**	521	0	**3**	0	3	1	337	55	393	17	3	31	51	968
08:30	128	389	2	519	0	1	**2**	3	**2**	**354**	**59**	**415**	11	1	33	45	**982**
08:45	120	**421**	1	**542**	**2**	0	2	4	1	289	52	342	**27**	0	**43**	**70**	958
Total Volume	516	1493	5	2014	3	6	5	14	4	1276	220	1500	63	7	138	208	3736
% App. Total	25.6	74.1	0.2		21.4	42.9	35.7		0.3	85.1	14.7		30.3	3.4	66.3		
PHF	.866	.887	.625	.929	.375	.500	.625	.875	.500	.901	.932	.904	.583	.583	.802	.743	.951



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503020
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	JAMBOREE ROAD Southbound				BIRCH STREET Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	33	401	0	434	0	0	0	0	0	**448**	**11**	**459**	32	0	**85**	**117**	1010
17:15	**36**	**477**	**1**	**514**	0	0	0	0	0	436	7	443	37	0	54	91	**1048**
17:30	22	463	0	485	0	**1**	0	**1**	0	434	6	440	33	0	78	111	1037
17:45	34	398	0	432	0	0	0	0	0	416	8	424	**38**	0	54	92	948
Total Volume	125	1739	1	1865	0	1	0	1	0	1734	32	1766	140	0	271	411	4043
% App. Total	6.7	93.2	0.1		0	100	0		0	98.2	1.8		34.1	0	65.9		
PHF	.868	.911	.250	.907	.000	.250	.000	.250	.000	.968	.727	.962	.921	.000	.797	.878	.964



Jamboree Rd and Fairchild Rd , Orange

Peak Hour Summary

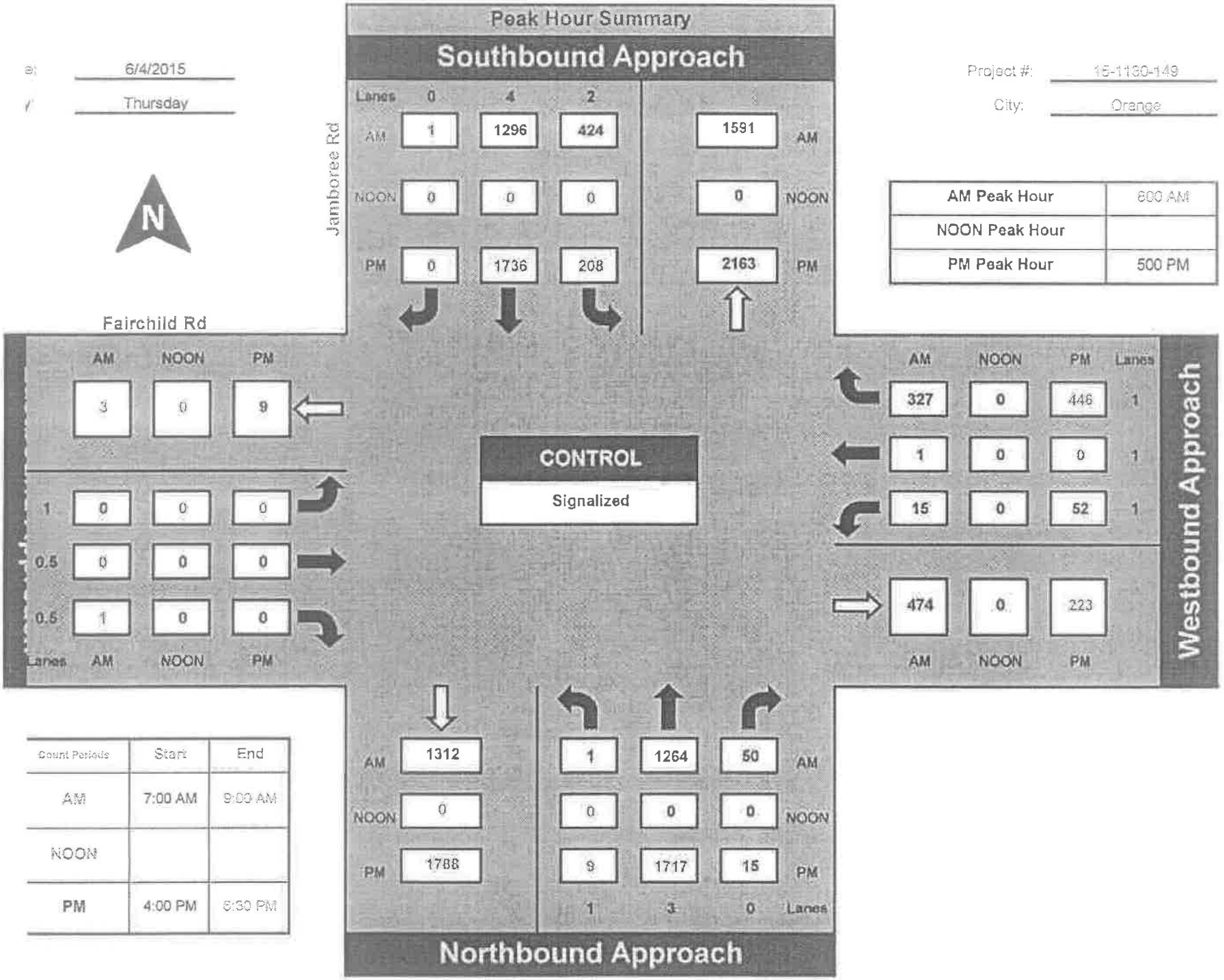
Southbound Approach

Date: 6/4/2015

Day: Thursday

Project #: 15-1130-149

City: Orange



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:30 PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Jamboree Rd and Bristol St NB , Orange

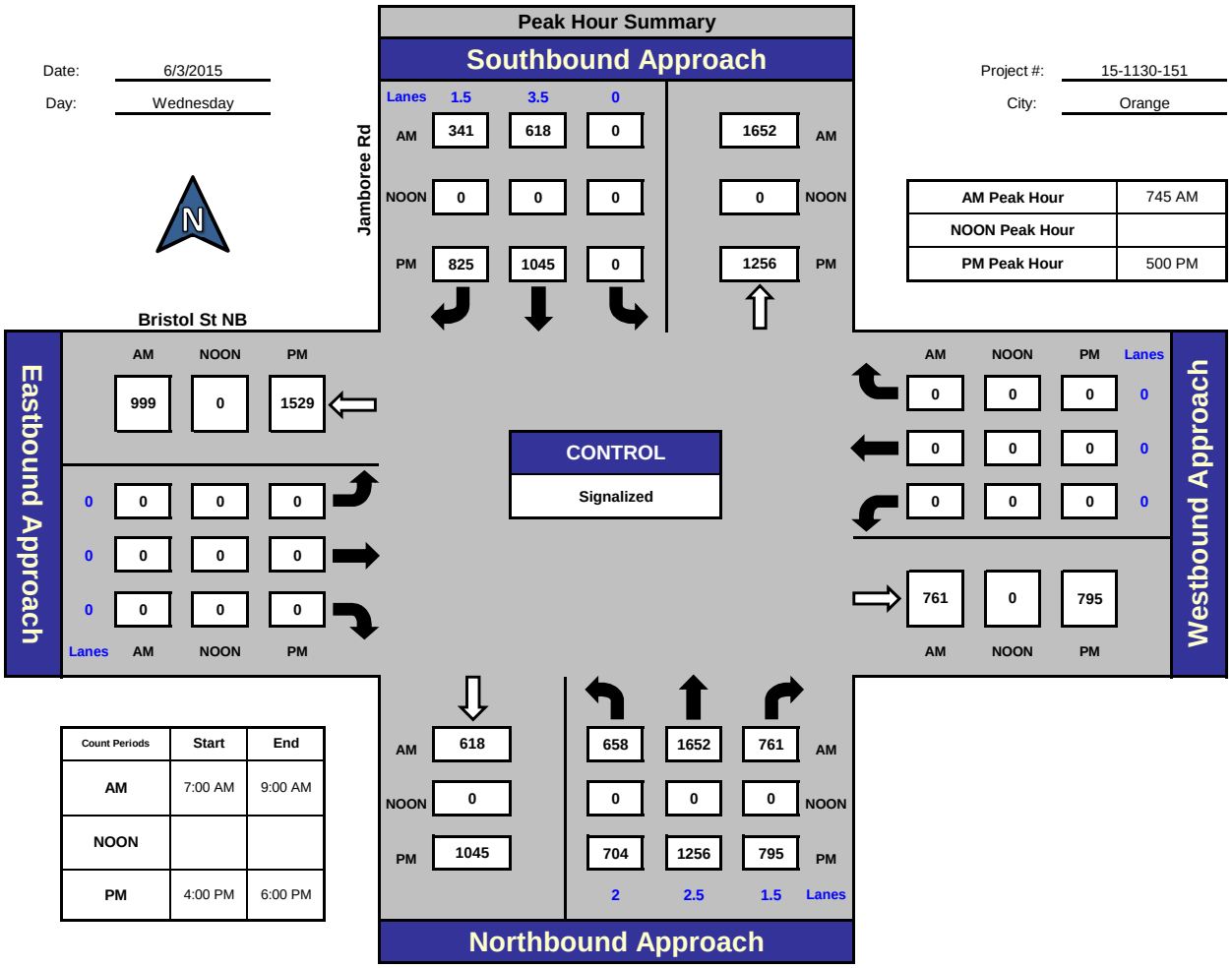
Date: 6/3/2015

Day: Wednesday

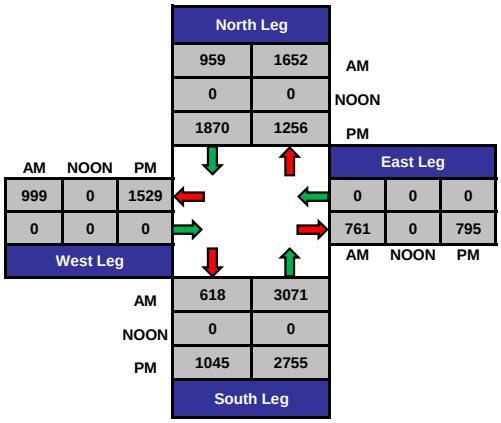
Project #: 15-1130-151

City: Orange

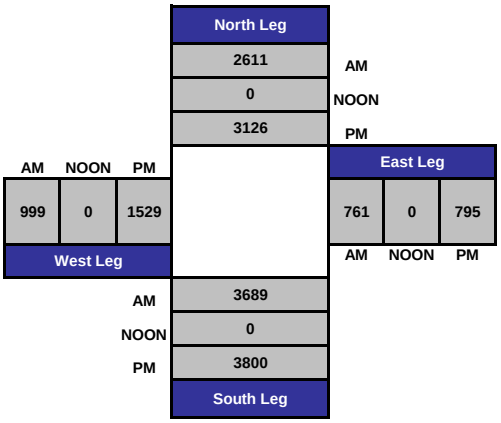
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Jamboree Rd and Bristol St SB , Orange

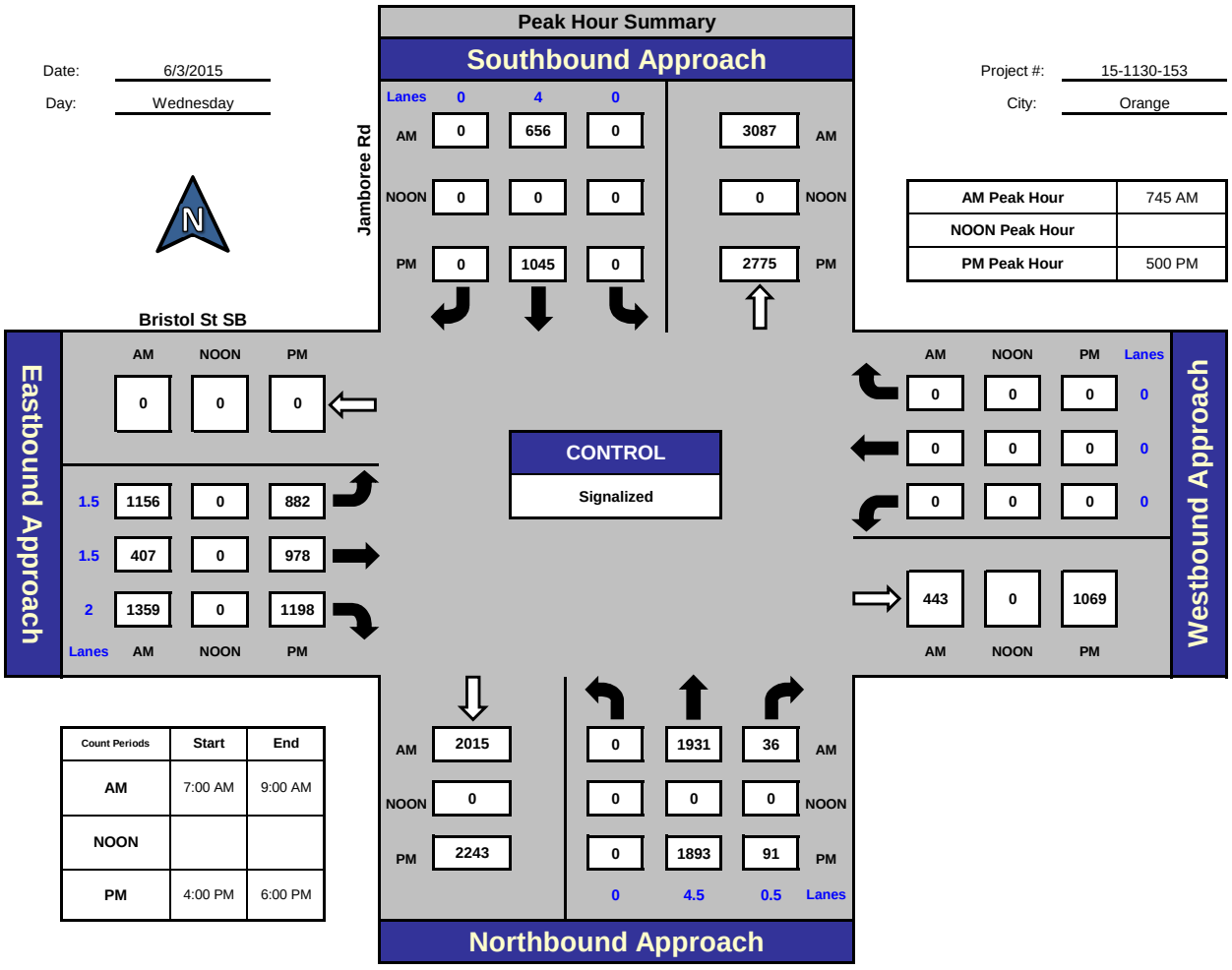
Date: 6/3/2015

Day: Wednesday

Project #: 15-1130-153

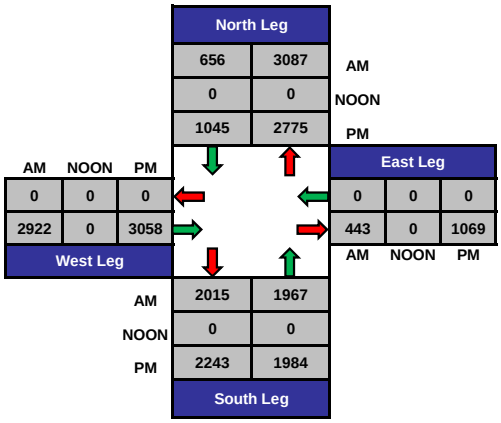
City: Orange

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

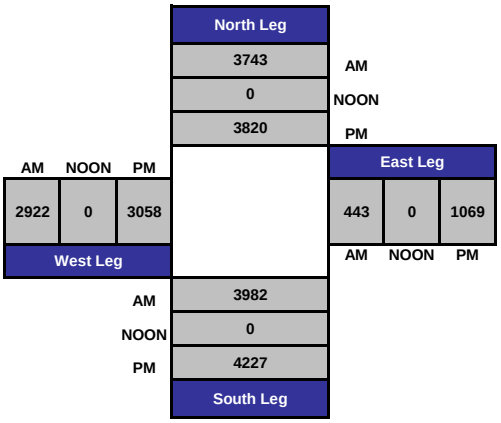


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

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

File Name : H1503018
Site Code : 00000000
Start Date : 3/10/2015
Page No : 1

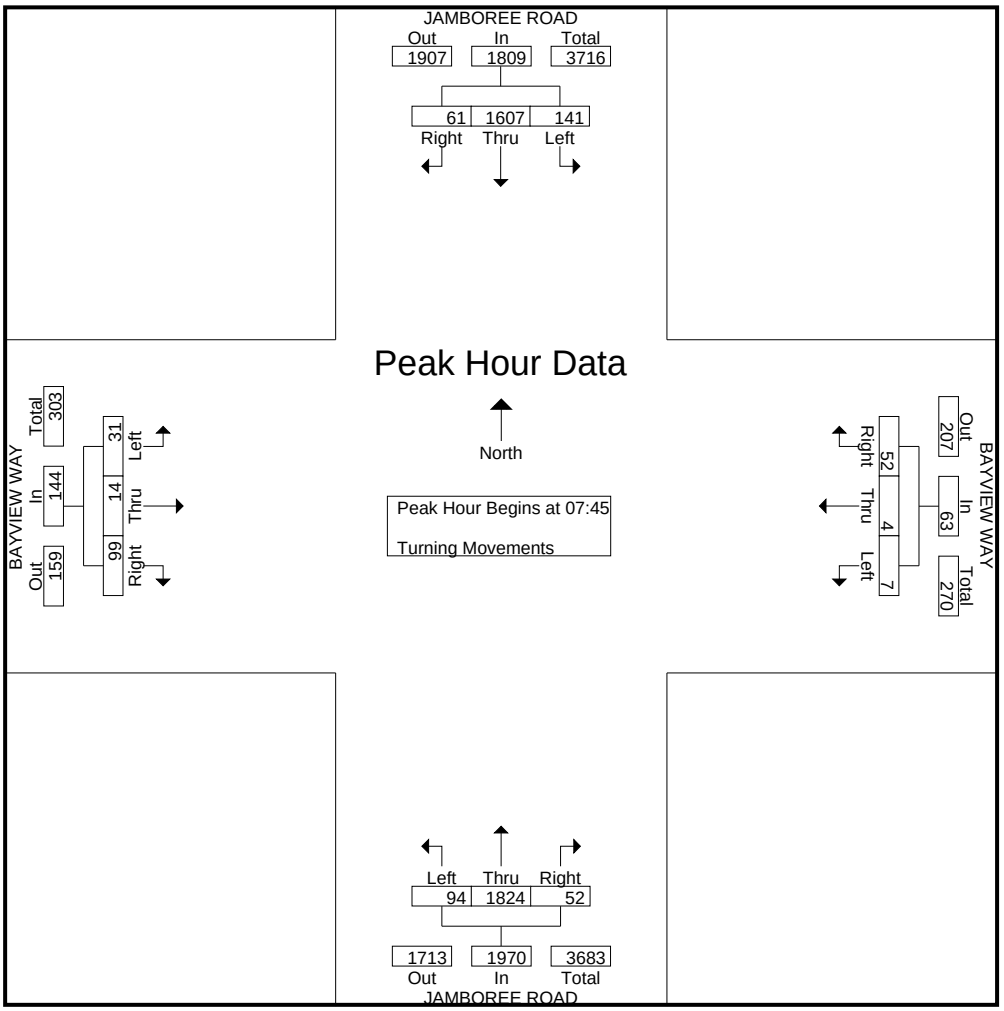
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			BAYVIEW WAY Westbound			JAMBOREE ROAD Northbound			BAYVIEW WAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	12	362	7	7	1	1	2	258	8	10	0	6	674
07:15	6	351	31	8	0	1	7	345	7	13	1	7	777
07:30	15	412	15	10	1	6	8	412	16	24	3	14	936
07:45	15	428	27	10	1	2	8	511	24	27	4	11	1068
Total	48	1553	80	35	3	10	25	1526	55	74	8	38	3455
08:00	17	377	36	10	3	1	10	430	18	19	4	3	928
08:15	13	392	37	15	0	2	18	429	25	23	5	9	968
08:30	16	410	41	17	0	2	16	454	27	30	1	8	1022
08:45	22	414	43	21	0	7	19	408	21	18	6	14	993
Total	68	1593	157	63	3	12	63	1721	91	90	16	34	3911
16:30	18	360	11	29	0	7	18	421	7	28	1	10	910
16:45	17	386	10	27	1	7	16	453	7	20	3	8	955
Total	35	746	21	56	1	14	34	874	14	48	4	18	1865
17:00	12	411	8	29	3	9	12	503	7	53	1	17	1065
17:15	21	491	19	32	1	11	16	466	9	31	3	19	1119
17:30	16	501	13	27	0	6	15	463	16	33	1	23	1114
17:45	14	487	9	31	2	14	18	408	13	40	0	11	1047
Total	63	1890	49	119	6	40	61	1840	45	157	5	70	4345
18:00	17	452	9	21	1	6	12	425	8	32	5	10	998
18:15	6	361	11	23	3	5	12	401	10	22	5	14	873
Grand Total	237	6595	327	317	17	87	207	6787	223	423	43	184	15447
Apprch %	3.3	92.1	4.6	75.3	4	20.7	2.9	94	3.1	65.1	6.6	28.3	
Total %	1.5	42.7	2.1	2.1	0.1	0.6	1.3	43.9	1.4	2.7	0.3	1.2	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503018
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

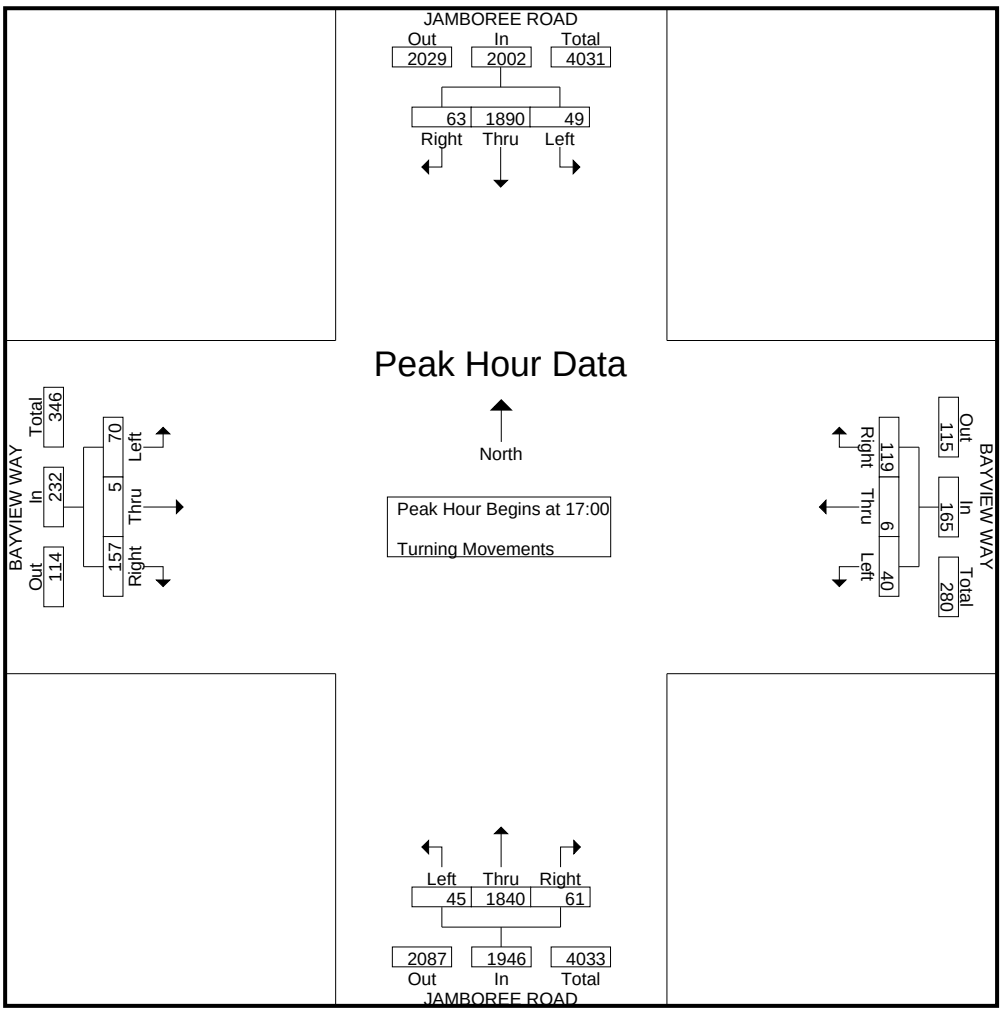
	JAMBOREE ROAD Southbound				BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound				BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	15	**428**	27	**470**	10	1	**2**	13	8	**511**	24	**543**	27	4	**11**	**42**	**1068**
08:00	**17**	377	36	430	10	**3**	1	14	10	430	18	458	19	4	3	26	928
08:15	13	392	37	442	15	0	2	17	**18**	429	25	472	23	**5**	9	37	968
08:30	16	410	**41**	467	**17**	0	2	**19**	16	454	**27**	497	**30**	1	8	39	1022
Total Volume	61	1607	141	1809	52	4	7	63	52	1824	94	1970	99	14	31	144	3986
% App. Total	3.4	88.8	7.8		82.5	6.3	11.1		2.6	92.6	4.8		68.8	9.7	21.5		
PHF	.897	.939	.860	.962	.765	.333	.875	.829	.722	.892	.870	.907	.825	.700	.705	.857	.933



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503018
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	JAMBOREE ROAD Southbound				BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound				BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	12	411	8	431	29	**3**	9	41	12	**503**	7	**522**	**53**	1	17	**71**	1065
17:15	**21**	491	**19**	**531**	**32**	1	11	44	16	466	9	491	31	**3**	19	53	**1119**
17:30	16	**501**	13	530	27	0	6	33	15	463	**16**	494	33	1	**23**	57	1114
17:45	14	487	9	510	31	2	**14**	**47**	**18**	408	13	439	40	0	11	51	1047
Total Volume	63	1890	49	2002	119	6	40	165	61	1840	45	1946	157	5	70	232	4345
% App. Total	3.1	94.4	2.4		72.1	3.6	24.2		3.1	94.6	2.3		67.7	2.2	30.2		
PHF	.750	.943	.645	.943	.930	.500	.714	.878	.847	.915	.703	.932	.741	.417	.761	.817	.971



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

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

File Name : H1503017
Site Code : 00000000
Start Date : 3/17/2015

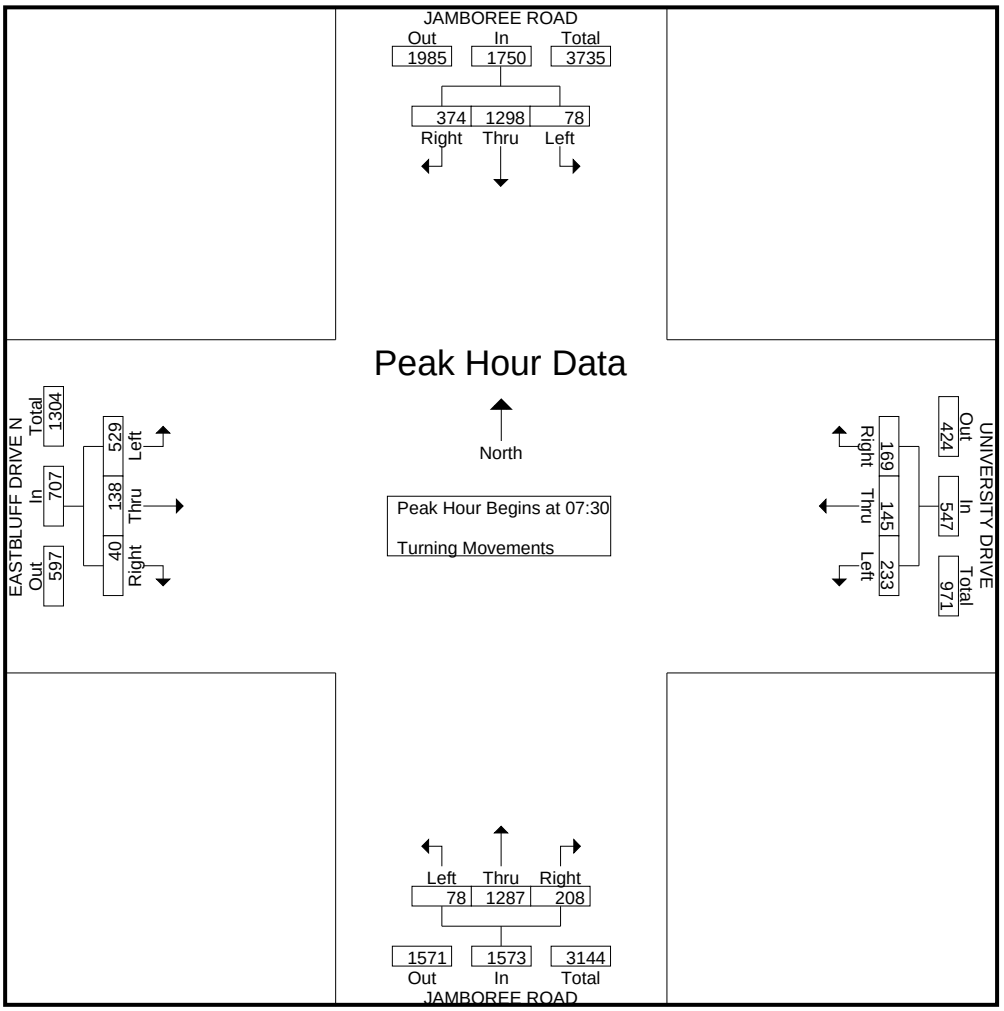
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			UNIVERSITY DRIVE Westbound			JAMBOREE ROAD Northbound			EASTBLUFF DRIVE N Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	63	299	8	23	15	26	29	190	3	0	19	60	735
07:15	93	300	17	24	34	48	37	237	11	7	12	72	892
07:30	152	280	16	42	68	37	52	293	45	13	39	120	1157
07:45	89	303	21	48	31	63	59	355	21	13	50	170	1223
Total	397	1182	62	137	148	174	177	1075	80	33	120	422	4007
08:00	60	347	20	37	20	54	44	293	6	10	23	119	1033
08:15	73	368	21	42	26	79	53	346	6	4	26	120	1164
08:30	81	315	17	49	25	59	46	312	6	9	28	112	1059
08:45	70	331	26	50	19	67	34	299	7	3	26	124	1056
Total	284	1361	84	178	90	259	177	1250	25	26	103	475	4312
16:30	65	283	35	19	23	50	53	373	5	7	23	79	1015
16:45	95	299	33	32	33	45	43	371	17	3	31	70	1072
Total	160	582	68	51	56	95	96	744	22	10	54	149	2087
17:00	109	362	36	33	44	59	49	417	8	6	19	55	1197
17:15	106	367	39	35	43	63	43	407	8	16	21	60	1208
17:30	90	382	38	43	48	54	46	389	10	2	25	67	1194
17:45	107	401	34	30	34	96	41	355	8	7	27	41	1181
Total	412	1512	147	141	169	272	179	1568	34	31	92	223	4780
18:00	108	338	26	35	44	85	66	360	6	8	28	62	1166
18:15	105	337	31	26	40	60	51	316	7	5	30	53	1061
Grand Total	1466	5312	418	568	547	945	746	5313	174	113	427	1384	17413
Apprch %	20.4	73.8	5.8	27.6	26.6	45.9	12	85.2	2.8	5.9	22.2	71.9	
Total %	8.4	30.5	2.4	3.3	3.1	5.4	4.3	30.5	1	0.6	2.5	7.9	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503017
Site Code : 00000000
Start Date : 3/17/2015
Page No : 2

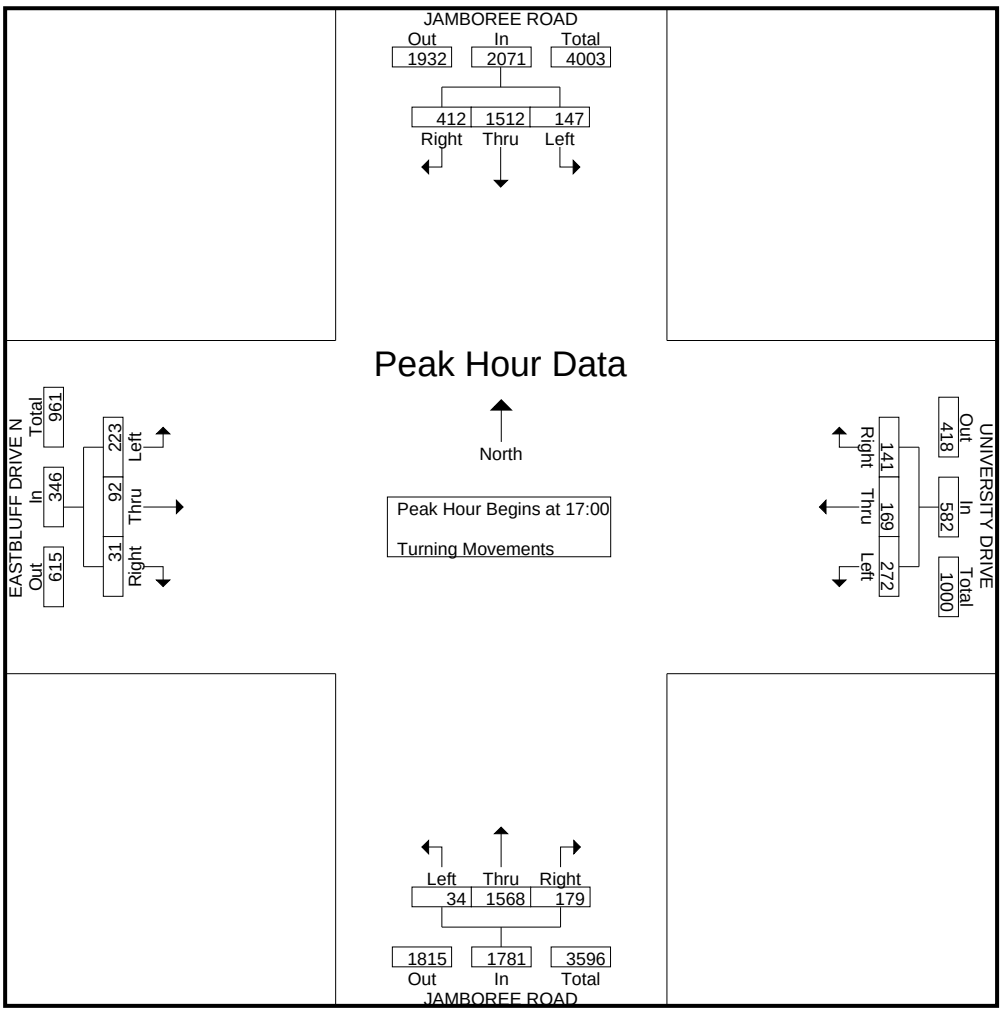
	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE N Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	**152**	280	16	448	42	**68**	37	**147**	52	293	**45**	390	**13**	39	120	172	1157
07:45	89	303	**21**	413	**48**	31	63	142	**59**	**355**	21	**435**	13	**50**	**170**	**233**	**1223**
08:00	60	347	20	427	37	20	54	111	44	293	6	343	10	23	119	152	1033
08:15	73	**368**	21	**462**	42	26	**79**	147	53	346	6	405	4	26	120	150	1164
Total Volume	374	1298	78	1750	169	145	233	547	208	1287	78	1573	40	138	529	707	4577
% App. Total	21.4	74.2	4.5		30.9	26.5	42.6		13.2	81.8	5		5.7	19.5	74.8		
PHF	.615	.882	.929	.947	.880	.533	.737	.930	.881	.906	.433	.904	.769	.690	.778	.759	.936



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503017
Site Code : 00000000
Start Date : 3/17/2015
Page No : 3

	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE N Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**109**	362	36	507	33	44	59	136	**49**	**417**	8	**474**	6	19	55	80	1197
17:15	106	367	**39**	512	35	43	63	141	43	407	8	458	**16**	21	60	**97**	**1208**
17:30	90	382	38	510	**43**	**48**	54	145	46	389	**10**	445	2	25	**67**	94	1194
17:45	107	**401**	34	**542**	30	34	**96**	**160**	41	355	8	404	7	**27**	41	75	1181
Total Volume	412	1512	147	2071	141	169	272	582	179	1568	34	1781	31	92	223	346	4780
% App. Total	19.9	73	7.1		24.2	29	46.7		10.1	88	1.9		9	26.6	64.5		
PHF	.945	.943	.942	.955	.820	.880	.708	.909	.913	.940	.850	.939	.484	.852	.832	.892	.989



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Carlson Ave and Campus Dr , Orange

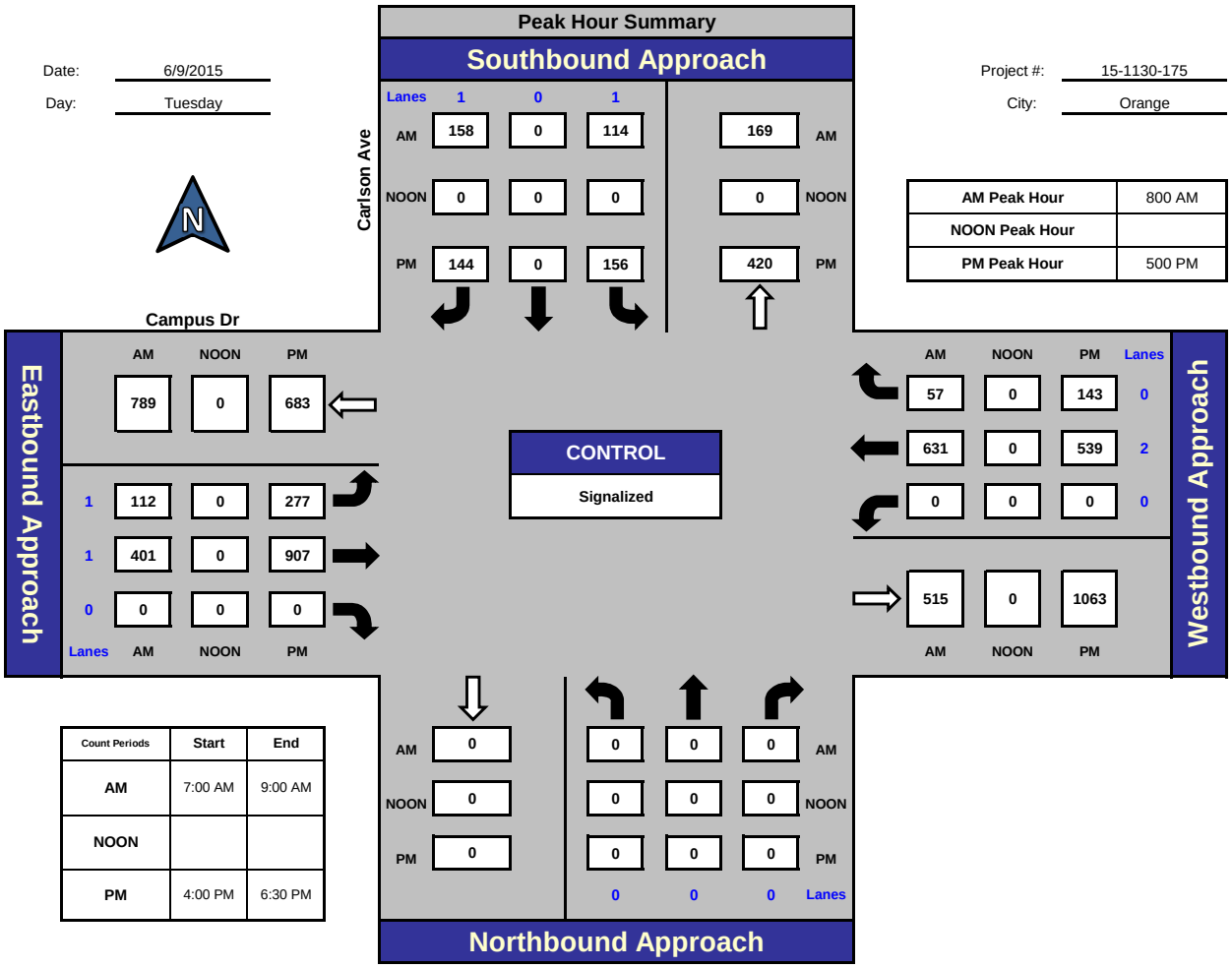
Date: 6/9/2015

Day: Tuesday

Project #: 15-1130-175

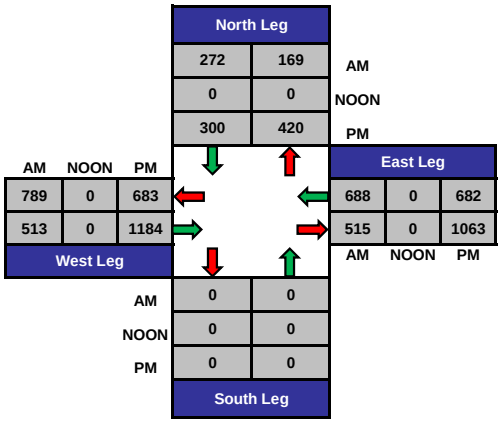
City: Orange

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

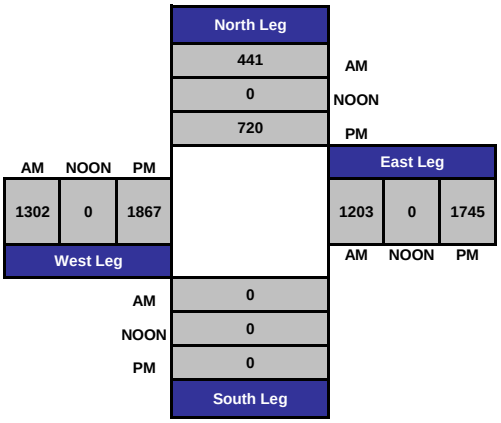


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:30 PM

Total Ins & Outs



Total Volume Per Leg



Location: Irvine
N/S: University Drive
E/W: Campus Drive
Contol: Signalized

ITAM: 190
Date: 3/3/2015
Day: Tuesday

	University Drive Southbound			Campus Drive Westbound			University Drive Northbound			Campus Drive Eastbound			
	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
7:00 AM	14	182	24	11	37	6	13	67	49	3	45	14	465
7:15 AM	17	277	47	23	46	3	10	135	37	11	62	36	704
7:30 AM	38	312	54	41	47	3	9	201	83	16	120	43	967
7:45 AM	44	402	52	47	78	10	21	229	87	21	149	50	1190
8:00 AM	37	432	82	45	90	6	22	231	77	24	75	50	1171
8:15 AM	15	453	94	25	67	3	21	203	67	19	87	49	1103
8:30 AM	23	451	79	29	67	3	14	206	63	24	83	59	1101
8:45 AM	28	420	118	32	103	10	16	194	84	23	112	56	1196
TOTAL VOLUMES:	216	2929	550	253	535	44	126	1466	547	141	733	357	7897

AM Peak Hr Begins at: 800 AM

	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
PEAK VOLUMES:	103	1756	373	131	327	22	73	834	291	90	357	214	4571

PEAK HR FACTOR:	0.986	0.828	0.908	0.865	0.955

	University Drive Southbound			Campus Drive Westbound			University Drive Northbound			Campus Drive Eastbound			
	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
4:00 PM	10	130	18	61	89	21	24	270	55	49	100	20	847
4:15 PM	12	210	31	45	84	18	21	299	69	58	93	19	959
4:30 PM	19	216	23	59	80	29	29	314	62	68	116	25	1040
4:45 PM	14	281	35	59	85	33	30	339	78	68	133	30	1185
5:00 PM	15	231	41	80	136	62	36	370	58	93	103	31	1256
5:15 PM	12	253	26	71	118	67	27	373	55	103	140	26	1271
5:30 PM	15	290	34	64	100	40	27	355	57	82	140	20	1224
5:45 PM	21	290	34	56	85	34	30	339	63	84	169	28	1233
6:00 PM	20	231	22	86	134	57	33	348	70	71	138	24	1234
6:15 PM	17	190	25	79	93	35	34	347	85	93	129	20	1147
TOTAL VOLUMES:	155	2322	289	660	1004	396	291	3354	652	769	1261	243	11396

PM Peak Hr Begins at: 500 PM

	SL	ST	SR	WL	WT	WR	NL	NT	NR	EL	ET	ER	TOTAL
PEAK VOLUMES:	63	1064	135	271	439	203	120	1437	233	362	552	105	4984

PEAK HR FACTOR:	0.914	0.821	0.964	0.907	0.980

Counts Unlimited
P.O. Box 1178
Corona, CA 92878
(951) 268-6268

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: CAMPUS DRIVE
E-W Direction: BRISTOL STREET N

File Name : H1503001
Site Code : 00000000
Start Date : 3/10/2015
Page No : 1

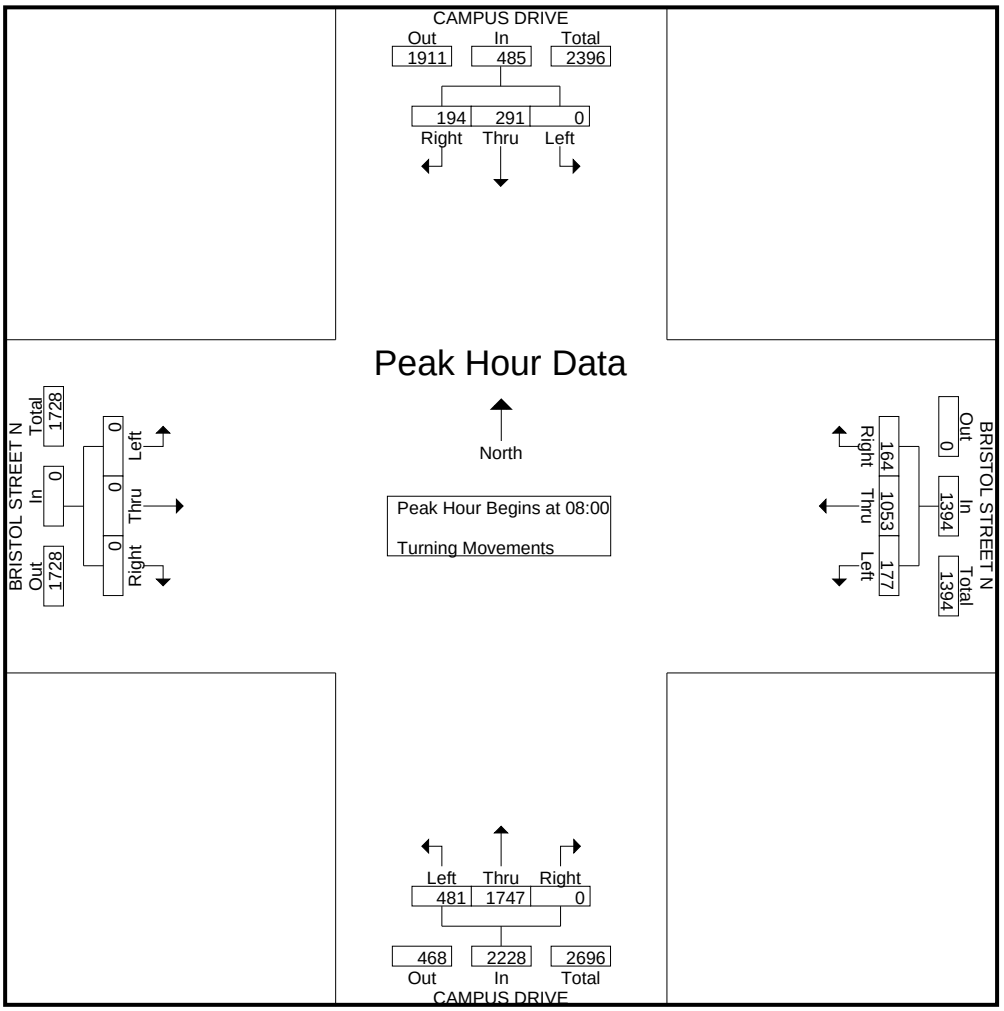
Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound			BRISTOL STREET N Westbound			CAMPUS DRIVE Northbound			BRISTOL STREET N Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	37	37	0	32	93	20	0	210	74	0	0	0	503
07:15	39	56	0	24	123	23	0	281	99	0	0	0	645
07:30	37	49	0	36	178	26	0	384	126	0	0	0	836
07:45	42	58	0	33	266	44	0	437	136	0	0	0	1016
Total	155	200	0	125	660	113	0	1312	435	0	0	0	3000
08:00	40	46	0	39	280	33	0	438	110	0	0	0	986
08:15	47	65	0	53	252	49	0	432	113	0	0	0	1011
08:30	51	82	0	36	263	42	0	473	136	0	0	0	1083
08:45	56	98	0	36	258	53	0	404	122	0	0	0	1027
Total	194	291	0	164	1053	177	0	1747	481	0	0	0	4107
16:30	226	135	0	22	456	58	0	145	134	0	0	0	1176
16:45	267	173	0	18	588	50	0	161	105	0	0	0	1362
Total	493	308	0	40	1044	108	0	306	239	0	0	0	2538
17:00	227	207	0	23	540	41	0	185	143	0	0	0	1366
17:15	221	244	0	26	522	53	0	184	140	0	0	0	1390
17:30	217	252	0	13	508	60	0	196	111	0	0	0	1357
17:45	226	216	0	16	474	59	0	189	101	0	0	0	1281
Total	891	919	0	78	2044	213	0	754	495	0	0	0	5394
18:00	191	185	0	12	434	55	0	139	94	0	0	0	1110
18:15	183	160	0	17	384	50	0	153	106	0	0	0	1053
Grand Total	2107	2063	0	436	5619	716	0	4411	1850	0	0	0	17202
Apprch %	50.5	49.5	0	6.4	83	10.6	0	70.5	29.5	0	0	0	
Total %	12.2	12	0	2.5	32.7	4.2	0	25.6	10.8	0	0	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503001
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

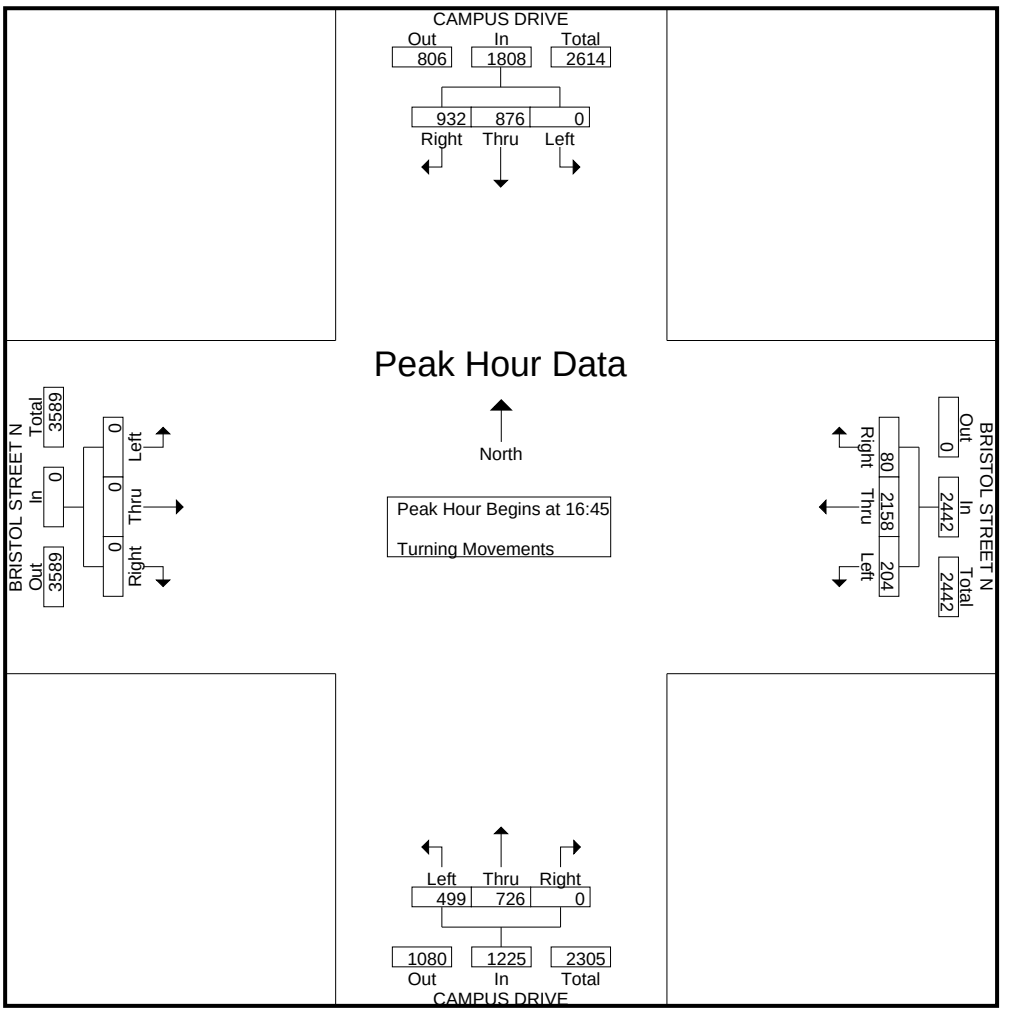
	CAMPUS DRIVE Southbound				BRISTOL STREET N Westbound				CAMPUS DRIVE Northbound				BRISTOL STREET N Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	40	46	0	86	39	**280**	33	352	0	438	110	548	0	0	0	0	986
08:15	47	65	0	112	**53**	252	49	**354**	0	432	113	545	0	0	0	0	1011
08:30	51	82	0	133	36	263	42	341	0	**473**	**136**	**609**	0	0	0	0	**1083**
08:45	**56**	**98**	0	**154**	36	258	**53**	347	0	404	122	526	0	0	0	0	1027
Total Volume	194	291	0	485	164	1053	177	1394	0	1747	481	2228	0	0	0	0	4107
% App. Total	40	60	0		11.8	75.5	12.7		0	78.4	21.6		0	0	0		
PHF	.866	.742	.000	.787	.774	.940	.835	.984	.000	.923	.884	.915	.000	.000	.000	.000	.948



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503001
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	CAMPUS DRIVE Southbound				BRISTOL STREET N Westbound				CAMPUS DRIVE Northbound				BRISTOL STREET N Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	**267**	173	0	440	18	**588**	50	**656**	0	161	105	266	0	0	0	0	1362
17:00	227	207	0	434	23	540	41	604	0	185	**143**	**328**	0	0	0	0	1366
17:15	221	244	0	465	**26**	522	53	601	0	184	140	324	0	0	0	0	**1390**
17:30	217	**252**	0	**469**	13	508	**60**	581	0	**196**	111	307	0	0	0	0	1357
Total Volume	932	876	0	1808	80	2158	204	2442	0	726	499	1225	0	0	0	0	5475
% App. Total	51.5	48.5	0		3.3	88.4	8.4		0	59.3	40.7		0	0	0		
PHF	.873	.869	.000	.964	.769	.918	.850	.931	.000	.926	.872	.934	.000	.000	.000	.000	.985



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: CAMPUS / IRVINE
E-W Direction: BRISTOL STREET S

File Name : h1503005
Site Code : 00000000
Start Date : 3/19/2015
Page No : 1

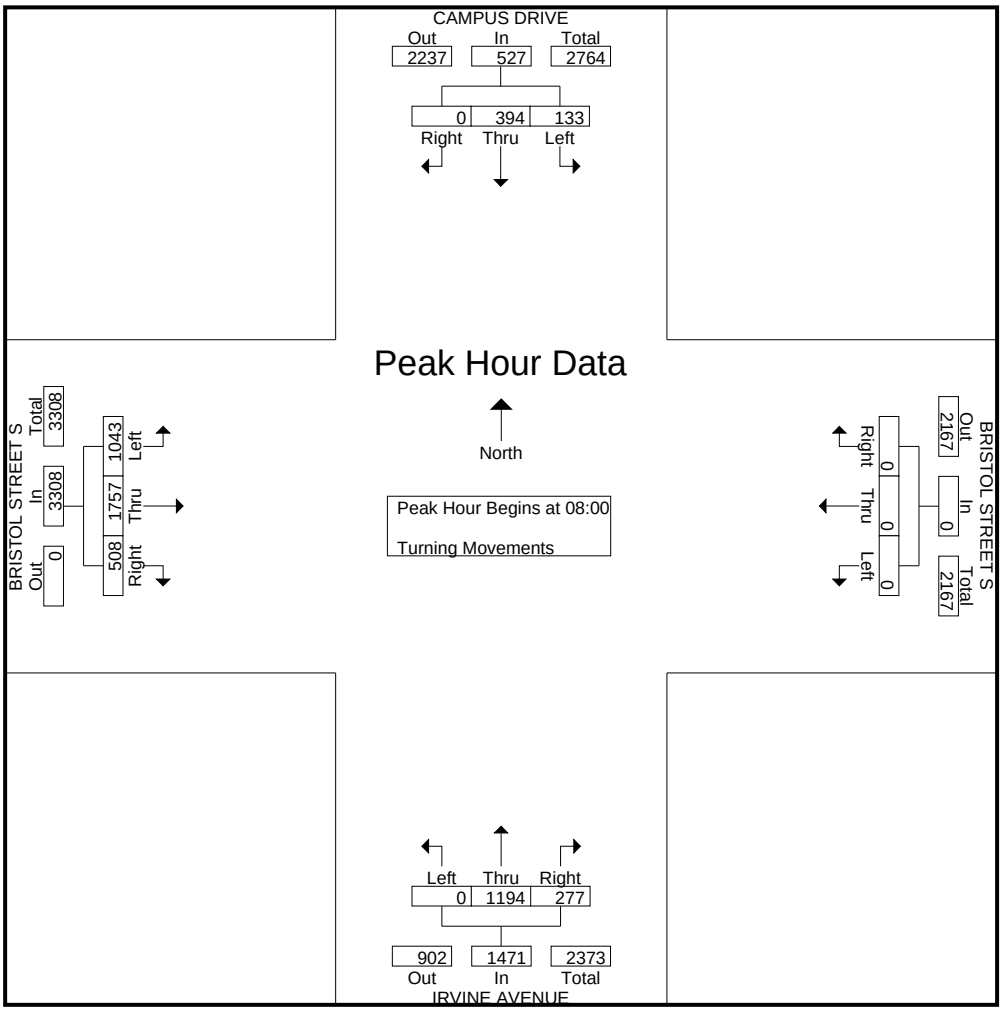
Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound			BRISTOL STREET S Westbound			IRVINE AVENUE Northbound			BRISTOL STREET S Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	48	28	0	0	0	26	140	0	89	275	154	760
07:15	0	54	18	0	0	0	34	175	0	66	302	211	860
07:30	0	47	14	0	0	0	47	247	0	88	332	223	998
07:45	0	100	33	0	0	0	58	304	0	102	322	281	1200
Total	0	249	93	0	0	0	165	866	0	345	1231	869	3818
08:00	0	82	34	0	0	0	62	394	0	135	446	277	1430
08:15	0	105	26	0	0	0	75	305	0	125	442	233	1311
08:30	0	89	36	0	0	0	68	242	0	128	440	263	1266
08:45	0	118	37	0	0	0	72	253	0	120	429	270	1299
Total	0	394	133	0	0	0	277	1194	0	508	1757	1043	5306
16:30	0	159	56	0	0	0	84	197	0	143	234	82	955
16:45	0	177	57	0	0	0	59	192	0	156	269	97	1007
Total	0	336	113	0	0	0	143	389	0	299	503	179	1962
17:00	0	174	70	0	0	0	72	215	0	149	256	118	1054
17:15	0	277	53	0	0	0	73	192	0	147	271	126	1139
17:30	0	227	75	0	0	0	68	176	0	151	273	138	1108
17:45	0	226	62	0	0	0	54	172	0	158	287	101	1060
Total	0	904	260	0	0	0	267	755	0	605	1087	483	4361
18:00	0	192	48	0	0	0	59	158	0	147	232	92	928
18:15	0	140	60	0	0	0	67	156	0	117	202	93	835
Grand Total	0	2215	707	0	0	0	978	3518	0	2021	5012	2759	17210
Apprch %	0	75.8	24.2	0	0	0	21.8	78.2	0	20.6	51.2	28.2	
Total %	0	12.9	4.1	0	0	0	5.7	20.4	0	11.7	29.1	16	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503005
Site Code : 00000000
Start Date : 3/19/2015
Page No : 2

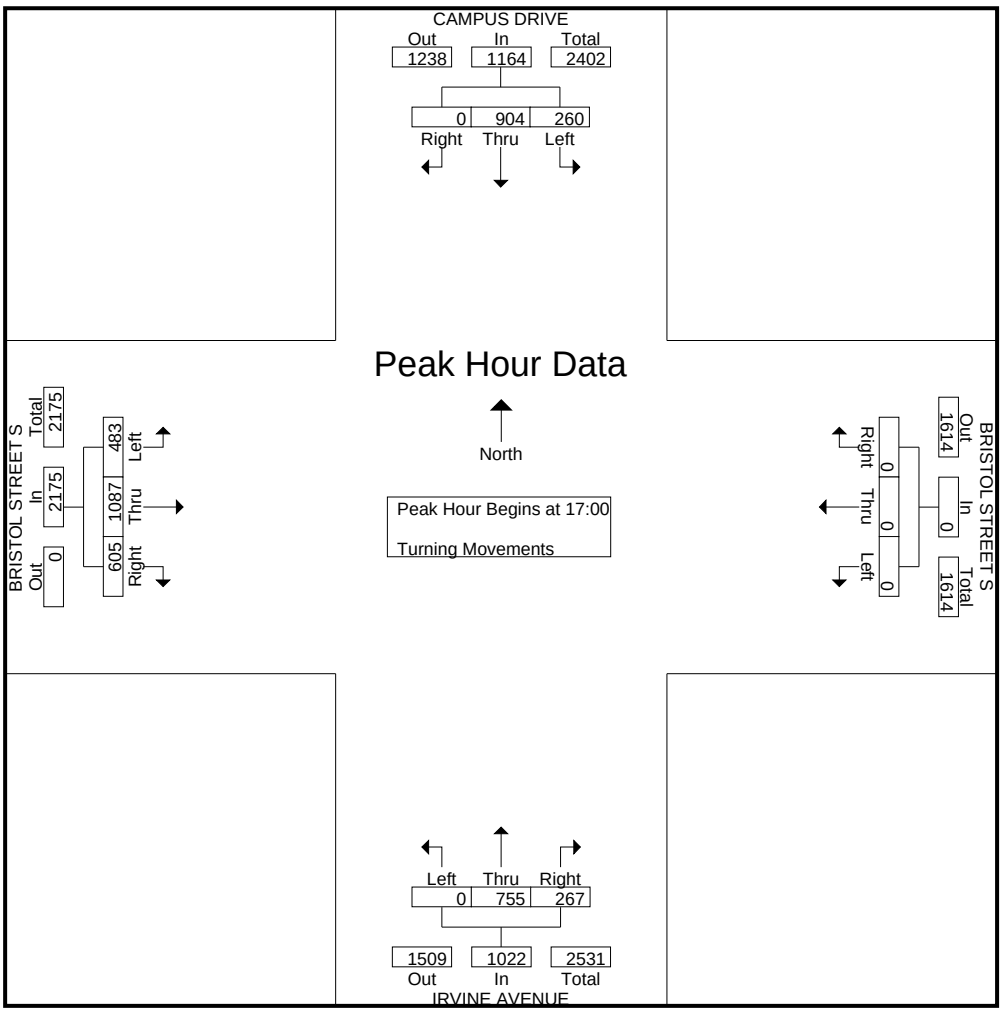
	CAMPUS DRIVE Southbound				BRISTOL STREET S Westbound				IRVINE AVENUE Northbound				BRISTOL STREET S Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	82	34	116	0	0	0	0	62	**394**	0	**456**	**135**	**446**	**277**	**858**	**1430**
08:15	0	105	26	131	0	0	0	0	**75**	305	0	380	125	442	233	800	1311
08:30	0	89	36	125	0	0	0	0	68	242	0	310	128	440	263	831	1266
08:45	0	**118**	**37**	**155**	0	0	0	0	72	253	0	325	120	429	270	819	1299
Total Volume	0	394	133	527	0	0	0	0	277	1194	0	1471	508	1757	1043	3308	5306
% App. Total	0	74.8	25.2		0	0	0		18.8	81.2	0		15.4	53.1	31.5		
PHF	.000	.835	.899	.850	.000	.000	.000	.000	.923	.758	.000	.806	.941	.985	.941	.964	.928



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503005
Site Code : 00000000
Start Date : 3/19/2015
Page No : 3

	CAMPUS DRIVE Southbound				BRISTOL STREET S Westbound				IRVINE AVENUE Northbound				BRISTOL STREET S Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	174	70	244	0	0	0	0	72	**215**	0	**287**	149	256	118	523	1054
17:15	0	**277**	53	**330**	0	0	0	0	**73**	192	0	265	147	271	126	544	**1139**
17:30	0	227	**75**	302	0	0	0	0	68	176	0	244	151	273	**138**	**562**	1108
17:45	0	226	62	288	0	0	0	0	54	172	0	226	**158**	**287**	101	546	1060
Total Volume	0	904	260	1164	0	0	0	0	267	755	0	1022	605	1087	483	2175	4361
% App. Total	0	77.7	22.3		0	0	0		26.1	73.9	0		27.8	50	22.2		
PHF	.000	.816	.867	.882	.000	.000	.000	.000	.914	.878	.000	.890	.957	.947	.875	.968	.957



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: IRVINE AVENUE
E-W Direction: MESA DRIVE

File Name : H1503015
Site Code : 00000000
Start Date : 3/17/2015

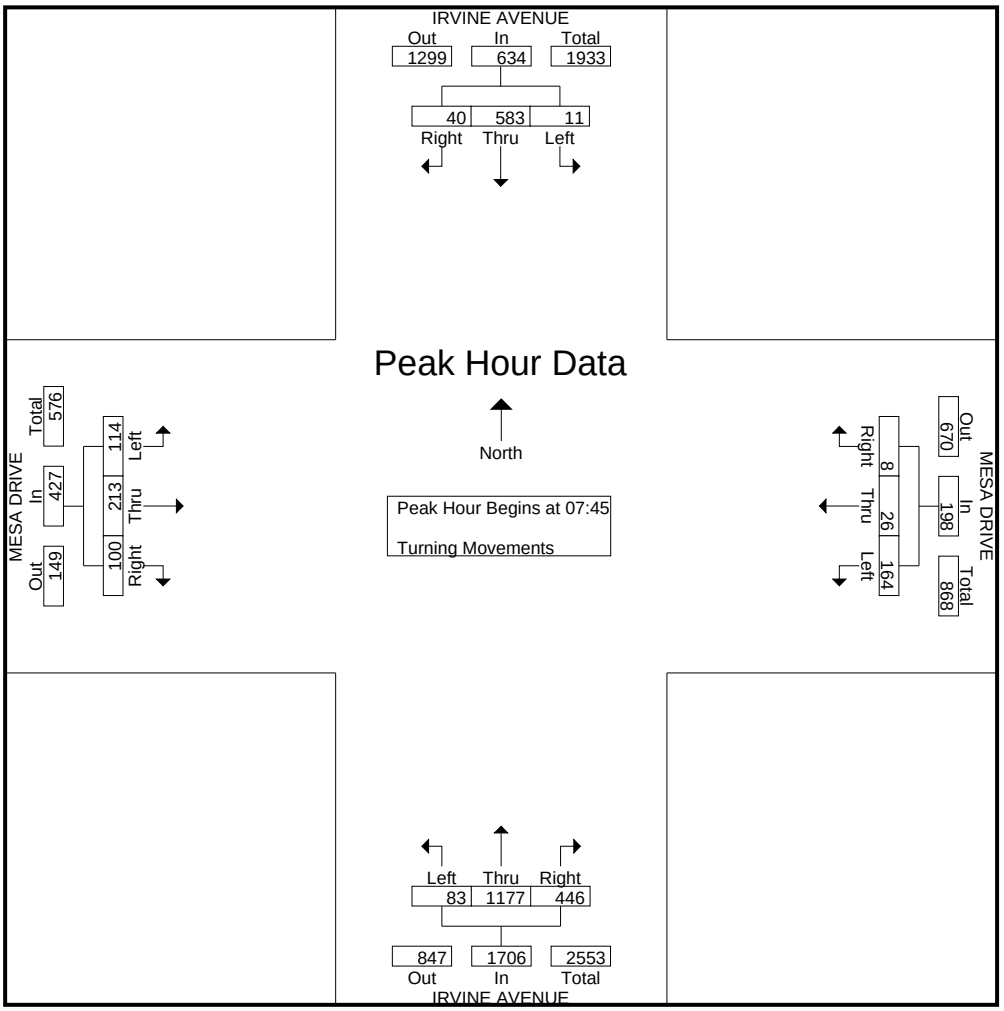
Groups Printed- Turning Movements

	IRVINE AVENUE Southbound			MESA DRIVE Westbound			IRVINE AVENUE Northbound			MESA DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	4	98	1	1	8	10	34	143	7	16	8	10	340
07:15	6	124	2	0	1	18	46	187	11	15	25	13	448
07:30	9	110	1	0	7	32	83	243	17	29	40	35	606
07:45	10	139	2	1	5	34	117	306	26	23	42	30	735
Total	29	471	6	2	21	94	280	879	61	83	115	88	2129
08:00	4	141	1	3	8	41	103	297	23	27	60	23	731
08:15	11	182	6	0	5	55	96	291	17	24	63	36	786
08:30	15	121	2	4	8	34	130	283	17	26	48	25	713
08:45	7	144	2	1	10	40	90	293	15	20	52	23	697
Total	37	588	11	8	31	170	419	1164	72	97	223	107	2927
16:30	29	297	2	2	34	91	42	155	19	34	12	6	723
16:45	56	317	4	6	38	101	34	128	18	62	21	13	798
Total	85	614	6	8	72	192	76	283	37	96	33	19	1521
17:00	56	354	1	3	50	126	51	150	23	45	9	6	874
17:15	98	362	1	0	55	160	43	156	11	57	16	7	966
17:30	111	417	0	1	68	153	35	133	13	39	11	7	988
17:45	87	394	6	0	41	122	40	140	14	30	10	11	895
Total	352	1527	8	4	214	561	169	579	61	171	46	31	3723
18:00	37	337	3	4	37	109	34	135	20	27	5	8	756
18:15	29	310	1	2	24	86	35	136	19	35	8	2	687
Grand Total	569	3847	35	28	399	1212	1013	3176	270	509	430	255	11743
Apprch %	12.8	86.4	0.8	1.7	24.3	73.9	22.7	71.2	6.1	42.6	36	21.4	
Total %	4.8	32.8	0.3	0.2	3.4	10.3	8.6	27	2.3	4.3	3.7	2.2	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503015
Site Code : 00000000
Start Date : 3/17/2015
Page No : 2

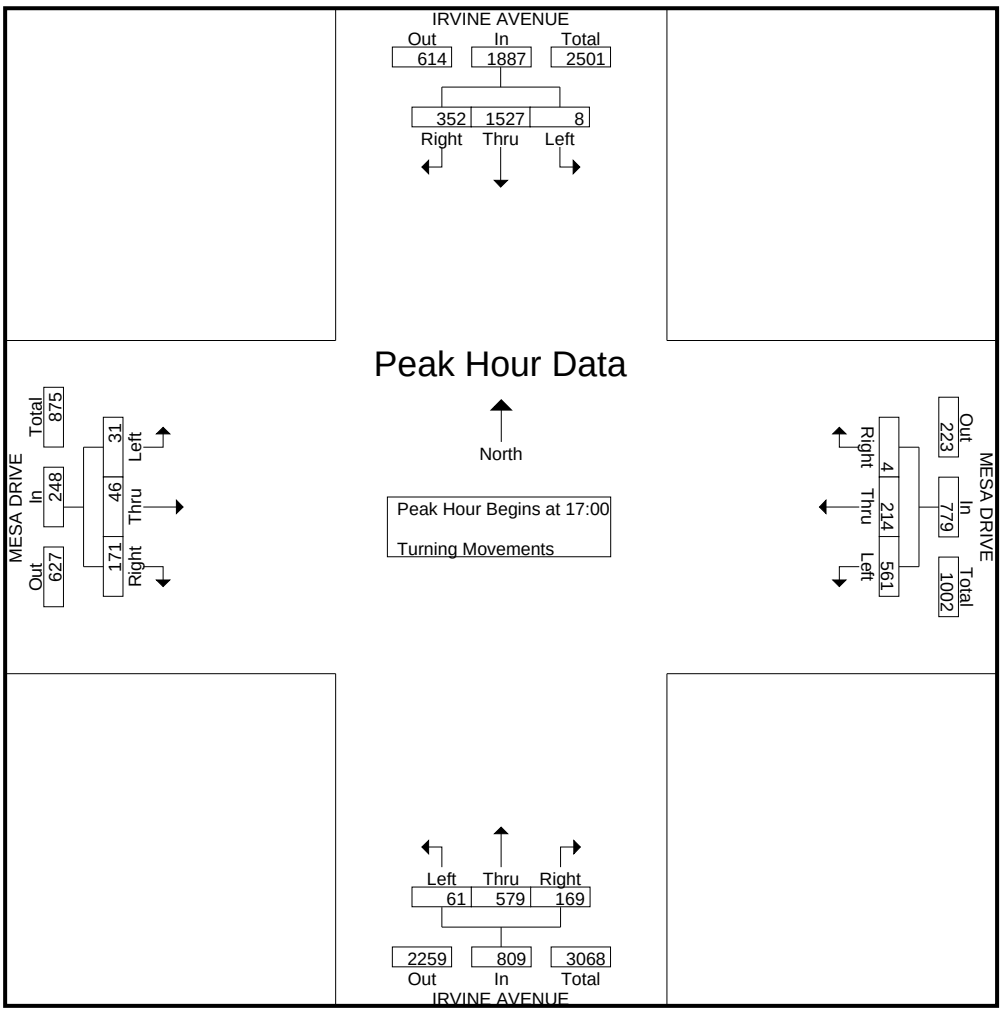
	IRVINE AVENUE Southbound				MESA DRIVE Westbound				IRVINE AVENUE Northbound				MESA DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	10	139	2	151	1	5	34	40	117	**306**	**26**	**449**	23	42	30	95	735
08:00	4	141	1	146	3	**8**	41	52	103	297	23	423	**27**	60	23	110	731
08:15	11	**182**	**6**	**199**	0	5	**55**	**60**	96	291	17	404	24	**63**	**36**	**123**	**786**
08:30	**15**	121	2	138	**4**	8	34	46	**130**	283	17	430	26	48	25	99	713
Total Volume	40	583	11	634	8	26	164	198	446	1177	83	1706	100	213	114	427	2965
% App. Total	6.3	92	1.7		4	13.1	82.8		26.1	69	4.9		23.4	49.9	26.7		
PHF	.667	.801	.458	.796	.500	.813	.745	.825	.858	.962	.798	.950	.926	.845	.792	.868	.943



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503015
Site Code : 00000000
Start Date : 3/17/2015
Page No : 3

	IRVINE AVENUE Southbound				MESA DRIVE Westbound				IRVINE AVENUE Northbound				MESA DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	56	354	1	411	**3**	50	126	179	**51**	150	**23**	**224**	45	9	6	60	874
17:15	98	362	1	461	0	55	**160**	215	43	**156**	11	210	**57**	**16**	7	**80**	966
17:30	**111**	**417**	0	**528**	1	**68**	153	**222**	35	133	13	181	39	11	7	57	**988**
17:45	87	394	**6**	487	0	41	122	163	40	140	14	194	30	10	**11**	51	895
Total Volume	352	1527	8	1887	4	214	561	779	169	579	61	809	171	46	31	248	3723
% App. Total	18.7	80.9	0.4		0.5	27.5	72		20.9	71.6	7.5		69	18.5	12.5		
PHF	.793	.915	.333	.893	.333	.787	.877	.877	.828	.928	.663	.903	.750	.719	.705	.775	.942



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: BIRCH STREET
E-W Direction: BRISTOL STREET N

File Name : h1503006
Site Code : 00000000
Start Date : 3/10/2015

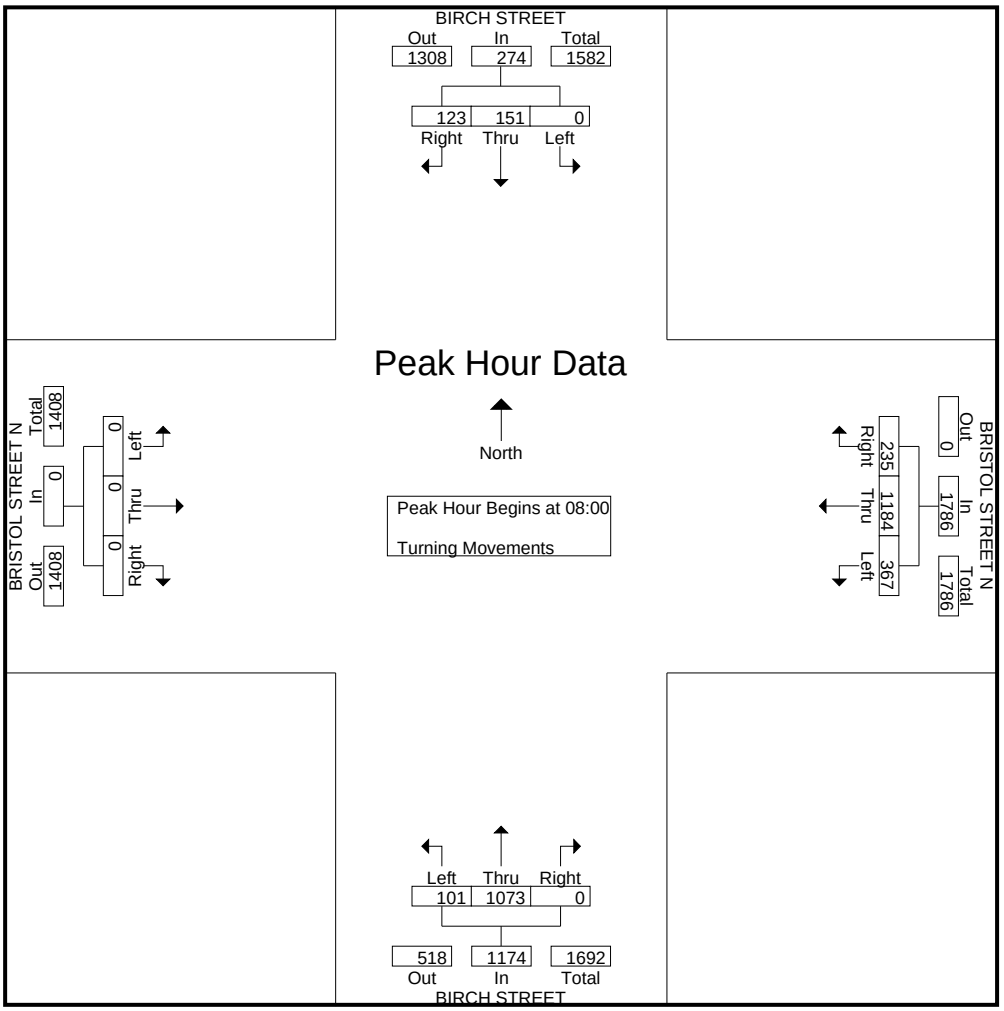
Groups Printed- Turning Movements

	BIRCH STREET Southbound			BRISTOL STREET N Westbound			BIRCH STREET Northbound			BRISTOL STREET N Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	17	19	0	19	126	40	0	98	7	0	0	0	326
07:15	12	19	0	20	155	47	0	130	14	0	0	0	397
07:30	13	16	0	22	213	59	0	159	17	0	0	0	499
07:45	20	16	0	42	302	77	0	239	17	0	0	0	713
Total	62	70	0	103	796	223	0	626	55	0	0	0	1935
08:00	21	28	0	53	321	87	0	252	17	0	0	0	779
08:15	32	37	0	51	276	84	0	274	27	0	0	0	781
08:30	35	39	0	60	283	80	0	271	34	0	0	0	802
08:45	35	47	0	71	304	116	0	276	23	0	0	0	872
Total	123	151	0	235	1184	367	0	1073	101	0	0	0	3234
16:30	191	99	0	19	380	101	0	66	28	0	0	0	884
16:45	180	96	0	33	372	114	0	92	30	0	0	0	917
Total	371	195	0	52	752	215	0	158	58	0	0	0	1801
17:00	286	163	0	35	358	114	0	98	31	0	0	0	1085
17:15	204	183	0	30	348	123	0	84	26	0	0	0	998
17:30	181	158	0	28	331	124	0	57	25	0	0	0	904
17:45	203	113	0	23	308	94	0	67	30	0	0	0	838
Total	874	617	0	116	1345	455	0	306	112	0	0	0	3825
18:00	185	146	0	23	322	85	0	51	22	0	0	0	834
18:15	123	96	0	14	287	66	0	47	20	0	0	0	653
Grand Total	1738	1275	0	543	4686	1411	0	2261	368	0	0	0	12282
Apprch %	57.7	42.3	0	8.2	70.6	21.2	0	86	14	0	0	0	
Total %	14.2	10.4	0	4.4	38.2	11.5	0	18.4	3	0	0	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503006
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

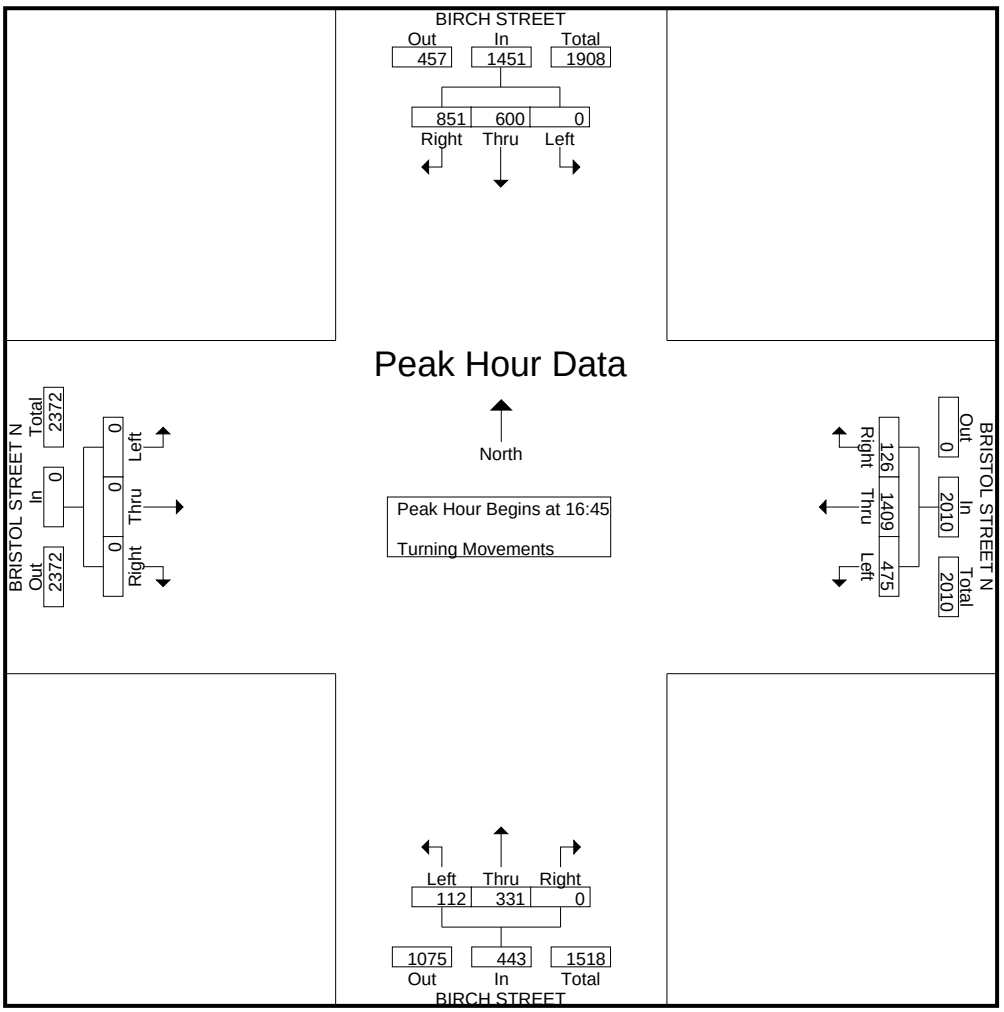
	BIRCH STREET Southbound				BRISTOL STREET N Westbound				BIRCH STREET Northbound				BRISTOL STREET N Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	21	28	0	49	53	**321**	87	461	0	252	17	269	0	0	0	0	779
08:15	32	37	0	69	51	276	84	411	0	274	27	301	0	0	0	0	781
08:30	**35**	39	0	74	60	283	80	423	0	271	**34**	**305**	0	0	0	0	802
08:45	35	**47**	0	**82**	**71**	304	**116**	**491**	0	**276**	23	299	0	0	0	0	**872**
Total Volume	123	151	0	274	235	1184	367	1786	0	1073	101	1174	0	0	0	0	3234
% App. Total	44.9	55.1	0		13.2	66.3	20.5		0	91.4	8.6		0	0	0		
PHF	.879	.803	.000	.835	.827	.922	.791	.909	.000	.972	.743	.962	.000	.000	.000	.000	.927



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503006
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	BIRCH STREET Southbound				BRISTOL STREET N Westbound				BIRCH STREET Northbound				BRISTOL STREET N Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	180	96	0	276	33	**372**	114	**519**	0	92	30	122	0	0	0	0	917
17:00	**286**	163	0	**449**	**35**	358	114	507	0	**98**	**31**	**129**	0	0	0	0	**1085**
17:15	204	**183**	0	387	30	348	123	501	0	84	26	110	0	0	0	0	998
17:30	181	158	0	339	28	331	**124**	483	0	57	25	82	0	0	0	0	904
Total Volume	851	600	0	1451	126	1409	475	2010	0	331	112	443	0	0	0	0	3904
% App. Total	58.6	41.4	0		6.3	70.1	23.6		0	74.7	25.3		0	0	0		
PHF	.744	.820	.000	.808	.900	.947	.958	.968	.000	.844	.903	.859	.000	.000	.000	.000	.900



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: BIRCH STREET
E-W Direction: BRISTOL STREET S

File Name : h1503002
Site Code : 00000000
Start Date : 3/10/2015
Page No : 1

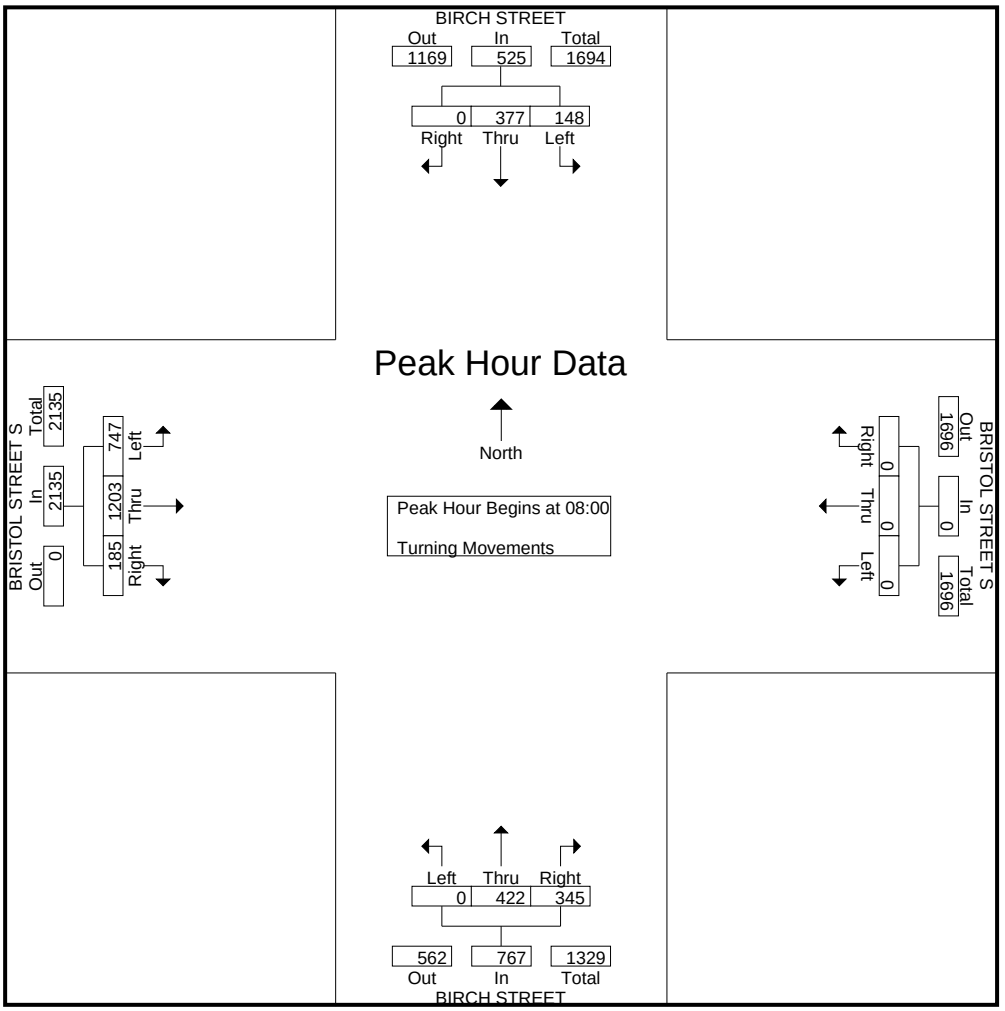
Groups Printed- Turning Movements

	BIRCH STREET Southbound			BRISTOL STREET S Westbound			BIRCH STREET Northbound			BRISTOL STREET S Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	28	13	0	0	0	26	24	0	28	201	89	409
07:15	0	46	17	0	0	0	40	30	0	28	207	116	484
07:30	0	57	21	0	0	0	65	58	0	29	219	120	569
07:45	0	72	30	0	0	0	78	64	0	29	265	189	727
Total	0	203	81	0	0	0	209	176	0	114	892	514	2189
08:00	0	85	34	0	0	0	91	103	0	46	347	183	889
08:15	0	93	44	0	0	0	101	109	0	41	306	210	904
08:30	0	97	37	0	0	0	71	108	0	52	280	154	799
08:45	0	102	33	0	0	0	82	102	0	46	270	200	835
Total	0	377	148	0	0	0	345	422	0	185	1203	747	3427
16:30	0	140	57	0	0	0	51	47	0	34	304	52	685
16:45	0	149	72	0	0	0	78	50	0	30	273	74	726
Total	0	289	129	0	0	0	129	97	0	64	577	126	1411
17:00	0	215	54	0	0	0	92	65	0	27	300	61	814
17:15	0	256	61	0	0	0	62	39	0	30	330	53	831
17:30	0	206	68	0	0	0	70	52	0	20	354	44	814
17:45	0	170	58	0	0	0	76	45	0	27	317	62	755
Total	0	847	241	0	0	0	300	201	0	104	1301	220	3214
18:00	0	162	63	0	0	0	61	36	0	22	276	40	660
18:15	0	124	52	0	0	0	57	30	0	31	273	32	599
Grand Total	0	2002	714	0	0	0	1101	962	0	520	4522	1679	11500
Apprch %	0	73.7	26.3	0	0	0	53.4	46.6	0	7.7	67.3	25	
Total %	0	17.4	6.2	0	0	0	9.6	8.4	0	4.5	39.3	14.6	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503002
Site Code : 00000000
Start Date : 3/10/2015
Page No : 2

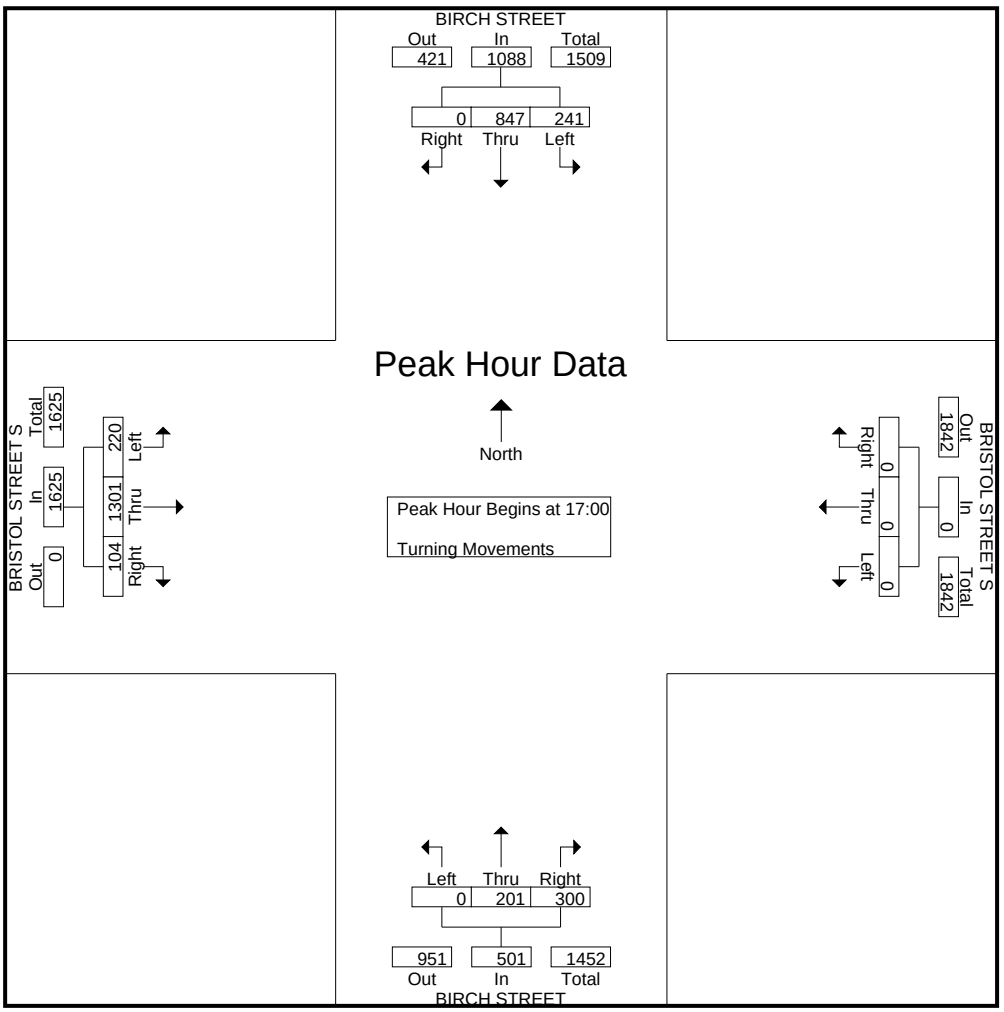
	BIRCH STREET Southbound				BRISTOL STREET S Westbound				BIRCH STREET Northbound				BRISTOL STREET S Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	85	34	119	0	0	0	0	91	103	0	194	46	**347**	183	**576**	889
08:15	0	93	**44**	**137**	0	0	0	0	**101**	**109**	0	**210**	41	306	**210**	557	**904**
08:30	0	97	37	134	0	0	0	0	71	108	0	179	**52**	280	154	486	799
08:45	0	**102**	33	135	0	0	0	0	82	102	0	184	46	270	200	516	835
Total Volume	0	377	148	525	0	0	0	0	345	422	0	767	185	1203	747	2135	3427
% App. Total	0	71.8	28.2		0	0	0		45	55	0		8.7	56.3	35		
PHF	.000	.924	.841	.958	.000	.000	.000	.000	.854	.968	.000	.913	.889	.867	.889	.927	.948



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1503002
Site Code : 00000000
Start Date : 3/10/2015
Page No : 3

	BIRCH STREET Southbound				BRISTOL STREET S Westbound				BIRCH STREET Northbound				BRISTOL STREET S Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	215	54	269	0	0	0	0	**92**	**65**	0	**157**	27	300	61	388	814
17:15	0	**256**	61	**317**	0	0	0	0	62	39	0	101	**30**	330	53	413	**831**
17:30	0	206	**68**	274	0	0	0	0	70	52	0	122	20	**354**	44	**418**	814
17:45	0	170	58	228	0	0	0	0	76	45	0	121	27	317	**62**	406	755
Total Volume	0	847	241	1088	0	0	0	0	300	201	0	501	104	1301	220	1625	3214
% App. Total	0	77.8	22.2		0	0	0		59.9	40.1	0		6.4	80.1	13.5		
PHF	.000	.827	.886	.858	.000	.000	.000	.000	.815	.773	.000	.798	.867	.919	.887	.972	.967



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: NEWPORT BEACH
N-S- Direction: BAYVIEW PLACE
E-W Direction: BRISTOL STREET

File Name : H1503003
Site Code : 00000571
Start Date : 3/4/2015
Page No : 1

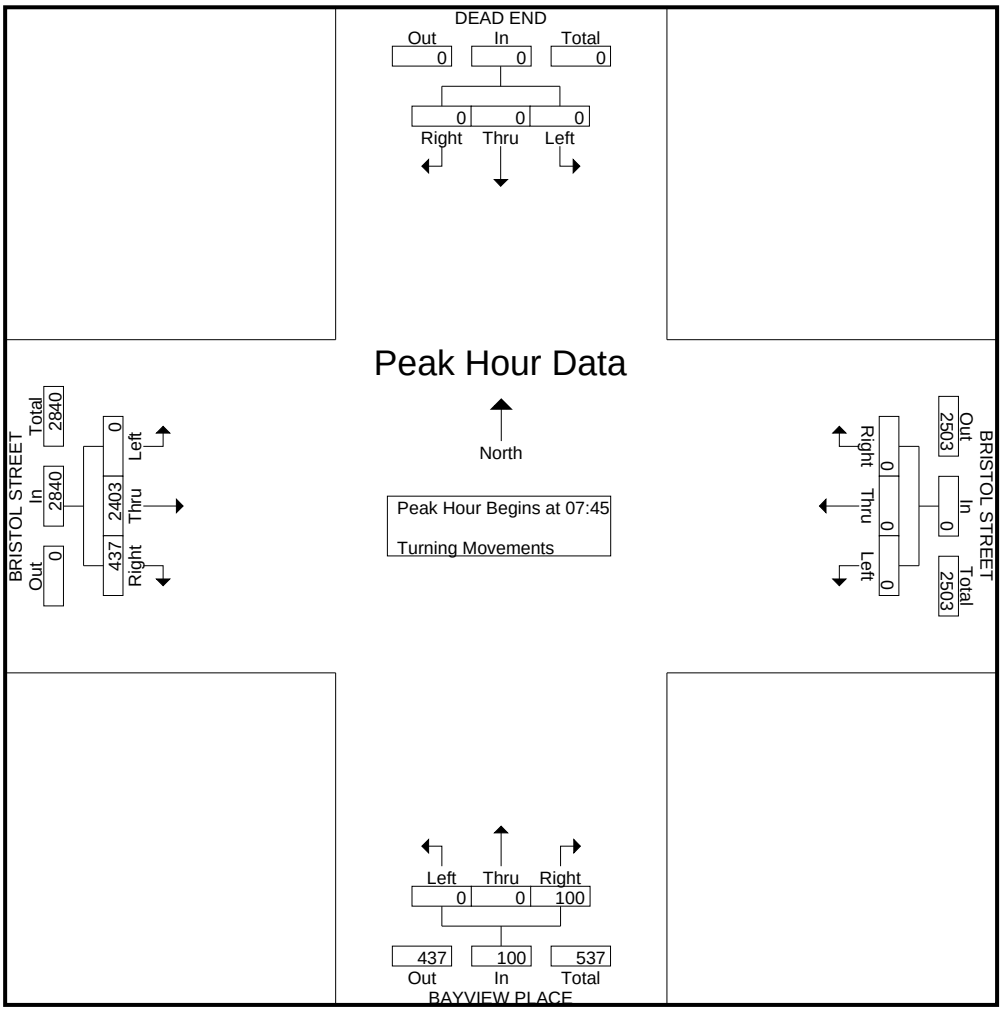
Groups Printed- Turning Movements

	DEAD END Southbound			BRISTOL STREET Westbound			BAYVIEW PLACE Northbound			BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	0	0	0	0	0	18	0	0	52	447	0	517
07:15	0	0	0	0	0	0	14	0	0	53	546	0	613
07:30	0	0	0	0	0	0	16	0	0	75	645	0	736
07:45	0	0	0	0	0	0	37	0	0	110	613	0	760
Total	0	0	0	0	0	0	85	0	0	290	2251	0	2626
08:00	0	0	0	0	0	0	28	0	0	100	589	0	717
08:15	0	0	0	0	0	0	17	0	0	97	604	0	718
08:30	0	0	0	0	0	0	18	0	0	130	597	0	745
08:45	0	0	0	0	0	0	18	0	0	116	577	0	711
Total	0	0	0	0	0	0	81	0	0	443	2367	0	2891
16:30	0	0	0	0	0	0	55	0	0	34	566	0	655
16:45	0	0	0	0	0	0	74	0	0	35	511	0	620
Total	0	0	0	0	0	0	129	0	0	69	1077	0	1275
17:00	0	0	0	0	0	0	63	0	0	28	494	0	585
17:15	0	0	0	0	0	0	76	0	0	27	546	0	649
17:30	0	0	0	0	0	0	97	0	0	31	521	0	649
17:45	0	0	0	0	0	0	91	0	0	28	590	0	709
Total	0	0	0	0	0	0	327	0	0	114	2151	0	2592
18:00	0	0	0	0	0	0	77	0	0	36	549	0	662
18:15	0	0	0	0	0	0	105	0	0	28	536	0	669
Grand Total	0	0	0	0	0	0	804	0	0	980	8931	0	10715
Apprch %	0	0	0	0	0	0	100	0	0	9.9	90.1	0	
Total %	0	0	0	0	0	0	7.5	0	0	9.1	83.4	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503003
Site Code : 00000571
Start Date : 3/4/2015
Page No : 2

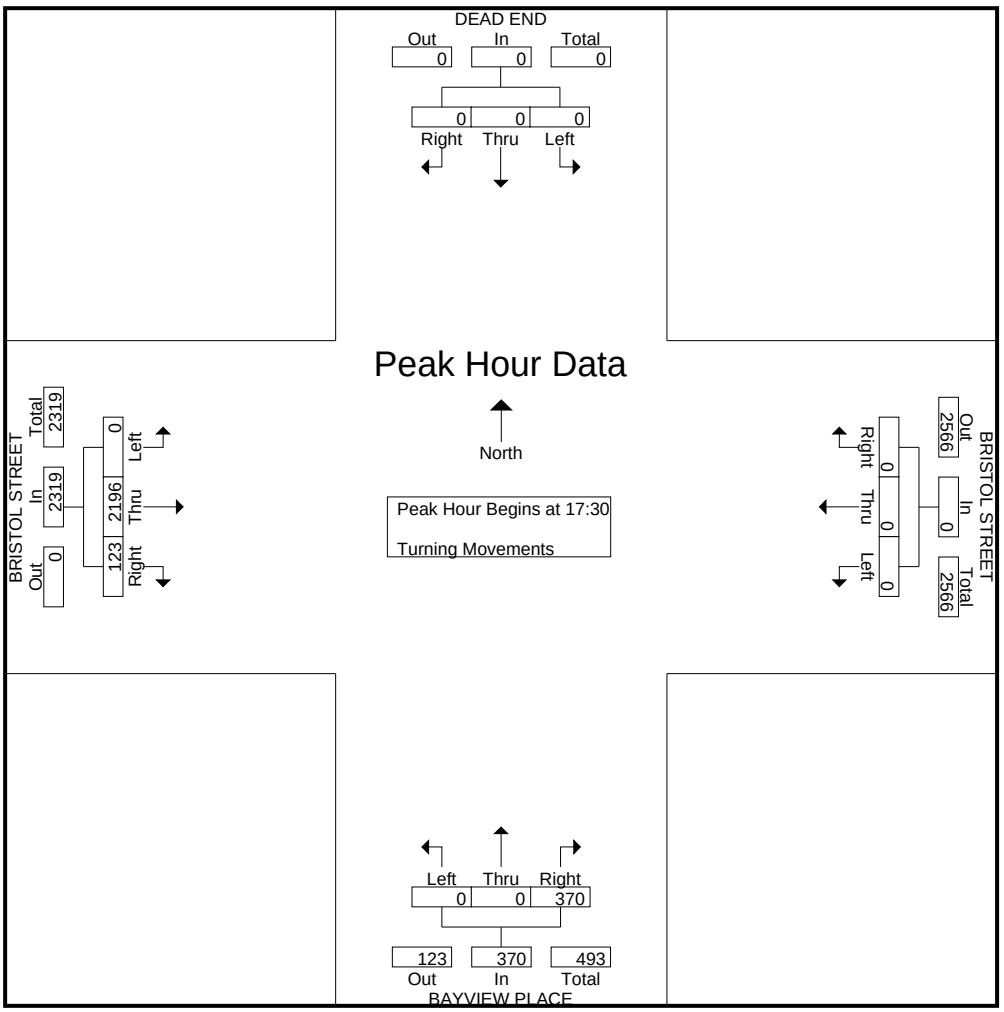
	DEAD END Southbound				BRISTOL STREET Westbound				BAYVIEW PLACE Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	0	0	0	**37**	0	0	**37**	110	**613**	0	723	**760**
08:00	0	0	0	0	0	0	0	0	28	0	0	28	100	589	0	689	717
08:15	0	0	0	0	0	0	0	0	17	0	0	17	97	604	0	701	718
08:30	0	0	0	0	0	0	0	0	18	0	0	18	**130**	597	0	**727**	745
Total Volume	0	0	0	0	0	0	0	0	100	0	0	100	437	2403	0	2840	2940
% App. Total	0	0	0		0	0	0		100	0	0		15.4	84.6	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.676	.000	.000	.676	.840	.980	.000	.977	.967



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1503003
Site Code : 00000571
Start Date : 3/4/2015
Page No : 3

	DEAD END Southbound				BRISTOL STREET Westbound				BAYVIEW PLACE Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:30																	
17:30	0	0	0	0	0	0	0	0	97	0	0	97	31	521	0	552	649
17:45	0	0	0	0	0	0	0	0	91	0	0	91	28	**590**	0	**618**	**709**
18:00	0	0	0	0	0	0	0	0	77	0	0	77	**36**	549	0	585	662
18:15	0	0	0	0	0	0	0	0	**105**	0	0	**105**	28	536	0	564	669
Total Volume	0	0	0	0	0	0	0	0	370	0	0	370	123	2196	0	2319	2689
% App. Total	0	0	0		0	0	0		100	0	0		5.3	94.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.881	.000	.000	.881	.854	.931	.000	.938	.948



dtPostNum	RoadName	Segment	TwoWayAd	CountDate	CountSource
65	Campus Dr.	b/w Airport Wy.and MacArthur Bl.	28,000	Y-2013	OCTA 2014 Flow Map
66	Campus Dr.	n/o Bristol St. NB	28,135	Y-2015	
67	Campus Dr.	s/o Bristol St. SB	25,824	Y-2015	VP15 Count
869	Campus Dr.	e/o MacArthur Bl.	13,200	Y-2015	City-PW 2015
870	Campus Dr.	w/o Von Karman Av.	13,198	Y-2015	VP15 Count
871	Campus Dr.	e/o Von Karman Av.	10,970	Y-2015	City-PW 2015
872	Campus Dr.	w/o Jamboree Rd.	10,967	Y-2015	VP15 Count
877	Campus Dr.	e/o Jamboree Rd.	18,070	Y-2015	City-PW 2015
879	Campus Dr.	b/w Carlson Av.and University Dr.	18,066	Y-2015	VP15 Count
893	Campus Dr.	b/w University Dr. and Bridge Rd.	22,700	Y-2015	City-PW 2015
896	Campus Dr.	e/o Berkeley Av.	18,540	Y-2015	City-PW 2015
897	Campus Dr.	w/o California Av.	17,000	Y-2015	City-PW 2015
1304	Campus Dr.	b/w Bristol St. NB and SB	28,628	Y-2015	VP15 Count
166	Carlson Av.	s/o Michelson Dr.	6,008	Y-2015	VP15 Count
170	Harvard Av.	s/o Walnut Av.	8,370	Y-2015	City-PW 2015
171	Harvard Av.	n/o Edinger Av.	9,900	Y-2015	City-PW 2015
172	Harvard Av.	b/w Edinger Av. And Paseo Westpark	10,860	Y-2015	City-PW 2015
173	Harvard Av.	s/o Paseo Westpark	10,450	Y-2015	City-PW 2015
174	Harvard Av.	n/o Warner Av.	10,446	Y-2015	VP15 Count
175	Harvard Av.	s/o Warner Av.	14,670	Y-2015	City-PW 2015
176	Harvard Av.	n/o Barranca Pkwy.	14,516	Y-2014	Tustin Legacy
177	Harvard Av.	s/o Barranca Pkwy.	18,100	Y-2015	City-PW 2015
178	Harvard Av.	n/o Alton Pkwy.	18,016	Y-2015	VP15 Count
179	Harvard Av.	s/o Alton Pkwy.	18,020	Y-2015	City-PW 2015
180	Harvard Av.	n/o Main St.	21,910	Y-2015	City-PW 2015
181	Harvard Av.	s/o Main St.	22,315	Y-2015	VP15 Count
182	Harvard Av.	s/o Coronado	22,310	Y-2015	City-PW 2015
183	Harvard Av.	s/o Michelson Dr.	17,252	Y-2015	VP15 Count
184	Harvard Av.	n/o University Dr.	17,250	Y-2015	City-PW 2015
662	Harvard Av.	n/o Michelson Dr.	23,220	Y-2015	City-PW 2015
892	Harvard Av.	w/o Culver Dr.	11,330	Y-2015	City-PW 2015
2829	Harvard Av.	b/w San Juan and San Leon	17,120	Y-2015	City-PW 2015
2830	Harvard Av.	San Marino to Alton Prkwy	21,540	Y-2015	City-PW 2015
3040	Harvard Av.	s/o Poplar	9,896	Y-2015	VP15 Count
3041	Harvard Av.	n/o Poplar	9,896	Y-2015	VP15 Count
137	Jamboree Rd.	n/o Barranca Pkwy.	57,130	Y-2015	City-PW 2015
138	Jamboree Rd.	s/o Barranca Pkwy.	49,760	Y-2015	City-PW 2015
139	Jamboree Rd.	n/o Alton Pkwy.	53,570	Y-2015	City-PW 2015
140	Jamboree Rd.	s/o Alton Pkwy.	57,680	Y-2015	City-PW 2015
141	Jamboree Rd.	n/o McGaw Av.	57,681	Y-2015	VP15 Count
142	Jamboree Rd.	b/w McGaw Av.and Kelvin	52,430	Y-2015	City-PW 2015
143	Jamboree Rd.	s/o Kelvin Av.	61,834	Y-2015	VP15 Count
144	Jamboree Rd.	n/o Main St.	61,830	Y-2015	City-PW 2015
145	Jamboree Rd.	b/w Main St.and Union	68,700	Y-2015	City-PW 2015
146	Jamboree Rd.	b/w Union and I-405 NB Ramps	68,700	Y-2015	City-PW 2015
147	Jamboree Rd.	s/o I-405 SB Ramps	72,060	Y-2015	City-PW 2015
148	Jamboree Rd.	n/o Michelson Dr.	72,060	Y-2015	City-PW 2015
149	Jamboree Rd.	b/w Michelson Dr.and HINES Northerly RIRO Access	50,600	Y-2015	City-PW 2015
150	Jamboree Rd.	b/w Dupont and Campus Dr.	41,950	Y-2015	City-PW 2015
151	Jamboree Rd.	b/w Campus Dr.and Birch St.	39,800	Y-2015	City-PW 2015
152	Jamboree Rd.	s/o Birch St.	39,500	Y-2015	City-PW 2015
153	Jamboree Rd.	n/o Fairchild Rd.	39,500	Y-2015	City-PW 2015
154	Jamboree Rd.	s/o Fairchild Rd.	33,690	Y-2015	City-PW 2015
155	Jamboree Rd.	n/o MacArthur Bl.	34,540	Y-2015	City-PW 2015
156	Jamboree Rd.	b/w MacArthur Bl.and Bristol St. NB-SR73 NB Ramps	32,408	Y-2015	VP15 Count
157	Jamboree Rd.	s/o Bristol St. SB	50,576	Y-2015	VP15 Count
158	Jamboree Rd.	n/o Eastbluff Dr.-University Dr.	50,576	Y-2015	VP15 Count
159	Jamboree Rd.	s/o Eastbluff Dr.-University Dr.	41,964	Y-2015	
929	Jamboree Rd.	n/o Portola Pkwy.	25,600	Y-2014	City of Tustin
930	Jamboree Rd.	n/o El Camino Real	51,400	Y-2014	City of Tustin
956	Jamboree Rd.	b/w I-405 NB and SB Ramps	73,907	Y-2013	IBC Hilton Garden
958	Jamboree Rd.	b/w I-5 NB and SB Ramps	62,480	Y-2015	City-PW 2015

1143	Jamboree Rd.	s/o Chapman Ave.	18,614	Y-2015	2014-PA1
1144	Jamboree Rd.	s/o Canyon View Ave.	22,035	Y-2015	2014-PA1
1146	Jamboree Rd.	n/o Chapman Ave.	61,000	Y-2015	2015-PeMS-oct
1147	Jamboree Rd.	n/o Canyon View Ave.	18,614	Y-2015	2014-PA1
1324	Jamboree Rd.	n/o Bryan Av.	42,260	Y-2015	City-PW 2015
1503	Jamboree Rd.	s/o Beckman Av.	53,566	Y-2015	VP15 Count
1567	Jamboree Rd.	n/o Beckman Av.	50,720	Y-2013	City
1714	Jamboree Rd.	n/o Ford Rd.	32,181	Y-2015	VP15 Count
1777	Jamboree Rd.	s/o Bison Av.	32,181	Y-2015	VP15 Count
1856	Jamboree Rd.	n/o Bristol St. SB	42,882	Y-2015	VP15 Count
3044	Jamboree Rd.	s/o McGaw	57,074	Y-2014	Tustin Legacy
3045	Jamboree Rd.	n/o McGaw	53,991	Y-2014	Tustin Legacy
59	MacArthur Bl.	n/o Main St.	29,752	Y-2013	
60	MacArthur Bl.	b/w Main St. and I-405 NB Ramps	47,930	Y-2015	City-PW 2015
61	MacArthur Bl.	b/w I-405 SB Ramps and Business Ctr. Dr.	51,434	Y-2013	IBC Hilton Garden
62	MacArthur Bl.	b/w Business Center Dr. and Michelson Dr.	52,530	Y-2015	City-PW 2015
63	MacArthur Bl.	s/o Michelson Dr.	35,385	Y-2015	VP15 Count
64	MacArthur Bl.	n/o Campus Dr.	35,380	Y-2015	City-PW 2015
73	MacArthur Bl.	s/o Campus Dr.	18,634	Y-2015	VP15 Count
75	MacArthur Bl.	s/o Birch St.	18,634	Y-2015	VP15 Count
813	MacArthur Bl.	e/o SR-55 NB Ramps	37,243	Y-2013	City
814	MacArthur Bl.	w/o Red Hill Av.	36,080	Y-2015	City-PW 2015
815	MacArthur Bl.	e/o Red Hill Av.	22,329	Y-2015	VP15 Count
914	MacArthur Bl.	e/o Von Karman Av.	18,630	Y-2015	City-PW 2015
916	MacArthur Bl.	e/o Jamboree Rd.	39,690	Y-2015	City-PW 2015
917	MacArthur Bl.	w/o Fairchild Av.	39,687	Y-2015	VP15 Count
953	MacArthur Bl.	n/o Bison Av.	65,695	Y-2015	VP15 Count
957	MacArthur Bl.	b/w I-405 NB and SB Ramps	48,225	Y-2013	IBC Hilton Garden
1301	MacArthur Bl.	n/o Ford Rd.	75,856	Y-2015	VP15 Count
1432	MacArthur Bl.	n/o Sky Park E.	25,100	Y-2013	IBC Hilton Garden
1524	MacArthur Bl.	s/o Sky Park E.	22,329	Y-2015	VP15 Count
1884	MacArthur Bl.	w/o SR-55 SB Ramps	38,000	Y-2015	VP15 Count
2805	MacArthur Bl.	w/o Flower	33,000	Y-2015	VP15 Count
2812	MacArthur Bl.	w/o Main	22,330	Y-2015	City-PW 2015
1288	MacArthur Blvd. NB	s/o University Dr.	65,700	Y-2015	City-PW 2015
532	Main St.	w/o Newport Av.	11,200	Y-2014	2014-Tustin
817	Main St.	w/o Red Hill Av.	23,300	Y-2015	City-PW 2015
818	Main St.	e/o Red Hill Av.	23,600	Y-2015	City-PW 2015
819	Main St.	w/o MacArthur Bl.	23,596	Y-2015	
820	Main St.	e/o MacArthur Bl.	31,630	Y-2015	City-PW 2015
821	Main St.	b/w Gillette Av.and Von Karman Av.	31,631	Y-2015	VP15 Count
822	Main St.	b/w Von Karman Av.and Cartwright Rd.	23,054	Y-2015	VP15 Count
823	Main St.	b/w Siglo and Jamboree Rd.	23,054	Y-2015	VP15 Count
824	Main St.	b/w Jamboree Rd.and Union	22,950	Y-2015	City-PW 2015
825	Main St.	w/o Harvard Av.	22,949	Y-2015	VP15 Count
826	Main St.	e/o Harvard Av.	12,230	Y-2015	City-PW 2015
1423	Main St.	w/o Gillette Av.	36,924	Y-2013	IBC Hilton Garden
1430	Main St.	e/o Cartwright Rd.	26,594	Y-2013	IBC Hilton Garden
2796	Main St.	s/o Dyer	27,875	Y-2015	VP15 Count
2809	Main St.	n/o MacArthur	27,812	Y-2015	VP15 Count
2811	Main St.	s/o MacArthur	22,389	Y-2015	VP15 Count
2826	Main St.	s/o Alton Ave	26,662	Y-2015	VP15 Count
4123	Main St.	w/o Mercantile	42,884	Y-2013	IBC Hilton Garden
1415	Teller Av.	s/o Michelson Dr.	5,245	Y-2013	Campos Verdes-ITC
1417	Teller Av.	s/o Dupont Dr.	2,785	Y-2013	Campos Verdes-ITC
1699	Teller Av.	n/o Dupont Dr.	5,245	Y-2013	Campos Verdes-ITC
1844	Teller Av.	n/o Campus Dr.	2,785	Y-2013	Campos Verdes-ITC
97	Von Karman Av.	n/o Barranca Pkwy.	20,423	Y-2014	City of Tustin
98	Von Karman Av.	s/o Barranca Pkwy.	26,132	Y-2015	VP15 Count
99	Von Karman Av.	n/o Alton Pkwy.	26,130	Y-2015	City-PW 2015
100	Von Karman Av.	s/o Alton Pkwy.	23,446	Y-2015	VP15 Count
101	Von Karman Av.	n/o McGaw Av.	23,450	Y-2015	City-PW 2015
102	Von Karman Av.	s/o McGaw Av.	23,426	Y-2015	VP15 Count

103	Von Karman Av.	n/o Main St.	23,430	Y-2015	City-PW 2015
104	Von Karman Av.	s/o Main St.	24,790	Y-2015	City-PW 2015
105	Von Karman Av.	b/w Morse Av.and I-405 HOV Ramps	22,630	Y-2015	City-PW 2015
106	Von Karman Av.	b/w I-405 HOV Ramps and Quartz	22,850	Y-2013	IBC Hilton Garden
107	Von Karman Av.	b/w Quartz and Michelson Dr.	21,590	Y-2015	City-PW 2015
108	Von Karman Av.	s/o Michelson Dr.	16,632	Y-2015	VP15 Count
109	Von Karman Av.	n/o Dupont Dr.	14,575	Y-2013	City
110	Von Karman Av.	s/o Dupont Dr.	16,632	Y-2015	VP15 Count
111	Von Karman Av.	n/o Campus Dr.	16,630	Y-2015	City-PW 2015
112	Von Karman Av.	s/o Campus Dr.	11,633	Y-2015	VP15 Count
113	Von Karman Av.	s/o Birch St.	9,968	Y-2015	VP15 Count
1525	Von Karman Av.	n/o Morse Av.	23,154	Y-2013	IBC Hilton Garden
76	Dupont Dr.	s/o Michelson Dr.	4,209	Y-2014	Hampton Inn
866	Dupont Dr.	w/o Von Karman Av.	4,209	Y-2014	Hampton Inn
867	Dupont Dr.	e/o Von Karman Av.	3,935	Y-2013	Campos Verdes-ITC
868	Dupont Dr.	w/o Jamboree Rd.	2,847	Y-2013	Campos Verdes-ITC
1264	Dupont Dr.	e/o Jamboree Rd.	3,706	Y-2014	Hampton Inn
1416	Dupont Dr.	w/o Bardeen	3,935	Y-2013	Campos Verdes-ITC
1420	Dupont Dr.	n/o Michelson Dr.	2,983	Y-2014	Hampton Inn
1421	Dupont Dr.	s/o Business Center Dr.	2,983	Y-2014	Hampton Inn
1700	Dupont Dr.	e/o Teller Av.	2,847	Y-2013	Campos Verdes-ITC
1703	Dupont Dr.	w/o Teller Av.	3,935	Y-2013	Campos Verdes-ITC
1704	Dupont Dr.	e/o Bardeen	3,935	Y-2013	Campos Verdes-ITC
840	Michelson Dr.	e/o MacArthur Bl.	19,878	Y-2015	VP15 Count
841	Michelson Dr.	w/o Dupont Dr.	17,607	Y-2012	City
842	Michelson Dr.	e/o Dupont Dr.	11,223	Y-2013	IBC Hilton Garden
843	Michelson Dr.	w/o Von Karman Av.	11,779	Y-2015	VP15 Count
844	Michelson Dr.	b/w Von Karman and Obsidian	19,044	Y-2015	VP15 Count
845	Michelson Dr.	w/o Jamboree Rd.	19,044	Y-2015	VP15 Count
846	Michelson Dr.	b/w Jamboree Rd.and Carlson Av.	20,314	Y-2015	VP15 Count
847	Michelson Dr.	e/o Carlson Av.	20,314	Y-2015	VP15 Count
848	Michelson Dr.	w/o Harvard Av.	20,314	Y-2015	VP15 Count
850	Michelson Dr.	w/o Culver Dr.	16,454	Y-2015	VP15 Count
852	Michelson Dr.	w/o Yale Av.	10,210	Y-2015	City-PW 2015
853	Michelson Dr.	e/o Yale Av.	6,340	Y-2015	City-PW 2015
1047	Michelson Dr.	w/o Bixby	11,223	Y-2013	IBC Hilton Garden
1048	Michelson Dr.	e/o Bixby	11,526	Y-2013	IBC Hilton Garden
1346	Michelson Dr.	e/o Harvard Av.	16,454	Y-2015	VP15 Count
1413	Michelson Dr.	w/o Teller Av.	16,875	Y-2012	City
1698	Michelson Dr.	e/o Teller Av.	20,716	Y-2013	IBC Hilton Garden
186	University Dr.	n/o Campus Dr.	25,980	Y-2015	City-PW 2015
187	University Dr.	b/w Campus Dr.and Mesa Rd.	29,980	Y-2015	City-PW 2015
188	University Dr.	b/w Mesa Rd. and California Av.	29,790	Y-2015	VP15 Count
189	University Dr.	b/w MacArthur Blvd. NB and California Av.	24,279	Y-2015	VP15 Count
347	University Dr.	b/w I-405 SB Ramps and Michelson Dr.	46,690	Y-2015	City-PW 2015
854	University Dr.	w/o Michelson Dr.	41,502	Y-2012	City
880	University Dr.	w/o Harvard Av.	25,975	Y-2015	VP15 Count
881	University Dr.	e/o Harvard Av.	22,770	Y-2015	City-PW 2015

Street Name		From	To	2016 Annual Counts (Day 1)	2016 Annual Counts (Day 2)	
CAMPUS	★	MacArthur	Von Karman	13075	14004	
		Von Karman	Jamboree	11666	12450	
		Jamboree	University	17878	18222	
	★	University	Berkeley	22648	23703	
		Berkeley	Culver	17413	18400	
		Culver	Turtle Rock	17853	17721	
HARVARD		Culver	Bridge	11058	11315	
		Bridge	University	14902	15370	
	★	University	Michelson	19009	19564	
	★	Michelson	Coronado	25439	25531	
		Coronado	Main	24164	24314	
		Michelson	Main			
		Main	San Carlo	23720	23817	
		San Carlo	San Marino	24038	24045	
		San Marino	Alton	23793	23784	
		Main	Alton			
		Alton	San Leon	19885	19918	
		San Leon	San Juan	18511	18535	
		San Juan	Barranca	20101	20208	
		Alton	Barranca			
		Barranca	Warner	15863	15841	
		Warner	P W.Park	10995	10968	
		P W.Park	ICD	11635	11526	
		Barranca	ICD			
		ICD	Poplar	10629	10460	
		Poplar	Walnut	9341	9494	
JAMBOREE	★	MacArthur	Koll Center	33314	33033	
		Koll Center	Fairchild	32070	31672	
	★	Fairchild	Birch	41102	41345	
	★	Birch	Campus	39071	38963	
		MacArthur	Campus			
	★	Campus	Dupont	41587	41373	
	★	Dupont	Michelson	45474	45484	
		Campus	Michelson			
	★	Michelson	S/B I-405	71095	71080	

	S/B I-405	Main	67364	67510
	Main	Kelvin	53699	53764
	Kelvin	McGaw	50661	50733
	Main	McGaw		
	McGaw	Alton	54255	54247
	Alton	Beckman	48099	48239
	Beckman	Barranca	49514	49314
	Alton	Barranca		
	Barranca	Warner	57653	57960
	Warner	ICD	63688	63484
	ICD	Walnut	56718	56137
	Walnut	N/B I-5	48127	48204
	N/B I-5	S/B I-5	58267	57602
	N/B I-5	Bryan	48484	48858
	Bryan	Irvine	45079	45258
	Irvine	Portola	22859	22610
MACARTHUR	San Joaquin	University	65778	66667
	University	Jamboree	39361	40148
	Jamboree	Campus	19361	19988
	Campus	Michelson	35873	37788
	Michelson	S/B I-405	52637	54615
	N/B I-405	Main	35479	31058
	Main	Redhill	26939	28300
	Redhill	Fitch	39713	41515
MAIN	SR-55	Red Hill	24024	23970
	Red Hill	MacArthur	23739	23977
	MacArthur	Von Karman	29325	30026
	Von Karman	Jamboree	24984	25064
	Jamboree	Harvard	23323	23870
	Harvard	Culver	11280	11859
	Culver	W Yale Loop	14233	14439
MICHELSON	MacArthur	Von Karman	10635	11077
	Von Karman	Jamboree	15386	15124
	Jamboree	Harvard	20475	20869
	Harvard	Culver	17894	18102
	Culver	Yale	8449	8114
	Yale	University	6766	6295
UNIVERSITY	Begin	MacArthur		
	MacArthur	Campus	32326	31909
	Campus	Harvard	25303	24286
	Harvard	Culver	24067	22758
	Culver	Golden Glow	34605	33154
	Golden Glow	Yale	33088	31737
	Culver	Yale		
	Yale	Ridgeline	32646	31308
	Ridgeline	Michelson	44260	43076
	Yale	Michelson		
	Michelson	S/B I-405	46488	46127
VON KARMAN	Campus	Michelson	15308	15796

Michelson	Marriott	20103	20162
Marriott	Morse	19663	19812
Morse	Main	22999	22607
Main	McGaw	21662	21713
McGaw	Alton	21971	22260
Alton	Barranca	24514	24891

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-1 – EXISTING CONDITIONS

Koll Center Residences
Existing AM ICU

Scenario Report

Scenario:	Existing AM ICU
Command:	Existing AM ICU
Volume:	Existing AM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	Existing ICU

Koll Center Residences
Existing AM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
# 4 MacArthur Blvd/Jamboree Rd	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 7 Von Karman Ave/Campus Dr	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.1	0.053	B	13.1	0.053	+ 0.000 D/V
# 11 Jamboree Rd/I-405 NB Ramps	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
# 12 Jamboree Rd/I-405 SB Ramps	E	xxxxx	0.928	E	xxxxx	0.928	+ 0.000 V/C
# 13 Jamboree Rd/Michelson Dr	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
# 14 Jamboree Rd/Dupont Dr	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
# 16 Jamboree Rd/Birch St	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 17 Jamboree Rd/Fairchild Rd	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
# 21 Jamboree Rd/University Dr	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 22 Carlson Ave/Campus Dr	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 23 University Dr/Campus Dr	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C

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Koll Center Residences
Existing AM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
# 26 Irvine Avenue / Mesa Drive	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 27 Birch St/Bristol St N	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C

Koll Center Residences
Existing AM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:	Existing AM Peak Hour											
Base Vol:	41	849	71	331	943	225	519	954	60	58	190	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	849	71	331	943	225	519	954	60	58	190	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	849	71	331	943	225	519	954	60	58	190	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	41	849	71	331	943	225	519	954	60	58	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	849	71	331	943	225	519	954	60	58	190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	41	849	71	331	943	225	519	954	60	58	190	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.04	0.19	0.14	0.13	0.15	0.19	0.04	0.02	0.04	0.00
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing AM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	31	750	124	91	674	223	127	334	56	38	123	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	750	124	91	674	223	127	334	56	38	123	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	750	124	91	674	223	127	334	56	38	123	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	31	750	124	91	674	223	127	334	56	38	123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	750	124	91	674	223	127	334	56	38	123	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	31	750	124	91	674	223	127	334	56	38	123	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.01	0.99	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4809	1591	1600	2682	518	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.08	0.06	0.14	0.14	0.08	0.12	0.11	0.02	0.04	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
Existing AM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	60	931	694	60	410	147	21	57	31	129	153	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	931	694	60	410	147	21	57	31	129	153	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	931	694	60	410	147	21	57	31	129	153	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	931	694	60	410	147	21	57	31	129	153	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	931	694	60	410	147	21	57	31	129	153	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	931	694	60	410	147	21	57	31	129	153	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.43	0.04	0.09	0.09	0.01	0.02	0.02	0.04	0.10	0.01
Crit Moves:			****	****			****				****	

Koll Center Residences
Existing AM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

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

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	191	1472	544	64	351	170	362	1069	218	300	685	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1472	544	64	351	170	362	1069	218	300	685	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	1472	544	64	351	170	362	1069	218	300	685	172
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:	191	1472	544	64	351	0	362	1069	218	300	685	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1472	544	64	351	0	362	1069	218	300	685	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1472	544	64	351	0	362	1069	218	300	685	172
OvlAdjVol:			444									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.34	0.02	0.07	0.00	0.11	0.17	0.14	0.06	0.14	0.11
OvlAdjV/S:			0.28									
Crit Moves:		****			****			****			****	

Koll Center Residences
Existing AM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	2	0	66	0	0	0	0	1399	45	357	416	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	66	0	0	0	0	1399	45	357	416	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	66	0	0	0	0	1399	45	357	416	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	66	0	0	0	0	1399	45	357	416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	66	0	0	0	0	1399	45	357	416	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	66	0	0	0	0	1399	45	357	416	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.91	0.09	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4941	159	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.28	0.28	0.11	0.08	0.00
Crit Moves:			****						****		****	

Koll Center Residences
Existing AM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	59	813	97	158	654	118	91	154	23	148	385	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	813	97	158	654	118	91	154	23	148	385	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	813	97	158	654	118	91	154	23	148	385	307
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:	59	813	97	158	654	118	91	154	23	148	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	813	97	158	654	118	91	154	23	148	385	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	59	813	97	158	654	118	91	154	23	148	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2880	520	1700	2958	442	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.06	0.09	0.23	0.23	0.05	0.05	0.05	0.09	0.11	0.00
Crit Moves:		****			****			****			****	

Koll Center Residences
Existing AM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	11	699	56	57	452	102	339	464	58	74	260	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	699	56	57	452	102	339	464	58	74	260	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	699	56	57	452	102	339	464	58	74	260	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	11	699	0	57	452	102	339	464	0	74	260	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	699	0	57	452	102	339	464	0	74	260	110
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	11	699	0	57	452	102	339	464	0	74	260	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1700	3400	1700	1700	2774	626	1700	3400	1700	1700	2389	1011
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.03	0.16	0.16	0.20	0.14	0.00	0.04	0.11	0.11
Crit Moves:		****			****			****			****	

Koll Center Residences
Existing AM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	20	581	33	43	326	129	123	196	51	44	176	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	581	33	43	326	129	123	196	51	44	176	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	581	33	43	326	129	123	196	51	44	176	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	581	33	43	326	129	123	196	51	44	176	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	581	33	43	326	129	123	196	51	44	176	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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	581	33	43	326	129	123	196	51	44	176	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.02	0.03	0.10	0.08	0.08	0.06	0.03	0.03	0.06	0.02
Crit Moves:		****		****			****				****	

Koll Center Residences
Existing AM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.270
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	7	26	32	20	29	35	36	297	46	72	471	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	26	32	20	29	35	36	297	46	72	471	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	26	32	20	29	35	36	297	46	72	471	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	7	26	32	20	29	35	36	297	0	72	471	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	26	32	20	29	35	36	297	0	72	471	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	7	26	32	20	29	35	36	297	0	72	471	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1700	1700	1700	1700	770	930	1700	3400	1700	1700	2993	407
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.01	0.04	0.04	0.02	0.09	0.00	0.04	0.16	0.16
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing AM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.1]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	4	19	3	17	39	113	25	71	315	27
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	505	688	69	605	687	171	342	xxxx	xxxxx	138	xxxx	xxxxx
Potent Cap.:	455	372	986	386	372	849	1228	xxxx	xxxxx	1458	xxxx	xxxxx
Move Cap.:	416	343	986	361	343	849	1228	xxxx	xxxxx	1458	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.01	0.02	0.03	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	677	xxxxx	358	xxxx	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	15.7	xxxx	10.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	B	*	*	*	*	*	*
ApproachDel:		10.4			13.1			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
Existing AM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Street Name:	Jamboree Rd									I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ignore			Ignore			Include			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0 0	3 0	1	0 0	4 0	2	0 0	0 0	0	3 0	0 0	1			
Volume Module:	Existing AM Peak Hour														
Base Vol:	0	1945	616	0	1892	1387	0	0	0	1414	0	696			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	1945	616	0	1892	1387	0	0	0	1414	0	696			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	1945	616	0	1892	1387	0	0	0	1414	0	696			
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	0	1945	0	0	1892	0	0	0	0	1414	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1945	0	0	1892	0	0	0	0	1414	0	0			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	0	1945	0	0	1892	0	0	0	0	1414	0	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06			
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00			
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.38	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.00			
Crit Moves:		****			****						****				

Koll Center Residences
Existing AM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	E

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 1	2	0	0 0 2	0	0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.01	1.01	0.00	1.01	1.01	0.00	1.01	1.01	1.01	1.01	1.01	1.01
PHF Volume:	0	1432	0	0	3003	0	1182	0	1482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1432	0	0	3003	0	1182	0	1482	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1432	0	0	3003	0	1182	0	1482	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.44	0.00	0.35	0.00	0.44	0.00	0.00	0.00
Crit Moves:	****				****				****			

Koll Center Residences
Existing AM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4 0 1	2	0	4 0 1	2	0	1 1 0	2	0	2 0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	183	1194	258	982	2096	1467	168	142	39	197	370	536
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1194	258	982	2096	1467	168	142	39	197	370	536
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1194	258	982	2096	1467	168	142	39	197	370	536
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:	183	1194	258	982	2096	0	168	142	39	197	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1194	258	982	2096	0	168	142	39	197	370	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	183	1194	258	982	2096	0	168	142	39	197	370	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.57	0.43	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2667	733	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.15	0.29	0.31	0.00	0.05	0.05	0.05	0.06	0.11	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
Existing AM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	106	1385	6	40	2076	292	42	12	32	18	35	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1385	6	40	2076	292	42	12	32	18	35	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1385	6	40	2076	292	42	12	32	18	35	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1385	6	40	2076	292	42	12	32	18	35	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1385	6	40	2076	292	42	12	32	18	35	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1385	6	40	2076	292	42	12	32	18	35	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.00	0.02	0.41	0.17	0.02	0.01	0.02	0.01	0.02	0.08
Crit Moves:	****				****		****					****

Koll Center Residences
Existing AM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	131	1170	108	210	1671	132	118	202	39	392	346	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1170	108	210	1671	132	118	202	39	392	346	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1170	108	210	1671	132	118	202	39	392	346	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	131	1170	108	210	1671	132	118	202	0	392	346	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1170	108	210	1671	132	118	202	0	392	346	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	131	1170	108	210	1671	132	118	202	0	392	346	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.66	0.34	2.00	2.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6225	575	3400	4727	373	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.06	0.35	0.35	0.03	0.06	0.00	0.12	0.10	0.06
Crit Moves:	****				****			****		****		

Koll Center Residences
Existing AM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	224	1302	4	5	1523	526	141	7	64	5	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1302	4	5	1523	526	141	7	64	5	6	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	1302	4	5	1523	526	141	7	64	5	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	224	1302	4	5	1523	0	141	7	0	5	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1302	4	5	1523	0	141	7	0	5	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	224	1302	4	5	1523	0	141	7	0	5	6	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.91	0.09	1.00	0.36	0.43	0.21
Final Sat.:	1700	5084	16	1700	5100	1700	3239	161	1700	607	729	364
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.00	0.30	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****			****			****					****

Koll Center Residences
Existing AM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	1	1289	51	432	1322	1	0	0	1	15	1	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1289	51	432	1322	1	0	0	1	15	1	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1289	51	432	1322	1	0	0	1	15	1	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1289	51	432	1322	1	0	0	1	15	1	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1289	51	432	1322	1	0	0	1	15	1	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1289	51	432	1322	1	0	0	1	15	1	334
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.89	0.11	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4906	194	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.13	0.19	0.00	0.00	0.00	0.00	0.01	0.00	0.20
Crit Moves:		****		****			****					****

Koll Center Residences
Existing AM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	665	1669	769	0	624	344	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	665	1669	769	0	624	344	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	665	1669	769	0	624	344	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	665	1669	0	0	624	344	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	1669	0	0	624	344	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	665	1669	0	0	624	344	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.22	1.78	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	5157	2843	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Koll Center Residences
Existing AM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Jamboree Road						Bristol Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1950	36	0	663	0	1156	407	1359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1950	36	0	663	0	1156	407	1359	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7855	145	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.10	0.00	0.36	0.25	0.42	0.00	0.00	0.00
Crit Moves:		****		****					****			

Koll Center Residences
Existing AM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	95	1842	53	142	1623	62	31	14	99	7	4	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1842	53	142	1623	62	31	14	99	7	4	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1842	53	142	1623	62	31	14	99	7	4	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1842	53	142	1623	62	31	14	99	7	4	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1842	53	142	1623	62	31	14	99	7	4	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1842	53	142	1623	62	31	14	99	7	4	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6221	179	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.09	0.25	0.04	0.01	0.01	0.06	0.00	0.00	0.03
Crit Moves:		****		****					****	****		

Koll Center Residences
Existing AM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	79	1300	210	79	1311	378	529	138	40	233	145	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1300	210	79	1311	378	529	138	40	233	145	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1300	210	79	1311	378	529	138	40	233	145	169
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:	79	1300	210	79	1311	378	529	138	40	233	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1300	210	79	1311	378	529	138	40	233	145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	1300	210	79	1311	378	529	138	40	233	145	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.59	0.41	1.00	1.85	1.15	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2538	662	1600	2959	1841	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.13	0.02	0.27	0.24	0.21	0.21	0.03	0.08	0.08	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing AM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	0	0	1	0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	0	0	116	0	161	114	409	0	0	644	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	161	114	409	0	0	644	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	161	114	409	0	0	644	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	161	114	409	0	0	644	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	161	114	409	0	0	644	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	0	161	114	409	0	0	644	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3119	281
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.07	0.24	0.00	0.00	0.21	0.21
Crit Moves:						****	****				****	

Koll Center Residences
Existing AM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0
Volume Module:	Existing AM Peak Hour											
Base Vol:	74	851	297	105	1791	380	92	364	218	134	334	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	851	297	105	1791	380	92	364	218	134	334	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	851	297	105	1791	380	92	364	218	134	334	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	851	297	105	1791	380	92	364	218	134	334	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	851	297	105	1791	380	92	364	218	134	334	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	851	297	105	1791	380	92	364	218	134	334	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3970	1385	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.06	0.50	0.21	0.05	0.10	0.12	0.08	0.09	0.01
Crit Moves:	****				****				****	****		

Koll Center Residences
Existing AM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	481	1747	0	0	291	194	0	0	0	177	1053	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1747	0	0	291	194	0	0	0	177	1053	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	481	1747	0	0	291	194	0	0	0	177	1053	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1747	0	0	291	194	0	0	0	177	1053	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1747	0	0	291	194	0	0	0	177	1053	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	1747	0	0	291	194	0	0	0	177	1053	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.46	0.54
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5538	862
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.11	0.19	0.19
Crit Moves:		****		****							****	

Koll Center Residences
Existing AM ICU

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

Intersection #25 Campus Dr/Bristol St

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

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1206	280	133	394	0	1043	1757	508	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1206	280	133	394	0	1043	1757	508	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.06	0.94	1.00	3.00	0.00	1.49	2.51	2.00	0.00	0.00	0.00
Final Sat.:	0	6493	1507	1600	4800	0	2384	4016	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.08	0.08	0.00	0.44	0.44	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
Existing AM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	2	0	0 1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	84	1189	450	11	589	40	114	213	100	164	26	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1189	450	11	589	40	114	213	100	164	26	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1189	450	11	589	40	114	213	100	164	26	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1189	450	11	589	40	114	213	100	164	26	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1189	450	11	589	40	114	213	100	164	26	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1189	450	11	589	40	114	213	100	164	26	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.36	0.64	2.00	0.76	0.24
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2178	1022	3200	1224	376
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.28	0.01	0.12	0.03	0.07	0.10	0.10	0.05	0.02	0.02
Crit Moves:			****	****				****		****		

Koll Center Residences
Existing AM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 0	0	0	1 1 2	0	0	0 0 0	1	1	2 1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	101	1073	0	0	151	123	0	0	0	367	1184	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1073	0	0	151	123	0	0	0	367	1184	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	1073	0	0	151	123	0	0	0	367	1184	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1073	0	0	151	123	0	0	0	367	1184	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1073	0	0	151	123	0	0	0	367	1184	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1073	0	0	151	123	0	0	0	367	1184	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.50	0.50
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5605	795
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.23	0.21	0.30
Crit Moves:		****		****								****

Koll Center Residences
Existing AM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 1	2	0	2 0 0	1	1	2 1 0	0	0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	422	345	148	377	0	747	1203	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	345	148	377	0	747	1203	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	422	345	148	377	0	747	1203	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	422	345	148	377	0	747	1203	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	422	345	148	377	0	747	1203	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	422	345	148	377	0	747	1203	185	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.20	1.80	2.00	2.00	0.00	1.53	3.07	0.40	0.00	0.00	0.00
Final Sat.:	0	3521	2879	3200	3200	0	2452	4909	640	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.12	0.00	0.30	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
Existing AM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 2	0	0	0 0 0	0	0	4 0 1	0	0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	0	100	0	0	0	0	2403	437	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	100	0	0	0	0	2403	437	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	100	0	0	0	0	2403	437	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	100	0	0	0	0	2403	437	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	100	0	0	0	0	2403	437	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	100	0	0	0	0	2403	437	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.27	0.00	0.00	0.00
Crit Moves:			****					****				

Koll Center Residences
Existing PM ICU

Scenario Report

Scenario:	Existing PM ICU
Command:	Existing PM ICU
Volume:	Existing PM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	Existing ICU

Koll Center Residences
Existing PM ICU

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 MacArthur Blvd/Campus Dr	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
# 7 Von Karman Ave/Campus Dr	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.0	0.104	B	13.0	0.104	+ 0.000 D/V
# 11 Jamboree Rd/I-405 NB Ramps	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
# 12 Jamboree Rd/I-405 SB Ramps	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000 V/C
# 13 Jamboree Rd/Michelson Dr	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
# 14 Jamboree Rd/Dupont Dr	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 16 Jamboree Rd/Birch St	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 17 Jamboree Rd/Fairchild Rd	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 21 Jamboree Rd/University Dr	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 22 Carlson Ave/Campus Dr	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 23 University Dr/Campus Dr	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C

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Koll Center Residences
Existing PM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 26 Irvine Avenue / Mesa Drive	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
# 27 Birch St/Bristol St N	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C

Koll Center Residences
Existing PM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4.0	1	1	0 4.0	1	2	0 3.0	1	2	0 3.0	1
Volume Module:	Existing PM Peak Hour											
Base Vol:	118	1331	53	140	1164	529	324	398	82	124	1065	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1331	53	140	1164	529	324	398	82	124	1065	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1331	53	140	1164	529	324	398	82	124	1065	177
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:	118	1331	53	140	1164	529	324	398	82	124	1065	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1331	53	140	1164	529	324	398	82	124	1065	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	118	1331	53	140	1164	529	324	398	82	124	1065	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.03	0.08	0.17	0.31	0.10	0.08	0.05	0.04	0.21	0.00
Crit Moves:	****					****	****				****	

Koll Center Residences
Existing PM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	123	693	30	52	891	211	315	198	49	75	483	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	693	30	52	891	211	315	198	49	75	483	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	693	30	52	891	211	315	198	49	75	483	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	123	693	30	52	891	211	315	198	49	75	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	693	30	52	891	211	315	198	49	75	483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	123	693	30	52	891	211	315	198	49	75	483	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.23	0.77	1.68	1.06	0.26	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5175	1225	2692	1690	418	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.02	0.03	0.17	0.17	0.12	0.12	0.12	0.05	0.15	0.00
Crit Moves:	****			****					****		****	

Koll Center Residences
Existing PM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	26	631	141	43	901	47	78	184	207	616	120	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	631	141	43	901	47	78	184	207	616	120	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	631	141	43	901	47	78	184	207	616	120	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	631	141	43	901	47	78	184	207	616	120	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	631	141	43	901	47	78	184	207	616	120	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	631	141	43	901	47	78	184	207	616	120	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.09	0.03	0.19	0.03	0.05	0.06	0.13	0.19	0.08	0.06
Crit Moves:	****				****				****	****		

Koll Center Residences
Existing PM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	237	612	397	153	1353	466	217	954	62	621	1075	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	612	397	153	1353	466	217	954	62	621	1075	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	612	397	153	1353	466	217	954	62	621	1075	201
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	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:	237	612	397	153	1353	0	217	954	62	621	1075	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	612	397	153	1353	0	217	954	62	621	1075	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	612	397	153	1353	0	217	954	62	621	1075	201
OvlAdjVol:			190									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.25	0.05	0.28	0.00	0.07	0.15	0.04	0.13	0.22	0.13
OvlAdjV/S:			0.12									
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing PM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	11	0	136	0	0	0	0	915	47	294	521	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	136	0	0	0	0	915	47	294	521	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	136	0	0	0	0	915	47	294	521	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	136	0	0	0	0	915	47	294	521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	136	0	0	0	0	915	47	294	521	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	136	0	0	0	0	915	47	294	521	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4851	249	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.19	0.19	0.09	0.10	0.00
Crit Moves:			****					****		****		

Koll Center Residences
Existing PM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:Existing PM Peak Hour												
Base Vol:	32	790	139	252	875	107	169	366	64	214	402	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	790	139	252	875	107	169	366	64	214	402	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	790	139	252	875	107	169	366	64	214	402	370
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:	32	790	139	252	875	107	169	366	64	214	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	790	139	252	875	107	169	366	64	214	402	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	32	790	139	252	875	107	169	366	64	214	402	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3030	370	1700	2894	506	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.08	0.15	0.29	0.29	0.10	0.13	0.13	0.13	0.12	0.00
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing PM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:Existing PM Peak Hour												
Base Vol:	62	471	104	137	794	374	192	553	93	47	651	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	471	104	137	794	374	192	553	93	47	651	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	471	104	137	794	374	192	553	93	47	651	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	62	471	0	137	794	374	192	553	0	47	651	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	471	0	137	794	374	192	553	0	47	651	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	62	471	0	137	794	374	192	553	0	47	651	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1700	3400	1700	1700	2311	1089	1700	3400	1700	1700	3024	376
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.08	0.34	0.34	0.11	0.16	0.00	0.03	0.22	0.22
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing PM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	57	469	71	23	577	174	111	190	33	14	276	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	469	71	23	577	174	111	190	33	14	276	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	469	71	23	577	174	111	190	33	14	276	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	469	71	23	577	174	111	190	33	14	276	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	469	71	23	577	174	111	190	33	14	276	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	469	71	23	577	174	111	190	33	14	276	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.04	0.01	0.18	0.11	0.07	0.06	0.02	0.01	0.09	0.03
Crit Moves:	****			****			****				****	

Koll Center Residences
Existing PM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	30	64	64	86	35	73	22	829	21	41	427	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:	30	64	64	86	35	73	22	829	21	41	427	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	64	64	86	35	73	22	829	21	41	427	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	30	64	64	86	35	73	22	829	0	41	427	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	64	64	86	35	73	22	829	0	41	427	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	30	64	64	86	35	73	22	829	0	41	427	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.32	0.68	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1700	1700	1700	1700	551	1149	1700	3400	1700	1700	3198	202
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.05	0.06	0.06	0.01	0.24	0.00	0.02	0.13	0.13
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing PM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[13.0]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	23	21	49	41	1	43	52	312	0	3	223	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	21	49	41	1	43	52	312	0	3	223	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	21	49	41	1	43	52	312	0	3	223	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	21	49	41	1	43	52	312	0	3	223	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	21	49	41	1	43	52	312	0	3	223	21
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	534	666	156	510	656	122	244	xxxx	xxxxx	312	xxxx	xxxxx
Potent Cap.:	433	383	868	451	388	913	1334	xxxx	xxxxx	1260	xxxx	xxxxx
Move Cap.:	399	367	868	394	372	913	1334	xxxx	xxxxx	1260	xxxx	xxxxx
Volume/Cap:	0.06	0.06	0.06	0.10	0.00	0.05	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	543	xxxxx	394	xxxx	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	0.4	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.0	xxxxx	15.2	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	A	*	*	*	*	*	*
ApproachDel:		13.0			12.2			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
Existing PM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	4 0	2	0 0	0 0	0	3 0	0 0	1
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	3029	628	0	1808	965	0	0	0	784	0	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3029	628	0	1808	965	0	0	0	784	0	491
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3029	628	0	1808	965	0	0	0	784	0	491
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3029	0	0	1808	0	0	0	0	784	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3029	0	0	1808	0	0	0	0	784	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3029	0	0	1808	0	0	0	0	784	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:		****			****					****		

Koll Center Residences
Existing PM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2496	0	0	1966	0	1188	0	688	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2496	0	0	1966	0	1188	0	688	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2496	0	0	1966	0	1188	0	688	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.29	0.00	0.35	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
Existing PM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	D

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	83	2003	273	619	1648	314	733	606	101	327	234	938
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2003	273	619	1648	314	733	606	101	327	234	938
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	2003	273	619	1648	314	733	606	101	327	234	938
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:	83	2003	273	619	1648	0	733	606	101	327	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2003	273	619	1648	0	733	606	101	327	234	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	83	2003	273	619	1648	0	733	606	101	327	234	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.71	0.29	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2914	486	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.16	0.18	0.24	0.00	0.22	0.21	0.21	0.10	0.07	0.00
Crit Moves:		****			****				****		****	

Koll Center Residences
Existing PM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	54	2193	28	138	1795	94	214	86	175	8	17	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	2193	28	138	1795	94	214	86	175	8	17	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	2193	28	138	1795	94	214	86	175	8	17	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	2193	28	138	1795	94	214	86	175	8	17	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2193	28	138	1795	94	214	86	175	8	17	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	2193	28	138	1795	94	214	86	175	8	17	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.02	0.08	0.35	0.06	0.13	0.05	0.10	0.00	0.01	0.03
Crit Moves:		****		****			****					****

Koll Center Residences
Existing PM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	49	1718	353	201	1549	132	261	546	162	158	295	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1718	353	201	1549	132	261	546	162	158	295	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1718	353	201	1549	132	261	546	162	158	295	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	49	1718	353	201	1549	132	261	546	0	158	295	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1718	353	201	1549	132	261	546	0	158	295	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	49	1718	353	201	1549	132	261	546	0	158	295	193
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.32	0.68	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5641	1159	3400	4700	400	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.06	0.33	0.33	0.08	0.16	0.00	0.05	0.09	0.11
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing PM ICU

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

Intersection #16 Jamboree Rd/Birch St

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

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1	0 0
Volume Module:Existing PM Peak Hour												
Base Vol:	33	1769	0	1	1774	128	276	0	143	0	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1769	0	1	1774	128	276	0	143	0	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1769	0	1	1774	128	276	0	143	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	33	1769	0	1	1774	0	276	0	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1769	0	1	1774	0	276	0	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	33	1769	0	1	1774	0	276	0	0	0	1	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1700	5100	0	1700	5100	1700	3400	0	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.00	0.00	0.35	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing PM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	9	1751	15	212	1771	0	0	0	0	53	0	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1751	15	212	1771	0	0	0	0	53	0	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1751	15	212	1771	0	0	0	0	53	0	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1751	15	212	1771	0	0	0	0	53	0	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1751	15	212	1771	0	0	0	0	53	0	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1751	15	212	1771	0	0	0	0	53	0	455
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.97	0.03	2.00	4.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1700	5057	43	3400	6800	1700	1700	1700	0	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.06	0.26	0.00	0.00	0.00	0.00	0.03	0.00	0.27
Crit Moves:		****		****								****

Koll Center Residences
Existing PM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0 0	0 0	0	0 0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	711	1269	803	0	1055	833	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	1269	803	0	1055	833	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	711	1269	803	0	1055	833	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	1269	0	0	1055	833	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	1269	0	0	1055	833	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	711	1269	0	0	1055	833	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.00	0.00	0.22	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Koll Center Residences
Existing PM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Jamboree Road						Bristol Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1912	92	0	1055	0	882	978	1198	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1912	92	0	1055	0	882	978	1198	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.77	0.23	0.00	4.00	0.00	1.42	1.58	2.00	0.00	0.00	0.00
Final Sat.:	0	7633	367	0	6400	0	2276	2524	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.16	0.00	0.39	0.39	0.37	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
Existing PM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:Existing PM Peak Hour												
Base Vol:	45	1858	62	49	1909	64	70	5	157	40	6	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1858	62	49	1909	64	70	5	157	40	6	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1858	62	49	1909	64	70	5	157	40	6	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1858	62	49	1909	64	70	5	157	40	6	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1858	62	49	1909	64	70	5	157	40	6	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1858	62	49	1909	64	70	5	157	40	6	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	3.87	0.13	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6193	207	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.30	0.04	0.02	0.00	0.10	0.03	0.00	0.07
Crit Moves:	****			****					****	****		

Koll Center Residences
Existing PM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:Existing PM Peak Hour												
Base Vol:	34	1584	181	148	1527	416	223	92	31	272	169	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1584	181	148	1527	416	223	92	31	272	169	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1584	181	148	1527	416	223	92	31	272	169	141
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:	34	1584	181	148	1527	416	223	92	31	272	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1584	181	148	1527	416	223	92	31	272	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	1584	181	148	1527	416	223	92	31	272	169	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.85	1.15	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2265	935	1600	2961	1839	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.11	0.05	0.32	0.26	0.10	0.10	0.02	0.09	0.09	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
Existing PM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	1	0
Volume Module:Existing PM Peak Hour												
Base Vol:	0	0	0	159	0	147	283	925	0	0	550	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	0	147	283	925	0	0	550	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	147	283	925	0	0	550	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	147	283	925	0	0	550	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	147	283	925	0	0	550	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	147	283	925	0	0	550	146
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.58	0.42
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2687	713
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.17	0.54	0.00	0.00	0.20	0.20
Crit Moves:				****				****		****		

Koll Center Residences
Existing PM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:Existing PM Peak Hour												
Base Vol:	122	1466	238	64	1085	138	369	563	107	276	448	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1466	238	64	1085	138	369	563	107	276	448	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1466	238	64	1085	138	369	563	107	276	448	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1466	238	64	1085	138	369	563	107	276	448	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1466	238	64	1085	138	369	563	107	276	448	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1466	238	64	1085	138	369	563	107	276	448	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4607	748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.04	0.30	0.08	0.21	0.16	0.06	0.15	0.13	0.12
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing PM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	499	726	0	0	876	932	0	0	0	204	2158	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	726	0	0	876	932	0	0	0	204	2158	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	726	0	0	876	932	0	0	0	204	2158	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	726	0	0	876	932	0	0	0	204	2158	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	726	0	0	876	932	0	0	0	204	2158	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	726	0	0	876	932	0	0	0	204	2158	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.86	0.14
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6171	229
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.00	0.00	0.14	0.19	0.00	0.00	0.00	0.13	0.35	0.35
Crit Moves:	****				****						****	

Koll Center Residences
Existing PM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	763	270	260	904	0	483	1087	605	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	763	270	260	904	0	483	1087	605	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	763	270	260	904	0	483	1087	605	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	763	270	260	904	0	483	1087	605	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	763	270	260	904	0	483	1087	605	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	763	270	260	904	0	483	1087	605	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.23	2.77	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1969	4431	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.17	0.16	0.19	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Koll Center Residences
Existing PM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	62	585	171	8	1542	356	31	46	171	561	214	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	585	171	8	1542	356	31	46	171	561	214	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	585	171	8	1542	356	31	46	171	561	214	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	585	171	8	1542	356	31	46	171	561	214	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	585	171	8	1542	356	31	46	171	561	214	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	585	171	8	1542	356	31	46	171	561	214	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1571	29
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.11	0.01	0.32	0.22	0.02	0.03	0.11	0.18	0.14	0.14
Crit Moves:	****			****					****	****		

Koll Center Residences
Existing PM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	112	331	0	0	600	851	0	0	0	475	1409	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	331	0	0	600	851	0	0	0	475	1409	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	331	0	0	600	851	0	0	0	475	1409	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	331	0	0	600	851	0	0	0	475	1409	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	331	0	0	600	851	0	0	0	475	1409	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	331	0	0	600	851	0	0	0	475	1409	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.65	2.35	0.00	0.00	0.00	1.01	3.74	0.25
Final Sat.:	3200	3200	0	0	2646	3754	0	0	0	1614	5992	394
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.29	0.24	0.32
Crit Moves:	****				****							****

Koll Center Residences
Existing PM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 1	2	0 2	0 0	1	1 2	1 0	0	0 0	0 0
Volume Module:Existing PM Peak Hour												
Base Vol:	0	201	300	241	847	0	220	1301	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	300	241	847	0	220	1301	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	201	300	241	847	0	220	1301	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	201	300	241	847	0	220	1301	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	201	300	241	847	0	220	1301	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	201	300	241	847	0	220	1301	104	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.78	0.22	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	6045	355	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.09	0.08	0.26	0.00	0.14	0.22	0.29	0.00	0.00	0.00
Crit Moves:	****			****					****			

Koll Center Residences
Existing PM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:Existing PM Peak Hour												
Base Vol:	0	0	370	0	0	0	0	2196	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	370	0	0	0	0	2196	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	370	0	0	0	0	2196	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	370	0	0	0	0	2196	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	370	0	0	0	0	2196	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	370	0	0	0	0	2196	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.34	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-2 – EXISTING PLUS PROJECT CONDITIONS

Koll Center Residences
Existing Plus Project AM ICU

Scenario Report

Scenario:	Existing WP AM ICU
Command:	Existing WP AM ICU
Volume:	Existing AM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Existing ICU

Koll Center Residences
Existing Plus Project AM ICU

Trip Generation Report

Forecast for Project AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Residen	1.00	Koll	36.00	113.00	36	113	149	100.0
	Zone 101 Subtotal					36	113	149	100.0
TOTAL						36	113	149	100.0

Koll Center Residences
Existing Plus Project AM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	A	xxxxx	0.574	A	xxxxx	0.577	+ 0.003 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.376	A	xxxxx	0.387	+ 0.011 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.580	A	xxxxx	0.585	+ 0.005 V/C
# 4 MacArthur Blvd/Jamboree Rd	A	xxxxx	0.583	A	xxxxx	0.586	+ 0.003 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	A	xxxxx	0.549	A	xxxxx	0.551	+ 0.002 V/C
# 7 Von Karman Ave/Campus Dr	A	xxxxx	0.597	A	xxxxx	0.599	+ 0.002 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.340	A	xxxxx	0.351	+ 0.010 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.1	0.053	B	13.9	0.058	+ 0.788 D/V
# 11 Jamboree Rd/I-405 NB Ramps	C	xxxxx	0.709	C	xxxxx	0.711	+ 0.002 V/C
# 12 Jamboree Rd/I-405 SB Ramps	E	xxxxx	0.928	E	xxxxx	0.929	+ 0.001 V/C
# 13 Jamboree Rd/Michelson Dr	B	xxxxx	0.673	B	xxxxx	0.676	+ 0.003 V/C
# 14 Jamboree Rd/Dupont Dr	B	xxxxx	0.622	B	xxxxx	0.623	+ 0.001 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.617	B	xxxxx	0.618	+ 0.001 V/C
# 16 Jamboree Rd/Birch St	A	xxxxx	0.532	A	xxxxx	0.543	+ 0.011 V/C
# 17 Jamboree Rd/Fairchild Rd	B	xxxxx	0.636	B	xxxxx	0.638	+ 0.002 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.329	A	xxxxx	0.331	+ 0.003 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.451	A	xxxxx	0.452	+ 0.001 V/C
# 21 Jamboree Rd/University Dr	B	xxxxx	0.610	B	xxxxx	0.612	+ 0.002 V/C
# 22 Carlson Ave/Campus Dr	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 23 University Dr/Campus Dr	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	A	xxxxx	0.554	A	xxxxx	0.558	+ 0.004 V/C

Koll Center Residences
Existing Plus Project AM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	C	xxxxx	0.706	C	xxxxx	0.707	+ 0.000 V/C
# 26 Irvine Avenue / Mesa Drive	A	xxxxx	0.437	A	xxxxx	0.438	+ 0.001 V/C
# 27 Birch St/Bristol St N	B	xxxxx	0.631	B	xxxxx	0.633	+ 0.002 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.407	A	xxxxx	0.408	+ 0.001 V/C

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	41	849	71	331	943	225	519	954	60	58	190	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	849	71	331	943	225	519	954	60	58	190	47
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	872	71	331	950	225	519	954	60	58	190	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	41	872	71	331	950	225	519	954	60	58	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	872	71	331	950	225	519	954	60	58	190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	41	872	71	331	950	225	519	954	60	58	190	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.04	0.19	0.14	0.13	0.15	0.19	0.04	0.02	0.04	0.00
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	31	750	124	91	674	223	127	334	56	38	123	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	750	124	91	674	223	127	334	56	38	123	31
Added Vol:	0	0	0	7	0	0	0	3	0	0	18	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	750	124	98	674	223	127	337	56	38	141	54
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:	31	750	124	98	674	223	127	337	56	38	141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	750	124	98	674	223	127	337	56	38	141	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	31	750	124	98	674	223	127	337	56	38	141	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.01	0.99	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4809	1591	1600	2685	515	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.08	0.06	0.14	0.14	0.08	0.13	0.11	0.02	0.04	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	60	931	694	60	410	147	21	57	31	129	153	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	931	694	60	410	147	21	57	31	129	153	15
Added Vol:	0	0	8	0	0	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	931	702	60	410	147	21	57	31	154	153	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	931	702	60	410	147	21	57	31	154	153	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	931	702	60	410	147	21	57	31	154	153	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	931	702	60	410	147	21	57	31	154	153	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.44	0.04	0.09	0.09	0.01	0.02	0.02	0.05	0.10	0.01
Crit Moves:			****	****			****				****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

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

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	191	1472	544	64	351	170	362	1069	218	300	685	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1472	544	64	351	170	362	1069	218	300	685	172
Added Vol:	0	3	4	0	10	15	5	5	0	12	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	1475	548	64	361	185	367	1074	218	312	691	172
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:	191	1475	548	64	361	0	367	1074	218	312	691	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1475	548	64	361	0	367	1074	218	312	691	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1475	548	64	361	0	367	1074	218	312	691	172
OvlAdjVol:			444									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.34	0.02	0.08	0.00	0.11	0.17	0.14	0.07	0.14	0.11
OvlAdjV/S:			0.28									
Crit Moves:		****			****			****				****

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:	Existing AM Peak Hour											
Base Vol:	2	0	66	0	0	0	0	1399	45	357	416	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	66	0	0	0	0	1399	45	357	416	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	66	0	0	0	0	1399	45	357	416	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	66	0	0	0	0	1399	45	357	416	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	66	0	0	0	0	1399	45	357	416	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	66	0	0	0	0	1399	45	357	416	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.91	0.09	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4941	159	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.28	0.28	0.11	0.08	0.00
Crit Moves:			****					****		****		

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:	Existing AM Peak Hour											
Base Vol:	59	813	97	158	654	118	91	154	23	148	385	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	813	97	158	654	118	91	154	23	148	385	307
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	819	97	158	656	118	91	154	23	148	385	307
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:	59	819	97	158	656	118	91	154	23	148	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	819	97	158	656	118	91	154	23	148	385	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	59	819	97	158	656	118	91	154	23	148	385	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2882	518	1700	2958	442	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.06	0.09	0.23	0.23	0.05	0.05	0.05	0.09	0.11	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	11	699	56	57	452	102	339	464	58	74	260	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	699	56	57	452	102	339	464	58	74	260	110
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	705	56	57	454	102	339	464	58	74	260	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	11	705	0	57	454	102	339	464	0	74	260	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	705	0	57	454	102	339	464	0	74	260	110
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	11	705	0	57	454	102	339	464	0	74	260	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1700	3400	1700	1700	2776	624	1700	3400	1700	1700	2389	1011
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.03	0.16	0.16	0.20	0.14	0.00	0.04	0.11	0.11
Crit Moves:		****			****			****				

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	20	581	33	43	326	129	123	196	51	44	176	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	581	33	43	326	129	123	196	51	44	176	25
Added Vol:	13	3	2	1	1	0	0	6	4	1	28	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	584	35	44	327	129	123	202	55	45	204	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:	33	584	35	44	327	129	123	202	55	45	204	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	584	35	44	327	129	123	202	55	45	204	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
FinalVolume:	33	584	35	44	327	129	123	202	55	45	204	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.02	0.03	0.10	0.08	0.08	0.06	0.03	0.03	0.06	0.02
Crit Moves:		****			****			****				

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	7	26	32	20	29	35	36	297	46	72	471	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	26	32	20	29	35	36	297	46	72	471	64
Added Vol:	0	0	3	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	26	35	20	29	35	36	297	46	73	471	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	7	26	35	20	29	35	36	297	0	73	471	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	26	35	20	29	35	36	297	0	73	471	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	7	26	35	20	29	35	36	297	0	73	471	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1700	1700	1700	1700	770	930	1700	3400	1700	1700	2993	407
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.01	0.04	0.04	0.02	0.09	0.00	0.04	0.16	0.16
Crit Moves:	****			****			****				****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[13.9]

Street Name:	Teller Avenue									Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0	1 0	1 0	1	0 1	0	1	0 1	1 0
Volume Module:												
Base Vol:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Added Vol:	20	3	21	0	1	0	0	18	4	9	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	3	25	19	4	17	39	131	29	80	321	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:	22	3	25	19	4	17	39	131	29	80	321	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	3	25	19	4	17	39	131	29	80	321	27
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	546	732	80	640	733	174	348	xxxx	xxxxx	160	xxxx	xxxxx
Potent Cap.:	425	351	971	364	350	846	1222	xxxx	xxxxx	1432	xxxx	xxxxx
Move Cap.:	385	321	971	329	320	846	1222	xxxx	xxxxx	1432	xxxx	xxxxx
Volume/Cap:	0.06	0.01	0.03	0.06	0.01	0.02	0.03	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	542	xxxxx	328	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.3	xxxxx	16.8	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	B	*	*	*	*	*	*
ApproachDel:		12.3			13.9			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1945	616	0	1892	1387	0	0	0	1414	0	696
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1945	616	0	1892	1387	0	0	0	1414	0	696
Added Vol:	0	6	0	0	2	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1951	616	0	1894	1387	0	0	0	1419	0	696
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1951	0	0	1894	0	0	0	0	1419	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1951	0	0	1894	0	0	0	0	1419	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1951	0	0	1894	0	0	0	0	1419	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****		****						****		

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Added Vol:	0	6	17	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1452	448	0	3040	245	1194	0	1497	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.01	1.01	0.00	1.01	1.01	0.00	1.01	1.01	1.01	1.01	1.01	1.01
PHF Volume:	0	1438	0	0	3010	0	1182	0	1482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	0	0	3010	0	1182	0	1482	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1438	0	0	3010	0	1182	0	1482	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.44	0.00	0.35	0.00	0.44	0.00	0.00	0.00
Crit Moves:	****				****				****			

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	183	1194	258	982	2096	1467	168	142	39	197	370	536
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1194	258	982	2096	1467	168	142	39	197	370	536
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1217	258	982	2103	1467	168	142	39	197	370	536
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:	183	1217	258	982	2103	0	168	142	39	197	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1217	258	982	2103	0	168	142	39	197	370	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	183	1217	258	982	2103	0	168	142	39	197	370	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.57	0.43	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2667	733	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.15	0.29	0.31	0.00	0.05	0.05	0.05	0.06	0.11	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	106	1385	6	40	2076	292	42	12	32	18	35	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1385	6	40	2076	292	42	12	32	18	35	132
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1408	6	40	2083	292	42	12	32	18	35	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1408	6	40	2083	292	42	12	32	18	35	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1408	6	40	2083	292	42	12	32	18	35	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1408	6	40	2083	292	42	12	32	18	35	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.02	0.41	0.17	0.02	0.01	0.02	0.01	0.02	0.08
Crit Moves:	****				****		****					****

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	131	1170	108	210	1671	132	118	202	39	392	346	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1170	108	210	1671	132	118	202	39	392	346	102
Added Vol:	0	20	0	0	6	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1190	108	210	1677	133	121	202	39	392	346	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	131	1190	108	210	1677	133	121	202	0	392	346	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1190	108	210	1677	133	121	202	0	392	346	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	131	1190	108	210	1677	133	121	202	0	392	346	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.67	0.33	2.00	2.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6234	566	3400	4725	375	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.06	0.35	0.35	0.04	0.06	0.00	0.12	0.10	0.06
Crit Moves:	****				****			****			****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	224	1302	4	5	1523	526	141	7	64	5	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1302	4	5	1523	526	141	7	64	5	6	3
Added Vol:	8	0	0	0	0	6	20	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	1302	4	5	1523	532	161	7	83	5	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	232	1302	4	5	1523	0	161	7	0	5	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1302	4	5	1523	0	161	7	0	5	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	232	1302	4	5	1523	0	161	7	0	5	6	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.92	0.08	1.00	0.36	0.43	0.21
Final Sat.:	1700	5084	16	1700	5100	1700	3258	142	1700	607	729	364
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.00	0.30	0.00	0.05	0.05	0.00	0.01	0.01	0.01
Crit Moves:	****				****		****					****

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	1	1289	51	432	1322	1	0	0	1	15	1	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1289	51	432	1322	1	0	0	1	15	1	334
Added Vol:	0	8	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1297	51	432	1341	1	0	0	1	15	1	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1297	51	432	1341	1	0	0	1	15	1	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1297	51	432	1341	1	0	0	1	15	1	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1297	51	432	1341	1	0	0	1	15	1	334
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.89	0.11	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4907	193	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.13	0.20	0.00	0.00	0.00	0.00	0.01	0.00	0.20
Crit Moves:		****		****			****					****

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	665	1669	769	0	624	344	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	665	1669	769	0	624	344	0	0	0	0	0	0
Added Vol:	0	9	0	0	11	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	665	1678	769	0	635	354	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	665	1678	0	0	635	354	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	1678	0	0	635	354	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	665	1678	0	0	635	354	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.21	1.79	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	5137	2863	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Jamboree Road						Bristol Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	0	0	4 0 0	1	1	1 0 2	0	0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Added Vol:	0	4	0	0	11	0	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1954	36	0	674	0	1162	407	1359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1954	36	0	674	0	1162	407	1359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1954	36	0	674	0	1162	407	1359	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1954	36	0	674	0	1162	407	1359	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7855	145	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.11	0.00	0.36	0.25	0.42	0.00	0.00	0.00
Crit Moves:		****		****					****			

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	4 0 1	2	0	1 0 1	1	0	1 0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	95	1842	53	142	1623	62	31	14	99	7	4	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1842	53	142	1623	62	31	14	99	7	4	52
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1846	53	142	1634	62	31	14	99	7	4	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1846	53	142	1634	62	31	14	99	7	4	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1846	53	142	1634	62	31	14	99	7	4	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1846	53	142	1634	62	31	14	99	7	4	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6221	179	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.09	0.26	0.04	0.01	0.01	0.06	0.00	0.00	0.03
Crit Moves:		****		****					****	****		

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1 1	0	0 1	1	1 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	79	1300	210	79	1311	378	529	138	40	233	145	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1300	210	79	1311	378	529	138	40	233	145	169
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1304	210	79	1322	378	529	138	40	233	145	169
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:	79	1304	210	79	1322	378	529	138	40	233	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1304	210	79	1322	378	529	138	40	233	145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	1304	210	79	1322	378	529	138	40	233	145	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.59	0.41	1.00	1.85	1.15	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2538	662	1600	2959	1841	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.13	0.02	0.28	0.24	0.21	0.21	0.03	0.08	0.08	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	0	0	116	0	161	114	409	0	0	644	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	161	114	409	0	0	644	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	161	114	409	0	0	644	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	161	114	409	0	0	644	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	161	114	409	0	0	644	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	0	161	114	409	0	0	644	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3119	281
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.07	0.24	0.00	0.00	0.21	0.21
Crit Moves:						****	****				****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	74	851	297	105	1791	380	92	364	218	134	334	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	851	297	105	1791	380	92	364	218	134	334	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	851	297	105	1791	380	92	364	218	134	334	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	851	297	105	1791	380	92	364	218	134	334	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	851	297	105	1791	380	92	364	218	134	334	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	851	297	105	1791	380	92	364	218	134	334	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3970	1385	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.06	0.50	0.21	0.05	0.10	0.12	0.08	0.09	0.01
Crit Moves:	****			****					****	****		

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	481	1747	0	0	291	194	0	0	0	177	1053	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1747	0	0	291	194	0	0	0	177	1053	164
Added Vol:	0	3	0	0	4	0	0	0	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	481	1750	0	0	295	194	0	0	0	177	1076	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1750	0	0	295	194	0	0	0	177	1076	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1750	0	0	295	194	0	0	0	177	1076	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	1750	0	0	295	194	0	0	0	177	1076	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5554	846
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.11	0.19	0.19
Crit Moves:		****		****							****	

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	1	0	3 0 0	1	1	2 0 2	0	0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Added Vol:	0	1	0	0	4	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1207	280	133	398	0	1044	1757	508	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1207	280	133	398	0	1044	1757	508	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1207	280	133	398	0	1044	1757	508	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1207	280	133	398	0	1044	1757	508	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.06	0.94	1.00	3.00	0.00	1.49	2.51	2.00	0.00	0.00	0.00
Final Sat.:	0	6494	1506	1600	4800	0	2385	4015	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.08	0.08	0.00	0.44	0.44	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	2	0	0 1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	84	1189	450	11	589	40	114	213	100	164	26	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1189	450	11	589	40	114	213	100	164	26	8
Added Vol:	0	1	1	0	4	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1190	451	11	593	40	114	213	100	166	26	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1190	451	11	593	40	114	213	100	166	26	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1190	451	11	593	40	114	213	100	166	26	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1190	451	11	593	40	114	213	100	166	26	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.36	0.64	2.00	0.76	0.24
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2178	1022	3200	1224	376
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.28	0.01	0.12	0.03	0.07	0.10	0.10	0.05	0.02	0.02
Crit Moves:			****	****				****		****		

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	101	1073	0	0	151	123	0	0	0	367	1184	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1073	0	0	151	123	0	0	0	367	1184	235
Added Vol:	0	1	0	0	2	12	0	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	1074	0	0	153	135	0	0	0	367	1194	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1074	0	0	153	135	0	0	0	367	1194	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1074	0	0	153	135	0	0	0	367	1194	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1074	0	0	153	135	0	0	0	367	1194	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.51	0.49
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5611	789
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.23	0.21	0.30
Crit Moves:		****		****								****

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 1	2	0 2	0 0	1	1 2	1 0	0	0 0	0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	422	345	148	377	0	747	1203	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	345	148	377	0	747	1203	185	0	0	0
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	423	345	148	379	0	747	1203	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	423	345	148	379	0	747	1203	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	423	345	148	379	0	747	1203	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	423	345	148	379	0	747	1203	185	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.20	1.80	2.00	2.00	0.00	1.53	3.07	0.40	0.00	0.00	0.00
Final Sat.:	0	3525	2875	3200	3200	0	2452	4909	640	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.12	0.00	0.30	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
Existing Plus Project AM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	0	100	0	0	0	0	2403	437	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	100	0	0	0	0	2403	437	0	0	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	100	0	0	0	0	2409	437	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	100	0	0	0	0	2409	437	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	100	0	0	0	0	2409	437	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	100	0	0	0	0	2409	437	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.27	0.00	0.00	0.00
Crit Moves:			****					****				

Koll Center Residences
Existing Plus Project PM ICU

Scenario Report

Scenario:	Existing WP PM ICU
Command:	Existing WP PM ICU
Volume:	Existing PM
Geometry:	Existing ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	Existing ICU

Koll Center Residences
Existing Plus Project PM ICU

Trip Generation Report

Forecast for Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Residen	1.00	Koll	94.00	57.00	94	57	151	100.0
	Zone 101 Subtotal					94	57	151	100.0
TOTAL						94	57	151	100.0

Koll Center Residences
Existing Plus Project PM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.517	A	xxxxx	0.522	+ 0.005 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.526	A	xxxxx	0.530	+ 0.004 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.648	B	xxxxx	0.653	+ 0.006 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	B	xxxxx	0.683	B	xxxxx	0.684	+ 0.001 V/C
# 7 Von Karman Ave/Campus Dr	C	xxxxx	0.758	C	xxxxx	0.760	+ 0.001 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.372	A	xxxxx	0.380	+ 0.009 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.406	A	xxxxx	0.407	+ 0.001 V/C
# 10 Teller Ave/Birch St	B	13.0	0.104	B	14.5	0.121	+ 1.477 D/V
# 11 Jamboree Rd/I-405 NB Ramps	C	xxxxx	0.798	D	xxxxx	0.801	+ 0.003 V/C
# 12 Jamboree Rd/I-405 SB Ramps	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.001 V/C
# 13 Jamboree Rd/Michelson Dr	D	xxxxx	0.831	D	xxxxx	0.832	+ 0.002 V/C
# 14 Jamboree Rd/Dupont Dr	B	xxxxx	0.614	B	xxxxx	0.615	+ 0.002 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.621	B	xxxxx	0.622	+ 0.001 V/C
# 16 Jamboree Rd/Birch St	A	xxxxx	0.499	A	xxxxx	0.515	+ 0.016 V/C
# 17 Jamboree Rd/Fairchild Rd	C	xxxxx	0.726	C	xxxxx	0.731	+ 0.004 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.483	A	xxxxx	0.484	+ 0.002 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.638	B	xxxxx	0.642	+ 0.004 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.001 V/C
# 21 Jamboree Rd/University Dr	A	xxxxx	0.567	A	xxxxx	0.568	+ 0.002 V/C
# 22 Carlson Ave/Campus Dr	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 23 University Dr/Campus Dr	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	B	xxxxx	0.700	C	xxxxx	0.702	+ 0.002 V/C

Koll Center Residences
Existing Plus Project PM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.001 V/C
# 26 Irvine Avenue / Mesa Drive	B	xxxxx	0.642	B	xxxxx	0.643	+ 0.001 V/C
# 27 Birch St/Bristol St N	A	xxxxx	0.582	A	xxxxx	0.584	+ 0.002 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.557	A	xxxxx	0.558	+ 0.000 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.459	A	xxxxx	0.461	+ 0.002 V/C

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Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	118	1331	53	140	1164	529	324	398	82	124	1065	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1331	53	140	1164	529	324	398	82	124	1065	177
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1342	53	140	1183	529	324	398	82	124	1065	177
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:	118	1342	53	140	1183	529	324	398	82	124	1065	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1342	53	140	1183	529	324	398	82	124	1065	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	118	1342	53	140	1183	529	324	398	82	124	1065	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.03	0.08	0.17	0.31	0.10	0.08	0.05	0.04	0.21	0.00
Crit Moves:	****					****	****				****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	123	693	30	52	891	211	315	198	49	75	483	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	693	30	52	891	211	315	198	49	75	483	135
Added Vol:	0	0	0	19	0	0	0	8	0	0	9	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	693	30	71	891	211	315	206	49	75	492	146
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:	123	693	30	71	891	211	315	206	49	75	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	693	30	71	891	211	315	206	49	75	492	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	123	693	30	71	891	211	315	206	49	75	492	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.23	0.77	1.66	1.08	0.26	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5175	1225	2661	1729	410	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.02	0.04	0.17	0.17	0.12	0.12	0.12	0.05	0.15	0.00
Crit Moves:	****				****				****		****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	26	631	141	43	901	47	78	184	207	616	120	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	631	141	43	901	47	78	184	207	616	120	92
Added Vol:	0	0	21	0	0	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	631	162	43	901	47	78	184	207	629	120	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	631	162	43	901	47	78	184	207	629	120	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	631	162	43	901	47	78	184	207	629	120	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	631	162	43	901	47	78	184	207	629	120	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.10	0.03	0.19	0.03	0.05	0.06	0.13	0.20	0.08	0.06
Crit Moves:	****			****					****	****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

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

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	237	612	397	153	1353	466	217	954	62	621	1075	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	612	397	153	1353	466	217	954	62	621	1075	201
Added Vol:	0	8	10	0	5	8	13	12	0	6	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	620	407	153	1358	474	230	966	62	627	1078	201
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	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:	237	620	407	153	1358	0	230	966	62	627	1078	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	620	407	153	1358	0	230	966	62	627	1078	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	620	407	153	1358	0	230	966	62	627	1078	201
OvlAdjVol:			198									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.25	0.05	0.28	0.00	0.07	0.15	0.04	0.13	0.22	0.13
OvlAdjV/S:			0.12									
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:Existing PM Peak Hour												
Base Vol:	11	0	136	0	0	0	0	915	47	294	521	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	136	0	0	0	0	915	47	294	521	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	136	0	0	0	0	915	47	294	521	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	136	0	0	0	0	915	47	294	521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	136	0	0	0	0	915	47	294	521	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	136	0	0	0	0	915	47	294	521	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4851	249	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.19	0.19	0.09	0.10	0.00
Crit Moves:			****					****		****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:Existing PM Peak Hour												
Base Vol:	32	790	139	252	875	107	169	366	64	214	402	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	790	139	252	875	107	169	366	64	214	402	370
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	793	139	252	880	107	169	366	64	214	402	370
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:	32	793	139	252	880	107	169	366	64	214	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	793	139	252	880	107	169	366	64	214	402	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	32	793	139	252	880	107	169	366	64	214	402	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3031	369	1700	2894	506	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.08	0.15	0.29	0.29	0.10	0.13	0.13	0.13	0.12	0.00
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:Existing PM Peak Hour												
Base Vol:	62	471	104	137	794	374	192	553	93	47	651	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	471	104	137	794	374	192	553	93	47	651	81
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	474	104	137	799	374	192	553	93	47	651	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	62	474	0	137	799	374	192	553	0	47	651	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	474	0	137	799	374	192	553	0	47	651	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	62	474	0	137	799	374	192	553	0	47	651	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1700	3400	1700	1700	2316	1084	1700	3400	1700	1700	3024	376
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.08	0.34	0.35	0.11	0.16	0.00	0.03	0.22	0.22
Crit Moves:	****					****	****				****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:Existing PM Peak Hour												
Base Vol:	57	469	71	23	577	174	111	190	33	14	276	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	469	71	23	577	174	111	190	33	14	276	53
Added Vol:	6	1	1	3	2	0	0	17	11	1	14	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	470	72	26	579	174	111	207	44	15	290	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	470	72	26	579	174	111	207	44	15	290	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	470	72	26	579	174	111	207	44	15	290	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	470	72	26	579	174	111	207	44	15	290	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.05	0.02	0.18	0.11	0.07	0.06	0.03	0.01	0.09	0.03
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	30	64	64	86	35	73	22	829	21	41	427	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:	30	64	64	86	35	73	22	829	21	41	427	27
Added Vol:	0	0	1	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	64	65	86	35	73	22	829	21	43	427	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	30	64	65	86	35	73	22	829	0	43	427	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	64	65	86	35	73	22	829	0	43	427	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	30	64	65	86	35	73	22	829	0	43	427	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.32	0.68	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1700	1700	1700	1700	551	1149	1700	3400	1700	1700	3198	202
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.05	0.06	0.06	0.01	0.24	0.00	0.03	0.13	0.13
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[14.5]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	23	21	49	41	1	43	52	312	0	3	223	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	21	49	41	1	43	52	312	0	3	223	21
Added Vol:	10	1	11	0	2	0	0	9	10	24	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	22	60	41	3	43	52	321	10	27	238	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	22	60	41	3	43	52	321	10	27	238	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	22	60	41	3	43	52	321	10	27	238	21
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	605	743	166	578	738	130	259	xxxx	xxxxx	331	xxxx	xxxxx
Potent Cap.:	386	346	856	403	348	903	1317	xxxx	xxxxx	1240	xxxx	xxxxx
Move Cap.:	348	325	856	339	327	903	1317	xxxx	xxxxx	1240	xxxx	xxxxx
Volume/Cap:	0.09	0.07	0.07	0.12	0.01	0.05	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	494	xxxxx	338	xxxx	810	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	0.4	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.5	xxxxx	17.2	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	A	*	*	*	*	*	*
ApproachDel:		14.5			13.4			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

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

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	3029	628	0	1808	965	0	0	0	784	0	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3029	628	0	1808	965	0	0	0	784	0	491
Added Vol:	0	3	0	0	5	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3032	628	0	1813	965	0	0	0	798	0	491
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3032	0	0	1813	0	0	0	0	798	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3032	0	0	1813	0	0	0	0	798	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3032	0	0	1813	0	0	0	0	798	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:		****		****						****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Added Vol:	0	3	9	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2499	1160	0	1985	626	1188	0	688	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2499	0	0	1985	0	1188	0	688	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2499	0	0	1985	0	1188	0	688	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2499	0	0	1985	0	1188	0	688	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.29	0.00	0.35	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	83	2003	273	619	1648	314	733	606	101	327	234	938
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2003	273	619	1648	314	733	606	101	327	234	938
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	2014	273	619	1667	314	733	606	101	327	234	938
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:	83	2014	273	619	1667	0	733	606	101	327	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2014	273	619	1667	0	733	606	101	327	234	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	83	2014	273	619	1667	0	733	606	101	327	234	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.71	0.29	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	2914	486	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.16	0.18	0.25	0.00	0.22	0.21	0.21	0.10	0.07	0.00
Crit Moves:		****		****				****		****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	54	2193	28	138	1795	94	214	86	175	8	17	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	2193	28	138	1795	94	214	86	175	8	17	58
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	2204	28	138	1814	94	214	86	175	8	17	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	2204	28	138	1814	94	214	86	175	8	17	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2204	28	138	1814	94	214	86	175	8	17	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	2204	28	138	1814	94	214	86	175	8	17	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.02	0.08	0.36	0.06	0.13	0.05	0.10	0.00	0.01	0.03
Crit Moves:		****		****			****					****

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	49	1718	353	201	1549	132	261	546	162	158	295	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1718	353	201	1549	132	261	546	162	158	295	193
Added Vol:	0	10	0	0	16	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1728	353	201	1565	134	262	546	162	158	295	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	49	1728	353	201	1565	134	262	546	0	158	295	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1728	353	201	1565	134	262	546	0	158	295	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	49	1728	353	201	1565	134	262	546	0	158	295	193
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.32	0.68	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5647	1153	3400	4698	402	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.06	0.33	0.33	0.08	0.16	0.00	0.05	0.09	0.11
Crit Moves:		****			****			****			****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	33	1769	0	1	1774	128	276	0	143	0	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1769	0	1	1774	128	276	0	143	0	1	0
Added Vol:	22	0	0	0	0	16	10	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1769	0	1	1774	144	286	0	152	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	1769	0	1	1774	0	286	0	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1769	0	1	1774	0	286	0	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	1769	0	1	1774	0	286	0	0	0	1	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1700	5100	0	1700	5100	1700	3400	0	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.00	0.00	0.35	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	9	1751	15	212	1771	0	0	0	0	53	0	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1751	15	212	1771	0	0	0	0	53	0	455
Added Vol:	0	22	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1773	15	212	1780	0	0	0	0	53	0	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1773	15	212	1780	0	0	0	0	53	0	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1773	15	212	1780	0	0	0	0	53	0	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1773	15	212	1780	0	0	0	0	53	0	455
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.97	0.03	2.00	4.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	1700	5057	43	3400	6800	1700	1700	1700	0	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.06	0.26	0.00	0.00	0.00	0.00	0.03	0.00	0.27
Crit Moves:		****		****								****

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	711	1269	803	0	1055	833	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	1269	803	0	1055	833	0	0	0	0	0	0
Added Vol:	0	24	0	0	6	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	711	1293	803	0	1061	838	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	1293	0	0	1061	838	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	1293	0	0	1061	838	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	711	1293	0	0	1061	838	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.00	0.00	0.22	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Jamboree Road						Bristol Street					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Added Vol:	0	9	0	0	6	0	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1921	92	0	1061	0	897	978	1198	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1921	92	0	1061	0	897	978	1198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1921	92	0	1061	0	897	978	1198	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1921	92	0	1061	0	897	978	1198	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.77	0.23	0.00	4.00	0.00	1.44	1.56	2.00	0.00	0.00	0.00
Final Sat.:	0	7634	366	0	6400	0	2296	2504	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.17	0.00	0.39	0.39	0.37	0.00	0.00	0.00
Crit Moves:		****		****				****				

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	45	1858	62	49	1909	64	70	5	157	40	6	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1858	62	49	1909	64	70	5	157	40	6	119
Added Vol:	0	9	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1867	62	49	1915	64	70	5	157	40	6	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1867	62	49	1915	64	70	5	157	40	6	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1867	62	49	1915	64	70	5	157	40	6	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1867	62	49	1915	64	70	5	157	40	6	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	3.87	0.13	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6194	206	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.30	0.04	0.02	0.00	0.10	0.03	0.00	0.07
Crit Moves:	****				****				****	****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	34	1584	181	148	1527	416	223	92	31	272	169	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1584	181	148	1527	416	223	92	31	272	169	141
Added Vol:	0	9	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1593	181	148	1533	416	223	92	31	272	169	141
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:	34	1593	181	148	1533	416	223	92	31	272	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1593	181	148	1533	416	223	92	31	272	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	1593	181	148	1533	416	223	92	31	272	169	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.85	1.15	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2265	935	1600	2961	1839	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.11	0.05	0.32	0.26	0.10	0.10	0.02	0.09	0.09	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	0	0	159	0	147	283	925	0	0	550	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	0	147	283	925	0	0	550	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	147	283	925	0	0	550	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	147	283	925	0	0	550	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	147	283	925	0	0	550	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	147	283	925	0	0	550	146
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.58	0.42
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2687	713
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.17	0.54	0.00	0.00	0.20	0.20
Crit Moves:				****				****		****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	122	1466	238	64	1085	138	369	563	107	276	448	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1466	238	64	1085	138	369	563	107	276	448	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1466	238	64	1085	138	369	563	107	276	448	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1466	238	64	1085	138	369	563	107	276	448	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1466	238	64	1085	138	369	563	107	276	448	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1466	238	64	1085	138	369	563	107	276	448	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4607	748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.04	0.30	0.08	0.21	0.16	0.06	0.15	0.13	0.12
Crit Moves:	****				****		****				****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	499	726	0	0	876	932	0	0	0	204	2158	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	726	0	0	876	932	0	0	0	204	2158	80
Added Vol:	0	7	0	0	2	0	0	0	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	733	0	0	878	932	0	0	0	204	2169	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	733	0	0	878	932	0	0	0	204	2169	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	733	0	0	878	932	0	0	0	204	2169	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	733	0	0	878	932	0	0	0	204	2169	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.86	0.14
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6172	228
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.00	0.00	0.14	0.19	0.00	0.00	0.00	0.13	0.35	0.35
Crit Moves:	****					****					****	

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	1	0	3 0 0	1	1	2 0 2	0	0	0 0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	763	270	260	904	0	483	1087	605	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	763	270	260	904	0	483	1087	605	0	0	0
Added Vol:	0	3	0	0	2	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	766	270	260	906	0	487	1087	605	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	766	270	260	906	0	487	1087	605	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	766	270	260	906	0	487	1087	605	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	766	270	260	906	0	487	1087	605	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.24	2.76	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1980	4420	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.17	0.16	0.19	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

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

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	2	0	0 1 0
Volume Module:												
Base Vol:	62	585	171	8	1542	356	31	46	171	561	214	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	585	171	8	1542	356	31	46	171	561	214	4
Added Vol:	0	3	2	0	2	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	588	173	8	1544	356	31	46	171	562	214	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	588	173	8	1544	356	31	46	171	562	214	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	588	173	8	1544	356	31	46	171	562	214	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	588	173	8	1544	356	31	46	171	562	214	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1571	29
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.11	0.01	0.32	0.22	0.02	0.03	0.11	0.18	0.14	0.14
Crit Moves:	****				****				****	****		

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0.0	0	0 1.0	1.2	0	0 0.0	0.0	1	1 2.0	1 0
Volume Module: Existing PM Peak Hour												
Base Vol:	112	331	0	0	600	851	0	0	0	475	1409	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	331	0	0	600	851	0	0	0	475	1409	126
Added Vol:	0	2	0	0	1	6	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	333	0	0	601	857	0	0	0	475	1414	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	333	0	0	601	857	0	0	0	475	1414	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	333	0	0	601	857	0	0	0	475	1414	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	333	0	0	601	857	0	0	0	475	1414	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.65	2.35	0.00	0.00	0.00	1.01	3.75	0.24
Final Sat.:	3200	3200	0	0	2638	3762	0	0	0	1609	5998	393
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.30	0.24	0.32
Crit Moves:	****				****							****

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1.1	2	0 2.0	0.0	1	1 2.0	1.0	0	0 0.0	0.0
Volume Module: Existing PM Peak Hour												
Base Vol:	0	201	300	241	847	0	220	1301	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	300	241	847	0	220	1301	104	0	0	0
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	300	241	848	0	220	1301	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	300	241	848	0	220	1301	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	300	241	848	0	220	1301	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	300	241	848	0	220	1301	104	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.78	0.22	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	6045	355	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.09	0.08	0.27	0.00	0.14	0.22	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			

Koll Center Residences
Existing Plus Project PM ICU

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

Intersection #29 Bayview Pl/Bristol St

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

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	0	4	1	0	0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	0	370	0	0	0	0	2196	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	370	0	0	0	0	2196	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	370	0	0	0	0	2211	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	370	0	0	0	0	2211	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	370	0	0	0	0	2211	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	370	0	0	0	0	2211	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.35	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-3 – TPO ANALYSIS YEAR 2022 WITHOUT PROJECT

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

Scenario Report

Scenario:	TPO 2022 AM ICU
Command:	TPO 2022 AM ICU
Volume:	TPO 2022 Ex+Commit AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	A	xxxxx	0.574	A	xxxxx	0.588	+ 0.014 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.389	A	xxxxx	0.408	+ 0.019 V/C
# 3 MacArthur Blvd/Von Karman Ave	B	xxxxx	0.609	B	xxxxx	0.611	+ 0.002 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.618	B	xxxxx	0.683	+ 0.065 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 7 Von Karman Ave/Campus Dr	A	xxxxx	0.594	B	xxxxx	0.610	+ 0.016 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.340	A	xxxxx	0.352	+ 0.011 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.1	0.053	B	13.1	0.053	+ 0.000 D/V
# 11 Jamboree Rd/I-405 NB Ramps	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.133	F	xxxxx	1.133	+ 0.000 V/C
# 13 Jamboree Rd/Michelson Dr	E	xxxxx	0.901	E	xxxxx	0.901	+ 0.000 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.643	B	xxxxx	0.667	+ 0.024 V/C
# 16 Jamboree Rd/Birch St	B	xxxxx	0.615	B	xxxxx	0.641	+ 0.025 V/C
# 17 Jamboree Rd/Fairchild Rd	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.349	A	xxxxx	0.391	+ 0.042 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.688	C	xxxxx	0.727	+ 0.039 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.475	A	xxxxx	0.479	+ 0.005 V/C
# 21 Jamboree Rd/University Dr	B	xxxxx	0.630	B	xxxxx	0.672	+ 0.042 V/C
# 22 Carlson Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 23 University Dr/Campus Dr	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	A	xxxxx	0.554	A	xxxxx	0.575	+ 0.021 V/C

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	C	xxxxx	0.718	C	xxxxx	0.721	+ 0.004 V/C
# 26 Irvine Avenue / Mesa Drive	A	xxxxx	0.455	A	xxxxx	0.468	+ 0.013 V/C
# 27 Birch St/Bristol St N	B	xxxxx	0.631	B	xxxxx	0.666	+ 0.035 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.471	A	xxxxx	0.474	+ 0.003 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.407	A	xxxxx	0.415	+ 0.008 V/C

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	39	882	68	240	839	293	531	755	63	90	410	130
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	936	72	255	891	311	531	755	63	90	410	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	86	0	2	49	0	0	0	0	0	0	13
Initial Fut:	41	1022	72	257	940	311	531	755	63	90	410	143
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:	41	1022	72	257	940	311	531	755	63	90	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1022	72	257	940	311	531	755	63	90	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	41	1022	72	257	940	311	531	755	63	90	410	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.04	0.15	0.14	0.18	0.16	0.15	0.04	0.03	0.08	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	31	750	124	91	674	223	127	334	56	38	123	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	796	132	97	715	237	127	334	56	38	123	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	47	0	5	37	10	2	4	0	0	14	36
Initial Fut:	33	843	132	102	752	247	129	338	56	38	137	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	843	132	102	752	247	129	338	56	38	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	843	132	102	752	247	129	338	56	38	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	843	132	102	752	247	129	338	56	38	137	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.01	0.99	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4820	1580	1600	2686	514	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.08	0.06	0.16	0.16	0.08	0.13	0.11	0.02	0.04	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	60	931	694	60	410	147	21	57	31	129	153	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	988	737	64	435	156	21	57	31	129	153	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	54	0	3	40	0	0	0	0	0	1	0
Initial Fut:	64	1042	737	67	475	156	21	57	31	129	154	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1042	737	67	475	156	21	57	31	129	154	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1042	737	67	475	156	21	57	31	129	154	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1042	737	67	475	156	21	57	31	129	154	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.46	0.04	0.10	0.10	0.01	0.02	0.02	0.04	0.10	0.01
Crit Moves:			****	****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	191	1472	544	64	351	170	362	1069	218	300	685	172
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	203	1563	577	68	373	180	384	1135	231	318	727	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	10	9	11	19	10	7	61	0	74	274	37
Initial Fut:	203	1573	586	79	392	190	391	1196	231	392	1001	220
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:	203	1573	586	79	392	0	391	1196	231	392	1001	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1573	586	79	392	0	391	1196	231	392	1001	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	1573	586	79	392	0	391	1196	231	392	1001	220
OvlAdjVol:			456									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.37	0.02	0.08	0.00	0.12	0.19	0.14	0.08	0.21	0.14
OvlAdjV/S:			0.28									
Crit Moves:		****			****			****			****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0
Volume Module:												
Base Vol:	2	0	66	0	0	0	0	1399	45	357	416	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	2	0	74	0	0	0	0	1576	51	402	468	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	74	0	0	0	0	1576	51	402	468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	74	0	0	0	0	1576	51	402	468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	74	0	0	0	0	1576	51	402	468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	74	0	0	0	0	1576	51	402	468	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.91	0.09	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4941	159	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.12	0.09	0.00
Crit Moves:			****					****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	63	718	92	129	708	196	125	159	47	185	471	317
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	70	793	102	142	782	216	138	176	52	204	520	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	793	102	142	782	216	138	176	52	204	520	350
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:	70	793	102	142	782	216	138	176	52	204	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	793	102	142	782	216	138	176	52	204	520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	793	102	142	782	216	138	176	52	204	520	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2663	737	1700	2624	776	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.06	0.08	0.29	0.29	0.08	0.07	0.07	0.12	0.15	0.00
Crit Moves:	****			****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	23	635	55	57	417	108	275	398	50	133	429	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	635	55	57	417	108	275	398	50	133	429	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	8	1	5	1	0	0	2	0	0	14	23
Initial Fut:	23	643	56	62	418	108	275	400	50	133	443	143
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	23	643	0	62	418	108	275	400	0	133	443	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	643	0	62	418	108	275	400	0	133	443	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	23	643	0	62	418	108	275	400	0	133	443	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	1700	3400	1700	1700	2702	698	1700	3400	1700	1700	2570	830
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.04	0.15	0.15	0.16	0.12	0.00	0.08	0.17	0.17
Crit Moves:		****		****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	20	581	33	43	326	129	123	196	51	44	176	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	581	33	43	326	129	123	196	51	44	176	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	1	0	0	1	0	0	0	0	0	35	8
Initial Fut:	20	582	33	43	327	129	123	196	51	44	211	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	582	33	43	327	129	123	196	51	44	211	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	582	33	43	327	129	123	196	51	44	211	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	582	33	43	327	129	123	196	51	44	211	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.02	0.03	0.10	0.08	0.08	0.06	0.03	0.03	0.07	0.02
Crit Moves:		****		****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	8	22	30	32	111	108	61	267	44	85	484	127
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	9	24	33	35	123	119	67	295	49	94	534	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	24	33	35	123	119	67	295	49	94	534	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	9	24	33	35	123	119	67	295	0	94	534	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	24	33	35	123	119	67	295	0	94	534	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	9	24	33	35	123	119	67	295	0	94	534	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.51	0.49	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1700	1700	1700	1700	862	838	1700	3400	1700	1700	2693	707
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.14	0.14	0.04	0.09	0.00	0.06	0.20	0.20
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.1]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	4	19	3	17	39	113	25	71	315	27
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	505	688	69	605	687	171	342	xxxx	xxxxx	138	xxxx	xxxxx
Potent Cap.:	455	372	986	386	372	849	1228	xxxx	xxxxx	1458	xxxx	xxxxx
Move Cap.:	416	343	986	361	343	849	1228	xxxx	xxxxx	1458	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.01	0.02	0.03	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	677	xxxxx	358	xxxx	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	15.7	xxxx	10.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	B	*	*	*	*	*	*
ApproachDel:		10.4			13.1			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	4 0	2	0 0	0 0	0	3 0	0 0	1
Volume Module:												
Base Vol:	0	2036	570	0	2361	1140	0	0	0	1429	0	744
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2248	0	0	2607	0	0	0	0	1578	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2248	0	0	2607	0	0	0	0	1578	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2248	0	0	2607	0	0	0	0	1578	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.31	0.00	0.00
Crit Moves:		****			****						****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 1	2	0	0 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1609	710	0	3471	290	981	0	1599	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.56	0.00	0.32	0.00	0.52	0.00	0.00	0.00
Crit Moves:	****			****			****					

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	E

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4 0 1	2	0	4 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	199	1540	243	1046	2724	1245	197	181	53	343	607	652
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	220	1700	268	1155	3008	1375	218	200	59	379	670	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1700	268	1155	3008	1375	218	200	59	379	670	720
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:	220	1700	268	1155	3008	0	218	200	59	379	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1700	268	1155	3008	0	218	200	59	379	670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	220	1700	268	1155	3008	0	218	200	59	379	670	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.34	0.44	0.00	0.06	0.06	0.03	0.11	0.20	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	184	1379	8	78	1922	391	94	14	81	36	58	135
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	203	1523	9	86	2122	432	104	15	89	40	64	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1523	9	86	2122	432	104	15	89	40	64	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1523	9	86	2122	432	104	15	89	40	64	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1523	9	86	2122	432	104	15	89	40	64	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	1523	9	86	2122	432	104	15	89	40	64	149
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	251	1449	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.01	0.05	0.42	0.25	0.03	0.06	0.06	0.02	0.04	0.09
Crit Moves:	****				****		****					****

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	138	1369	102	228	1701	138	121	169	40	399	364	120
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1453	108	242	1806	146	121	169	40	399	364	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	36	190	11	0	62	0	0	1	8	2	1	0
Initial Fut:	182	1643	119	242	1868	146	121	170	48	401	365	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	182	1643	119	242	1868	146	121	170	0	401	365	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1643	119	242	1868	146	121	170	0	401	365	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	182	1643	119	242	1868	146	121	170	0	401	365	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.73	0.27	2.00	2.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6340	460	3400	4729	371	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.07	0.39	0.39	0.04	0.05	0.00	0.12	0.11	0.07
Crit Moves:	****				****			****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	209	1344	2	7	1738	461	246	3	102	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	1427	2	7	1845	489	246	3	102	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	196	0	0	70	0	39	0	0	0	0	0
Initial Fut:	222	1623	2	7	1915	489	285	3	102	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	222	1623	2	7	1915	0	285	3	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1623	2	7	1915	0	285	3	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	222	1623	2	7	1915	0	285	3	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.98	0.02	1.00	0.00	1.00	0.00
Final Sat.:	1700	5093	7	1700	5100	1700	3365	35	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.00	0.38	0.00	0.08	0.08	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	11	1140	68	382	1454	8	25	0	45	11	1	295
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	12	1259	75	422	1605	9	28	0	50	12	1	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1259	75	422	1605	9	28	0	50	12	1	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1259	75	422	1605	9	28	0	50	12	1	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1259	75	422	1605	9	28	0	50	12	1	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1259	75	422	1605	9	28	0	50	12	1	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.83	0.17	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4813	287	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.12	0.24	0.01	0.02	0.00	0.03	0.01	0.00	0.19
Crit Moves:		****		****			****					****

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	665	1669	769	0	624	344	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	706	1772	816	0	662	365	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	20	68	17	0	125	161	0	0	0	0	0	0
Initial Fut:	726	1840	833	0	787	526	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	726	1840	0	0	787	526	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	726	1840	0	0	787	526	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	726	1840	0	0	787	526	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #19 Jamboree Rd./Bristol St

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

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2070	38	0	704	0	1156	407	1359	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	99	0	0	125	0	30	2	84	0	0	0
Initial Fut:	0	2169	38	0	829	0	1186	409	1443	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2169	38	0	829	0	1186	409	1443	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2169	38	0	829	0	1186	409	1443	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2169	38	0	829	0	1186	409	1443	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7861	139	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.13	0.00	0.37	0.26	0.45	0.00	0.00	0.00
Crit Moves:		****		****					****			

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	95	1842	53	142	1623	62	31	14	99	7	4	52
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1955	56	151	1723	66	31	14	99	7	4	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	30	0	0	104	0	0	0	0	0	0	0
Initial Fut:	101	1985	56	151	1827	66	31	14	99	7	4	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1985	56	151	1827	66	31	14	99	7	4	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1985	56	151	1827	66	31	14	99	7	4	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1985	56	151	1827	66	31	14	99	7	4	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6224	176	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.09	0.29	0.04	0.01	0.01	0.06	0.00	0.00	0.03
Crit Moves:		****		****					****	****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	79	1300	210	79	1311	378	529	138	40	233	145	169
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1380	223	84	1392	401	529	138	40	233	145	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	80	4	0	203	0	0	0	0	0	0	0
Initial Fut:	84	1460	227	84	1595	401	529	138	40	233	145	169
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:	84	1460	227	84	1595	401	529	138	40	233	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1460	227	84	1595	401	529	138	40	233	145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	84	1460	227	84	1595	401	529	138	40	233	145	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.59	0.41	1.00	1.85	1.15	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2538	662	1600	2959	1841	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.14	0.03	0.33	0.25	0.21	0.21	0.03	0.08	0.08	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	144	0	267	98	460	0	0	639	63
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	159	0	295	108	508	0	0	706	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	295	108	508	0	0	706	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	295	108	508	0	0	706	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	295	108	508	0	0	706	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	295	108	508	0	0	706	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3095	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.17	0.06	0.30	0.00	0.00	0.23	0.23
Crit Moves:						****		****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	74	619	300	127	1727	299	49	413	240	182	317	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	82	683	331	140	1907	330	54	456	265	201	350	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	683	331	140	1907	330	54	456	265	201	350	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	683	331	140	1907	330	54	456	265	201	350	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	683	331	140	1907	330	54	456	265	201	350	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	683	331	140	1907	330	54	456	265	201	350	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3607	1748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.08	0.53	0.18	0.03	0.13	0.15	0.11	0.10	0.01
Crit Moves:	****				****				****	****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #24 Campus Dr/Bristol St N

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

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	481	1747	0	0	291	194	0	0	0	177	1053	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1747	0	0	291	194	0	0	0	177	1053	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	2	0	0	0	1	0	0	0	31	129	0
Initial Fut:	481	1749	0	0	291	195	0	0	0	208	1182	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1749	0	0	291	195	0	0	0	208	1182	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1749	0	0	291	195	0	0	0	208	1182	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	1749	0	0	291	195	0	0	0	208	1182	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.51	0.49
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5620	780
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.13	0.21	0.21
Crit Moves:		****		****							****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	297	133	394	0	1043	1757	508	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	1	3	0	32	0	1	19	0	0	0	0
Initial Fut:	0	1281	300	133	426	0	1044	1776	508	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	300	133	426	0	1044	1776	508	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	300	133	426	0	1044	1776	508	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	300	133	426	0	1044	1776	508	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.05	0.95	1.00	3.00	0.00	1.48	2.52	2.00	0.00	0.00	0.00
Final Sat.:	0	6481	1519	1600	4800	0	2369	4031	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.08	0.09	0.00	0.44	0.44	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	2	0	0 1 0
Volume Module:												
Base Vol:	84	1189	450	11	589	40	114	213	100	164	26	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1262	478	12	625	42	114	213	100	164	26	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	3	19	0	31	0	0	0	0	5	0	0
Initial Fut:	89	1265	497	12	656	42	114	213	100	169	26	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1265	497	12	656	42	114	213	100	169	26	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1265	497	12	656	42	114	213	100	169	26	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1265	497	12	656	42	114	213	100	169	26	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.36	0.64	2.00	0.76	0.24
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2178	1022	3200	1224	376
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.31	0.01	0.14	0.03	0.07	0.10	0.10	0.05	0.02	0.02
Crit Moves:			****	****				****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 0	0	0	1 1 2	0	0	0 0 0	1	1	2 1 0
Volume Module:												
Base Vol:	101	1073	0	0	151	123	0	0	0	367	1184	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1073	0	0	151	123	0	0	0	367	1184	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	5	7	0	0	24	0	0	0	0	34	156	0
Initial Fut:	106	1080	0	0	175	123	0	0	0	401	1340	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1080	0	0	175	123	0	0	0	401	1340	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1080	0	0	175	123	0	0	0	401	1340	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1080	0	0	175	123	0	0	0	401	1340	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.55	0.45
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5684	716
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.25	0.24	0.33
Crit Moves:		****		****								****

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 1	2	0	2 0 0	1	1	2 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	422	345	148	377	0	747	1203	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	345	148	377	0	747	1203	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	12	9	0	59	0	0	0	19	0	0	0
Initial Fut:	0	434	354	148	436	0	747	1203	204	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	434	354	148	436	0	747	1203	204	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	434	354	148	436	0	747	1203	204	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	434	354	148	436	0	747	1203	204	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.20	1.80	2.00	2.00	0.00	1.53	3.04	0.43	0.00	0.00	0.00
Final Sat.:	0	3525	2875	3200	3200	0	2452	4852	696	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.14	0.00	0.30	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
TPO Analysis - Year 2022 Without Project AM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 2	0	0	0 0 0	0	0	4 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	0	100	0	0	0	0	2403	437	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	100	0	0	0	0	2403	437	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	54	0	0	0	0
Initial Fut:	0	0	100	0	0	0	0	2457	437	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	100	0	0	0	0	2457	437	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	100	0	0	0	0	2457	437	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	100	0	0	0	0	2457	437	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.27	0.00	0.00	0.00
Crit Moves:			****					****				

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

Scenario Report

Scenario:	TPO 2022 PM ICU
Command:	TPO 2022 PM ICU
Volume:	TPO 2022 Ex+Commit PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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 MacArthur Blvd/Campus Dr	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.533	A	xxxxx	0.551	+ 0.018 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.538	A	xxxxx	0.551	+ 0.012 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.688	C	xxxxx	0.726	+ 0.039 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 7 Von Karman Ave/Campus Dr	B	xxxxx	0.677	B	xxxxx	0.685	+ 0.008 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.372	A	xxxxx	0.375	+ 0.004 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.0	0.104	B	13.0	0.104	+ 0.000 D/V
# 11 Jamboree Rd/I-405 NB Ramps	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.019	F	xxxxx	1.019	+ 0.000 V/C
# 13 Jamboree Rd/Michelson Dr	F	xxxxx	1.079	F	xxxxx	1.079	+ 0.000 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000 V/C
# 15 Jamboree Rd/Campus Dr	C	xxxxx	0.720	C	xxxxx	0.764	+ 0.044 V/C
# 16 Jamboree Rd/Birch St	A	xxxxx	0.583	B	xxxxx	0.615	+ 0.032 V/C
# 17 Jamboree Rd/Fairchild Rd	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.512	A	xxxxx	0.542	+ 0.030 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.653	C	xxxxx	0.717	+ 0.063 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.470	A	xxxxx	0.491	+ 0.022 V/C
# 21 Jamboree Rd/University Dr	A	xxxxx	0.590	B	xxxxx	0.634	+ 0.044 V/C
# 22 Carlson Ave/Campus Dr	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 23 University Dr/Campus Dr	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	B	xxxxx	0.700	C	xxxxx	0.713	+ 0.014 V/C

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	A	xxxxx	0.587	B	xxxxx	0.609	+ 0.022 V/C
# 26 Irvine Avenue / Mesa Drive	B	xxxxx	0.664	B	xxxxx	0.675	+ 0.011 V/C
# 27 Birch St/Bristol St N	A	xxxxx	0.582	B	xxxxx	0.608	+ 0.027 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.557	A	xxxxx	0.577	+ 0.019 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.459	A	xxxxx	0.487	+ 0.028 V/C

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	105	967	72	150	984	594	362	558	124	103	972	171
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1026	76	159	1045	631	362	558	124	103	972	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	76	0	14	93	0	0	0	0	0	0	6
Initial Fut:	111	1102	76	173	1138	631	362	558	124	103	972	177
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:	111	1102	76	173	1138	631	362	558	124	103	972	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1102	76	173	1138	631	362	558	124	103	972	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	111	1102	76	173	1138	631	362	558	124	103	972	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.04	0.10	0.17	0.37	0.11	0.11	0.07	0.03	0.19	0.00
Crit Moves:	****					****	****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	123	693	30	52	891	211	315	198	49	75	483	135
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	736	32	55	946	224	315	198	49	75	483	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	47	0	38	52	5	13	19	0	0	7	16
Initial Fut:	131	783	32	93	998	229	328	217	49	75	490	151
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:	131	783	32	93	998	229	328	217	49	75	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	783	32	93	998	229	328	217	49	75	490	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	131	783	32	93	998	229	328	217	49	75	490	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.25	0.75	1.66	1.09	0.25	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5205	1195	2655	1750	395	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.02	0.06	0.19	0.19	0.12	0.12	0.12	0.05	0.15	0.00
Crit Moves:	****			****					****		****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	26	631	141	43	901	47	78	184	207	616	120	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	670	150	46	956	50	78	184	207	616	120	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	49	0	3	59	0	0	0	0	0	0	0
Initial Fut:	28	719	150	49	1015	50	78	184	207	616	120	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	719	150	49	1015	50	78	184	207	616	120	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	719	150	49	1015	50	78	184	207	616	120	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	719	150	49	1015	50	78	184	207	616	120	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.09	0.03	0.21	0.03	0.05	0.06	0.13	0.19	0.08	0.06
Crit Moves:	****			****					****	****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	237	612	397	153	1353	466	217	954	62	621	1075	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	252	650	421	162	1436	495	230	1013	66	659	1141	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	19	78	41	8	8	8	285	0	33	139	23
Initial Fut:	252	669	499	203	1444	503	238	1298	66	692	1280	236
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:	252	669	499	203	1444	0	238	1298	66	692	1280	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	669	499	203	1444	0	238	1298	66	692	1280	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	669	499	203	1444	0	238	1298	66	692	1280	236
OvlAdjVol:			269									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.31	0.06	0.30	0.00	0.07	0.20	0.04	0.14	0.27	0.15
OvlAdjV/S:			0.17									
Crit Moves:	****			****			****			****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0
Volume Module:												
Base Vol:	11	0	136	0	0	0	0	915	47	294	521	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	12	0	153	0	0	0	0	1030	53	331	587	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	153	0	0	0	0	1030	53	331	587	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	153	0	0	0	0	1030	53	331	587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	153	0	0	0	0	1030	53	331	587	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	153	0	0	0	0	1030	53	331	587	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4851	249	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.09	0.00	0.00	0.00	0.00	0.21	0.21	0.10	0.12	0.00
Crit Moves:			****					****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	D

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	61	867	145	244	779	129	232	522	78	152	610	371
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	67	957	160	269	860	142	256	576	86	168	674	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	957	160	269	860	142	256	576	86	168	674	410
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:	67	957	160	269	860	142	256	576	86	168	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	957	160	269	860	142	256	576	86	168	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	67	957	160	269	860	142	256	576	86	168	674	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2917	483	1700	2958	442	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.09	0.16	0.29	0.29	0.15	0.19	0.19	0.10	0.20	0.00
Crit Moves:		****			****			****			****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	66	486	148	138	644	316	164	625	52	46	641	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	486	148	138	644	316	164	625	52	46	641	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	3	1	25	8	0	0	14	0	0	7	13
Initial Fut:	66	489	149	163	652	316	164	639	52	46	648	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	66	489	0	163	652	316	164	639	0	46	648	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	489	0	163	652	316	164	639	0	46	648	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	66	489	0	163	652	316	164	639	0	46	648	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.35	0.65	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1700	3400	1700	1700	2290	1110	1700	3400	1700	1700	3010	390
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.10	0.28	0.28	0.10	0.19	0.00	0.03	0.22	0.22
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	57	469	71	23	577	174	111	190	33	14	276	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	469	71	23	577	174	111	190	33	14	276	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	2	0	8	0	0	0	37	0	0	12	2
Initial Fut:	57	471	71	31	577	174	111	227	33	14	288	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	471	71	31	577	174	111	227	33	14	288	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	471	71	31	577	174	111	227	33	14	288	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	471	71	31	577	174	111	227	33	14	288	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.04	0.02	0.18	0.11	0.07	0.07	0.02	0.01	0.09	0.03
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	36	98	76	128	80	133	74	826	25	65	561	58
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	40	108	84	141	88	147	82	912	28	72	619	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	108	84	141	88	147	82	912	28	72	619	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	108	84	141	88	147	82	912	0	72	619	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	108	84	141	88	147	82	912	0	72	619	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	108	84	141	88	147	82	912	0	72	619	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1700	1700	1700	1700	638	1062	1700	3400	1700	1700	3081	319
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.05	0.08	0.14	0.14	0.05	0.27	0.00	0.04	0.20	0.20
Crit Moves:	****				****			****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[13.0]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0	1 0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	23	21	49	41	1	43	52	312	0	3	223	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	21	49	41	1	43	52	312	0	3	223	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	21	49	41	1	43	52	312	0	3	223	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	21	49	41	1	43	52	312	0	3	223	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	21	49	41	1	43	52	312	0	3	223	21
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	534	666	156	510	656	122	244	xxxx	xxxxx	312	xxxx	xxxxx
Potent Cap.:	433	383	868	451	388	913	1334	xxxx	xxxxx	1260	xxxx	xxxxx
Move Cap.:	399	367	868	394	372	913	1334	xxxx	xxxxx	1260	xxxx	xxxxx
Volume/Cap:	0.06	0.06	0.06	0.10	0.00	0.05	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	543	xxxxx	394	xxxx	883	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	0.4	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.0	xxxxx	15.2	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	A	*	*	*	*	*	*
ApproachDel:		13.0			12.2			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: E

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	4 0	2	0 0	0 0	0 0	3 0	0 0	1
Volume Module:												
Base Vol:	0	3211	800	0	2021	1000	0	0	0	789	0	399
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3545	883	0	2231	1104	0	0	0	871	0	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3545	883	0	2231	1104	0	0	0	871	0	441
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3545	0	0	2231	0	0	0	0	871	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3545	0	0	2231	0	0	0	0	871	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3545	0	0	2231	0	0	0	0	871	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****			****					****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2866	1220	0	2188	710	1074	0	902	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3164	0	0	2416	0	1186	0	996	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3164	0	0	2416	0	1186	0	996	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3164	0	0	2416	0	1186	0	996	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.00	0.00	0.36	0.00	0.35	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.079
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	73	2455	375	794	1735	455	804	801	116	309	342	911
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	81	2711	414	877	1916	502	888	884	128	341	378	1006
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2711	414	877	1916	502	888	884	128	341	378	1006
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:	81	2711	414	877	1916	0	888	884	128	341	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2711	414	877	1916	0	888	884	128	341	378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	81	2711	414	877	1916	0	888	884	128	341	378	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.24	0.26	0.28	0.00	0.26	0.26	0.08	0.10	0.11	0.00
Crit Moves:		****			****			****			****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	2192	38	185	1978	196	256	87	205	20	13	46
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	89	2420	42	204	2184	216	283	96	226	22	14	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	2420	42	204	2184	216	283	96	226	22	14	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	2420	42	204	2184	216	283	96	226	22	14	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2420	42	204	2184	216	283	96	226	22	14	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	2420	42	204	2184	216	283	96	226	22	14	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	507	1193	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.02	0.12	0.43	0.13	0.08	0.19	0.19	0.01	0.01	0.03
Crit Moves:		****		****				****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	69	1961	341	244	1699	264	258	595	138	203	397	222
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	2082	362	259	1803	280	258	595	138	203	397	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	19	110	6	0	205	0	0	1	39	12	1	0
Initial Fut:	92	2192	368	259	2008	280	258	596	177	215	398	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	92	2192	368	259	2008	280	258	596	0	215	398	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2192	368	259	2008	280	258	596	0	215	398	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	92	2192	368	259	2008	280	258	596	0	215	398	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.42	0.58	2.00	2.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5822	978	3400	4476	624	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.08	0.45	0.45	0.08	0.18	0.00	0.06	0.12	0.13
Crit Moves:	****				****			****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	37	2064	1	13	1925	143	322	1	79	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	2191	1	14	2043	152	322	1	79	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	122	0	0	215	42	13	0	0	0	0	0
Initial Fut:	39	2313	1	14	2258	194	335	1	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	39	2313	1	14	2258	0	335	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2313	1	14	2258	0	335	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	39	2313	1	14	2258	0	335	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	5098	2	1700	5100	1700	3390	10	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.01	0.44	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	0	1706	22	314	1627	15	40	15	86	41	5	350
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1884	24	347	1796	17	44	17	95	45	6	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1884	24	347	1796	17	44	17	95	45	6	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1884	24	347	1796	17	44	17	95	45	6	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1884	24	347	1796	17	44	17	95	45	6	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1884	24	347	1796	17	44	17	95	45	6	386
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.96	0.04	2.00	4.00	1.00	1.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1700	5035	65	3400	6800	1700	1700	252	1448	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.10	0.26	0.01	0.03	0.07	0.07	0.03	0.00	0.23
Crit Moves:		****		****			****					****

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1	1	0 3	1 1	0	0 0 0	0	0	0 0 0	0
Volume Module:												
Base Vol:	711	1269	803	0	1055	833	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	755	1347	852	0	1120	884	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	13	296	30	0	72	82	0	0	0	0	0	0
Initial Fut:	768	1643	882	0	1192	966	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	768	1643	0	0	1192	966	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	768	1643	0	0	1192	966	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	768	1643	0	0	1192	966	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.00	0.00	0.25	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1	0	0 4	0 0	1	1 1	0 2	0	0 0 0	0
Volume Module:												
Base Vol:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	98	0	1120	0	882	978	1198	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	194	0	0	72	0	174	13	92	0	0	0
Initial Fut:	0	2224	98	0	1192	0	1056	991	1290	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2224	98	0	1192	0	1056	991	1290	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2224	98	0	1192	0	1056	991	1290	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2224	98	0	1192	0	1056	991	1290	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.79	0.21	0.00	4.00	0.00	1.55	1.45	2.00	0.00	0.00	0.00
Final Sat.:	0	7663	337	0	6400	0	2476	2324	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.19	0.00	0.43	0.43	0.40	0.00	0.00	0.00
Crit Moves:		****			****				****			

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	45	1858	62	49	1909	64	70	5	157	40	6	119
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1972	66	52	2026	68	70	5	157	40	6	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	111	0	0	47	0	0	0	0	0	0	0
Initial Fut:	48	2083	66	52	2073	68	70	5	157	40	6	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	2083	66	52	2073	68	70	5	157	40	6	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2083	66	52	2073	68	70	5	157	40	6	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2083	66	52	2073	68	70	5	157	40	6	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	3.88	0.12	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6204	196	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.03	0.32	0.04	0.02	0.00	0.10	0.03	0.00	0.07
Crit Moves:		****		****					****	****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	34	1584	181	148	1527	416	223	92	31	272	169	141
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1681	192	157	1621	442	223	92	31	272	169	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	206	7	0	137	0	0	0	0	7	0	0
Initial Fut:	36	1887	199	157	1758	442	223	92	31	279	169	141
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:	36	1887	199	157	1758	442	223	92	31	279	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1887	199	157	1758	442	223	92	31	279	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	1887	199	157	1758	442	223	92	31	279	169	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.87	1.13	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2265	935	1600	2989	1811	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.12	0.05	0.37	0.28	0.10	0.10	0.02	0.09	0.09	0.00
Crit Moves:		****		****				****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	169	0	212	346	841	0	0	628	154
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	187	0	234	382	929	0	0	693	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	234	382	929	0	0	693	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	234	382	929	0	0	693	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	234	382	929	0	0	693	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	187	0	234	382	929	0	0	693	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2730	670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.14	0.22	0.55	0.00	0.00	0.25	0.25
Crit Moves:						****		****		****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	181	1530	318	78	825	107	421	614	85	400	581	169
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1689	351	86	911	118	465	678	94	442	641	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1689	351	86	911	118	465	678	94	442	641	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1689	351	86	911	118	465	678	94	442	641	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1689	351	86	911	118	465	678	94	442	641	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1689	351	86	911	118	465	678	94	442	641	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4433	921	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.05	0.26	0.07	0.26	0.19	0.05	0.25	0.18	0.10
Crit Moves:		****			****			****			****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	499	726	0	0	876	932	0	0	0	204	2158	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	726	0	0	876	932	0	0	0	204	2158	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	1	0	0	1	1	0	0	0	14	86	0
Initial Fut:	499	727	0	0	877	933	0	0	0	218	2244	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	727	0	0	877	933	0	0	0	218	2244	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	727	0	0	877	933	0	0	0	218	2244	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	727	0	0	877	933	0	0	0	218	2244	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.86	0.14
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6180	220
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.00	0.00	0.14	0.19	0.00	0.00	0.00	0.14	0.36	0.36
Crit Moves:	****				****						****	

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	763	270	260	904	0	483	1087	605	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	287	260	904	0	483	1087	605	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	33	0	14	0	1	10	0	0	0	0
Initial Fut:	0	810	320	260	918	0	484	1097	605	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	810	320	260	918	0	484	1097	605	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	810	320	260	918	0	484	1097	605	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	810	320	260	918	0	484	1097	605	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.22	2.78	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1959	4441	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.20	0.16	0.19	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0	0 1 0
Volume Module:												
Base Vol:	62	585	171	8	1542	356	31	46	171	561	214	4
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	621	182	8	1637	378	31	46	171	561	214	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	33	10	0	14	0	0	0	0	26	0	0
Initial Fut:	66	654	192	8	1651	378	31	46	171	587	214	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	654	192	8	1651	378	31	46	171	587	214	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	654	192	8	1651	378	31	46	171	587	214	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	654	192	8	1651	378	31	46	171	587	214	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1571	29
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.12	0.01	0.34	0.24	0.02	0.03	0.11	0.18	0.14	0.14
Crit Moves:	****				****				****	****		

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1	2 1 0
Volume Module:												
Base Vol:	112	331	0	0	600	851	0	0	0	475	1409	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	331	0	0	600	851	0	0	0	475	1409	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	26	33	0	0	14	0	0	0	0	18	79	0
Initial Fut:	138	364	0	0	614	851	0	0	0	493	1488	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	364	0	0	614	851	0	0	0	493	1488	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	364	0	0	614	851	0	0	0	493	1488	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	364	0	0	614	851	0	0	0	493	1488	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.68	2.32	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	3200	0	0	2682	3718	0	0	0	1600	6025	375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.31	0.25	0.34
Crit Moves:	****				****							****

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 1	2	0	2 0 0	1	1	2 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	201	300	241	847	0	220	1301	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	300	241	847	0	220	1301	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	59	49	0	31	0	0	36	10	0	0	0
Initial Fut:	0	260	349	241	878	0	220	1337	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	349	241	878	0	220	1337	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	349	241	878	0	220	1337	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	349	241	878	0	220	1337	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.76	0.24	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	6023	377	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.11	0.08	0.27	0.00	0.14	0.22	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****					

Koll Center Residences
TPO Analysis - Year 2022 Without Project PM ICU

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

Intersection #29 Bayview Pl/Bristol St

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

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 2	0	0	0 0 0	0	0	4 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	0	370	0	0	0	0	2196	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	370	0	0	0	0	2196	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	182	0	0	0	0
Initial Fut:	0	0	370	0	0	0	0	2378	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	370	0	0	0	0	2378	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	370	0	0	0	0	2378	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	370	0	0	0	0	2378	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.37	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-4 – TPO ANALYSIS YEAR 2022 WITH PROJECT

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Scenario Report

Scenario:	TPO 2022 WP AM ICU
Command:	TPO 2022 WP AM ICU
Volume:	TPO 2022 Ex+Commit AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Trip Generation Report

Forecast for Project AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Residen	1.00	Koll	36.00	113.00	36	113	149	100.0
	Zone 101 Subtotal					36	113	149	100.0
TOTAL						36	113	149	100.0

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Turning Movement Report
Project AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Campus Dr													
Base	41	936	72	255	891	311	531	755	63	90	410	130	4485
Added	0	23	0	0	7	0	0	0	0	0	0	0	30
Commit	0	86	0	2	49	0	0	0	0	0	0	13	150
Total	41	1045	72	257	947	311	531	755	63	90	410	143	4665
#2 MacArthur Blvd/Birch St													
Base	33	796	132	97	715	237	127	334	56	38	123	31	2718
Added	0	0	0	7	0	0	0	3	0	0	18	23	51
Commit	0	47	0	5	37	10	2	4	0	0	14	36	155
Total	33	843	132	109	752	247	129	341	56	38	155	90	2924
#3 MacArthur Blvd/Von Karman Ave													
Base	64	988	737	64	435	156	21	57	31	129	153	15	2850
Added	0	0	8	0	0	0	0	0	0	25	0	0	33
Commit	0	54	0	3	40	0	0	0	0	0	1	0	98
Total	64	1042	745	67	475	156	21	57	31	154	154	15	2981
#4 MacArthur Blvd/Jamboree Rd													
Base	203	1563	577	68	373	180	384	1135	231	318	727	183	5942
Added	0	3	4	0	10	15	5	5	0	12	6	0	60
Commit	0	10	9	11	19	10	7	61	0	74	274	37	512
Total	203	1576	590	79	402	205	396	1201	231	404	1007	220	6514
#5 MacArthur Blvd SB/University Dr													
Base	2	0	74	0	0	0	0	1576	51	402	468	0	2573
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	74	0	0	0	0	1576	51	402	468	0	2573
#6 Von Karman Ave/Michelson Dr													
Base	70	793	102	142	782	216	138	176	52	204	520	350	3544
Added	0	6	0	0	2	0	0	0	0	0	0	0	8
Total	70	799	102	142	784	216	138	176	52	204	520	350	3552
#7 Von Karman Ave/Campus Dr													
Base	23	635	55	57	417	108	275	398	50	133	429	120	2700
Added	0	6	0	0	2	0	0	0	0	0	0	0	8
Commit	0	8	1	5	1	0	0	2	0	0	14	23	54
Total	23	649	56	62	420	108	275	400	50	133	443	143	2762
#8 Von Karman Ave/Birch St													
Base	20	581	33	43	326	129	123	196	51	44	176	25	1747
Added	13	3	2	1	1	0	0	6	4	1	28	3	62
Commit	0	1	0	0	1	0	0	0	0	0	35	8	45
Total	33	585	35	44	328	129	123	202	55	45	239	36	1854

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 Teller Ave/Campus Dr													
Base	9	24	33	35	123	119	67	295	49	94	534	140	1523
Added	0	0	3	0	0	0	0	0	0	1	0	0	4
Total	9	24	36	35	123	119	67	295	49	95	534	140	1527
#10 Teller Ave/Birch St													
Base	2	0	4	19	3	17	39	113	25	71	315	27	635
Added	20	3	21	0	1	0	0	18	4	9	6	0	82
Total	22	3	25	19	4	17	39	131	29	80	321	27	717
#11 Jamboree Rd/I-405 NB Ramps													
Base	0	2248	629	0	2607	1259	0	0	0	1578	0	821	9142
Added	0	6	0	0	2	0	0	0	0	5	0	0	13
Total	0	2254	629	0	2609	1259	0	0	0	1583	0	821	9155
#12 Jamboree Rd/I-405 SB Ramps													
Base	0	1776	784	0	3832	320	1083	0	1765	0	0	0	9562
Added	0	6	17	0	7	0	0	0	0	0	0	0	30
Total	0	1782	801	0	3839	320	1083	0	1765	0	0	0	9592
#13 Jamboree Rd/Michelson Dr													
Base	220	1700	268	1155	3008	1375	218	200	59	379	670	720	9970
Added	0	23	0	0	7	0	0	0	0	0	0	0	30
Total	220	1723	268	1155	3015	1375	218	200	59	379	670	720	10000
#14 Jamboree Rd/Dupont Dr													
Base	203	1523	9	86	2122	432	104	15	89	40	64	149	4836
Added	0	23	0	0	7	0	0	0	0	0	0	0	30
Total	203	1546	9	86	2129	432	104	15	89	40	64	149	4866
#15 Jamboree Rd/Campus Dr													
Base	146	1453	108	242	1806	146	121	169	40	399	364	120	5115
Added	0	20	0	0	6	1	3	0	0	0	0	0	30
Commit	36	190	11	0	62	0	0	1	8	2	1	0	311
Total	182	1663	119	242	1874	147	124	170	48	401	365	120	5456
#16 Jamboree Rd/Birch St													
Base	222	1427	2	7	1845	489	246	3	102	0	0	0	4343
Added	8	0	0	0	0	6	20	0	19	0	0	0	53
Commit	0	196	0	0	70	0	39	0	0	0	0	0	305
Total	230	1623	2	7	1915	495	305	3	121	0	0	0	4701
#17 Jamboree Rd/Fairchild Rd													
Base	12	1259	75	422	1605	9	28	0	50	12	1	326	3798
Added	0	8	0	0	19	0	0	0	0	0	0	0	27
Total	12	1267	75	422	1624	9	28	0	50	12	1	326	3825

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Jamboree Rd/Bristol St N													
Base	706	1772	816	0	662	365	0	0	0	0	0	0	4321
Added	0	9	0	0	11	10	0	0	0	0	0	0	30
Commit	20	68	17	0	125	161	0	0	0	0	0	0	391
Total	726	1849	833	0	798	536	0	0	0	0	0	0	4742
#19 Jamboree Rd./Bristol St													
Base	0	2070	38	0	704	0	1156	407	1359	0	0	0	5734
Added	0	4	0	0	11	0	6	0	0	0	0	0	21
Commit	0	99	0	0	125	0	30	2	84	0	0	0	340
Total	0	2173	38	0	840	0	1192	409	1443	0	0	0	6095
#20 Jamboree Rd/Bayview Wy													
Base	101	1955	56	151	1723	66	31	14	99	7	4	52	4259
Added	0	4	0	0	11	0	0	0	0	0	0	0	15
Commit	0	30	0	0	104	0	0	0	0	0	0	0	134
Total	101	1989	56	151	1838	66	31	14	99	7	4	52	4408
#21 Jamboree Rd/University Dr													
Base	84	1380	223	84	1392	401	529	138	40	233	145	169	4817
Added	0	4	0	0	11	0	0	0	0	0	0	0	15
Commit	0	80	4	0	203	0	0	0	0	0	0	0	287
Total	84	1464	227	84	1606	401	529	138	40	233	145	169	5119
#22 Carlson Ave/Campus Dr													
Base	0	0	0	159	0	295	108	508	0	0	706	70	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	159	0	295	108	508	0	0	706	70	1845
#23 University Dr/Campus Dr													
Base	82	683	331	140	1907	330	54	456	265	201	350	24	4824
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	82	683	331	140	1907	330	54	456	265	201	350	24	4824
#24 Campus Dr/Bristol St N													
Base	481	1747	0	0	291	194	0	0	0	177	1053	164	4107
Added	0	3	0	0	4	0	0	0	0	0	23	0	30
Commit	0	2	0	0	0	1	0	0	0	31	129	0	163
Total	481	1752	0	0	295	195	0	0	0	208	1205	164	4300
#25 Campus Dr/Bristol St													
Base	0	1280	297	133	394	0	1043	1757	508	0	0	0	5412
Added	0	1	0	0	4	0	1	0	0	0	0	0	6
Commit	0	1	3	0	32	0	1	19	0	0	0	0	56
Total	0	1282	300	133	430	0	1045	1776	508	0	0	0	5474

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#26 Irvine Avenue / Mesa Drive													
Base	89	1262	478	12	625	42	114	213	100	164	26	8	3133
Added	0	1	1	0	4	0	0	0	0	2	0	0	8
Commit	0	3	19	0	31	0	0	0	0	5	0	0	58
Total	89	1266	498	12	660	42	114	213	100	171	26	8	3199
#27 Birch St/Bristol St N													
Base	101	1073	0	0	151	123	0	0	0	367	1184	235	3234
Added	0	1	0	0	2	12	0	0	0	0	10	0	25
Commit	5	7	0	0	24	0	0	0	0	34	156	0	226
Total	106	1081	0	0	177	135	0	0	0	401	1350	235	3485
#28 Birch St/Bristol St S													
Base	0	422	345	148	377	0	747	1203	185	0	0	0	3427
Added	0	1	0	0	2	0	0	0	0	0	0	0	3
Commit	0	12	9	0	59	0	0	0	19	0	0	0	99
Total	0	435	354	148	438	0	747	1203	204	0	0	0	3529
#29 Bayview Pl/Bristol St													
Base	0	0	100	0	0	0	0	2403	437	0	0	0	2940
Added	0	0	0	0	0	0	0	6	0	0	0	0	6
Commit	0	0	0	0	0	0	0	54	0	0	0	0	54
Total	0	0	100	0	0	0	0	2463	437	0	0	0	3000

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	A	xxxxx	0.574	A	xxxxx	0.591	+ 0.017 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.389	A	xxxxx	0.419	+ 0.030 V/C
# 3 MacArthur Blvd/Von Karman Ave	B	xxxxx	0.609	B	xxxxx	0.616	+ 0.008 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.618	B	xxxxx	0.687	+ 0.068 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.001 V/C
# 7 Von Karman Ave/Campus Dr	A	xxxxx	0.594	B	xxxxx	0.611	+ 0.018 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.340	A	xxxxx	0.362	+ 0.022 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.1	0.053	B	13.9	0.058	+ 0.788 D/V
# 11 Jamboree Rd/I-405 NB Ramps	D	xxxxx	0.800	D	xxxxx	0.802	+ 0.002 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.133	F	xxxxx	1.134	+ 0.001 V/C
# 13 Jamboree Rd/Michelson Dr	E	xxxxx	0.901	E	xxxxx	0.904	+ 0.003 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.704	C	xxxxx	0.705	+ 0.001 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.643	B	xxxxx	0.668	+ 0.025 V/C
# 16 Jamboree Rd/Birch St	B	xxxxx	0.615	B	xxxxx	0.651	+ 0.036 V/C
# 17 Jamboree Rd/Fairchild Rd	B	xxxxx	0.643	B	xxxxx	0.645	+ 0.002 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.349	A	xxxxx	0.393	+ 0.044 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.688	C	xxxxx	0.727	+ 0.039 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.475	A	xxxxx	0.480	+ 0.005 V/C
# 21 Jamboree Rd/University Dr	B	xxxxx	0.630	B	xxxxx	0.674	+ 0.045 V/C
# 22 Carlson Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 23 University Dr/Campus Dr	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	A	xxxxx	0.554	A	xxxxx	0.579	+ 0.025 V/C

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	C	xxxxx	0.718	C	xxxxx	0.722	+ 0.004 V/C
# 26 Irvine Avenue / Mesa Drive	A	xxxxx	0.455	A	xxxxx	0.470	+ 0.015 V/C
# 27 Birch St/Bristol St N	B	xxxxx	0.631	B	xxxxx	0.668	+ 0.037 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.471	A	xxxxx	0.474	+ 0.003 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.407	A	xxxxx	0.416	+ 0.009 V/C

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Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	39	882	68	240	839	293	531	755	63	90	410	130
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	936	72	255	891	311	531	755	63	90	410	130
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
Committed P:	0	86	0	2	49	0	0	0	0	0	0	13
Initial Fut:	41	1045	72	257	947	311	531	755	63	90	410	143
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:	41	1045	72	257	947	311	531	755	63	90	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1045	72	257	947	311	531	755	63	90	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	41	1045	72	257	947	311	531	755	63	90	410	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.04	0.15	0.14	0.18	0.16	0.15	0.04	0.03	0.08	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	31	750	124	91	674	223	127	334	56	38	123	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	796	132	97	715	237	127	334	56	38	123	31
Added Vol:	0	0	0	7	0	0	0	3	0	0	18	23
Committed P:	0	47	0	5	37	10	2	4	0	0	14	36
Initial Fut:	33	843	132	109	752	247	129	341	56	38	155	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	843	132	109	752	247	129	341	56	38	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	843	132	109	752	247	129	341	56	38	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	843	132	109	752	247	129	341	56	38	155	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.01	0.99	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4820	1580	1600	2689	511	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.08	0.07	0.16	0.16	0.08	0.13	0.11	0.02	0.05	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	60	931	694	60	410	147	21	57	31	129	153	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	988	737	64	435	156	21	57	31	129	153	15
Added Vol:	0	0	8	0	0	0	0	0	0	25	0	0
Committed P:	0	54	0	3	40	0	0	0	0	0	1	0
Initial Fut:	64	1042	745	67	475	156	21	57	31	154	154	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1042	745	67	475	156	21	57	31	154	154	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1042	745	67	475	156	21	57	31	154	154	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1042	745	67	475	156	21	57	31	154	154	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.47	0.04	0.10	0.10	0.01	0.02	0.02	0.05	0.10	0.01
Crit Moves:			****	****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	191	1472	544	64	351	170	362	1069	218	300	685	172
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	203	1563	577	68	373	180	384	1135	231	318	727	183
Added Vol:	0	3	4	0	10	15	5	5	0	12	6	0
Committed P:	0	10	9	11	19	10	7	61	0	74	274	37
Initial Fut:	203	1576	590	79	402	205	396	1201	231	404	1007	220
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:	203	1576	590	79	402	0	396	1201	231	404	1007	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1576	590	79	402	0	396	1201	231	404	1007	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	1576	590	79	402	0	396	1201	231	404	1007	220
OvlAdjVol:			456									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.37	0.02	0.08	0.00	0.12	0.19	0.14	0.08	0.21	0.14
OvlAdjV/S:			0.28									
Crit Moves:		****			****			****				****

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	0	0	2	1	2	3	0
Volume Module:												
Base Vol:	2	66	0	0	0	0	1399	45	357	416	0	
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	2	74	0	0	0	0	1576	51	402	468	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	74	0	0	0	0	1576	51	402	468	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	74	0	0	0	0	1576	51	402	468	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	74	0	0	0	0	1576	51	402	468	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	74	0	0	0	0	1576	51	402	468	0	
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.91	0.09	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4941	159	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.12	0.09	0.00
Crit Moves:			****					****		****		

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	63	718	92	129	708	196	125	159	47	185	471	317
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	70	793	102	142	782	216	138	176	52	204	520	350
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	799	102	142	784	216	138	176	52	204	520	350
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:	70	799	102	142	784	216	138	176	52	204	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	799	102	142	784	216	138	176	52	204	520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	799	102	142	784	216	138	176	52	204	520	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2664	736	1700	2624	776	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.06	0.08	0.29	0.29	0.08	0.07	0.07	0.12	0.15	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	23	635	55	57	417	108	275	398	50	133	429	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	635	55	57	417	108	275	398	50	133	429	120
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
Committed P:	0	8	1	5	1	0	0	2	0	0	14	23
Initial Fut:	23	649	56	62	420	108	275	400	50	133	443	143
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	23	649	0	62	420	108	275	400	0	133	443	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	649	0	62	420	108	275	400	0	133	443	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	23	649	0	62	420	108	275	400	0	133	443	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	1700	3400	1700	1700	2705	695	1700	3400	1700	1700	2570	830
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.04	0.16	0.16	0.16	0.12	0.00	0.08	0.17	0.17
Crit Moves:		****			****			****			****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	20	581	33	43	326	129	123	196	51	44	176	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	581	33	43	326	129	123	196	51	44	176	25
Added Vol:	13	3	2	1	1	0	0	6	4	1	28	3
Committed P:	0	1	0	0	1	0	0	0	0	0	35	8
Initial Fut:	33	585	35	44	328	129	123	202	55	45	239	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	585	35	44	328	129	123	202	55	45	239	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	585	35	44	328	129	123	202	55	45	239	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	585	35	44	328	129	123	202	55	45	239	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.02	0.03	0.10	0.08	0.08	0.06	0.03	0.03	0.07	0.02
Crit Moves:		****			****			****			****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	8	22	30	32	111	108	61	267	44	85	484	127
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	9	24	33	35	123	119	67	295	49	94	534	140
Added Vol:	0	0	3	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	24	36	35	123	119	67	295	49	95	534	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	9	24	36	35	123	119	67	295	0	95	534	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	24	36	35	123	119	67	295	0	95	534	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	9	24	36	35	123	119	67	295	0	95	534	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.51	0.49	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1700	1700	1700	1700	862	838	1700	3400	1700	1700	2693	707
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.14	0.14	0.04	0.09	0.00	0.06	0.20	0.20
Crit Moves:	****			****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[13.9]

Street Name:	Teller Avenue									Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0	1 0	1 0	1	0 1	0	1	0 1	1 0
Volume Module:												
Base Vol:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Added Vol:	20	3	21	0	1	0	0	18	4	9	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	3	25	19	4	17	39	131	29	80	321	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:	22	3	25	19	4	17	39	131	29	80	321	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	3	25	19	4	17	39	131	29	80	321	27
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	546	732	80	640	733	174	348	xxxx	xxxxx	160	xxxx	xxxxx
Potent Cap.:	425	351	971	364	350	846	1222	xxxx	xxxxx	1432	xxxx	xxxxx
Move Cap.:	385	321	971	329	320	846	1222	xxxx	xxxxx	1432	xxxx	xxxxx
Volume/Cap:	0.06	0.01	0.03	0.06	0.01	0.02	0.03	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	542	xxxxx	328	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.3	xxxxx	16.8	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	B	*	*	*	*	*	*
ApproachDel:		12.3			13.9			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	2036	570	0	2361	1140	0	0	0	1429	0	744
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
Added Vol:	0	6	0	0	2	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2254	629	0	2609	1259	0	0	0	1583	0	821
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2254	0	0	2609	0	0	0	0	1583	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2254	0	0	2609	0	0	0	0	1583	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2254	0	0	2609	0	0	0	0	1583	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.31	0.00	0.00
Crit Moves:		****		****						****		

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.134
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1609	710	0	3471	290	981	0	1599	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
Added Vol:	0	6	17	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1782	801	0	3839	320	1083	0	1765	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.56	0.00	0.32	0.00	0.52	0.00	0.00	0.00
Crit Moves:	****				****				****			

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	E

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	199	1540	243	1046	2724	1245	197	181	53	343	607	652
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	220	1700	268	1155	3008	1375	218	200	59	379	670	720
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1723	268	1155	3015	1375	218	200	59	379	670	720
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:	220	1723	268	1155	3015	0	218	200	59	379	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1723	268	1155	3015	0	218	200	59	379	670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	220	1723	268	1155	3015	0	218	200	59	379	670	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.34	0.44	0.00	0.06	0.06	0.03	0.11	0.20	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	184	1379	8	78	1922	391	94	14	81	36	58	135
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	203	1523	9	86	2122	432	104	15	89	40	64	149
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1546	9	86	2129	432	104	15	89	40	64	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1546	9	86	2129	432	104	15	89	40	64	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1546	9	86	2129	432	104	15	89	40	64	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	1546	9	86	2129	432	104	15	89	40	64	149
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	251	1449	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.01	0.05	0.42	0.25	0.03	0.06	0.06	0.02	0.04	0.09
Crit Moves:	****				****		****					****

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	138	1369	102	228	1701	138	121	169	40	399	364	120
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1453	108	242	1806	146	121	169	40	399	364	120
Added Vol:	0	20	0	0	6	1	3	0	0	0	0	0
Committed P:	36	190	11	0	62	0	0	1	8	2	1	0
Initial Fut:	182	1663	119	242	1874	147	124	170	48	401	365	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	182	1663	119	242	1874	147	124	170	0	401	365	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1663	119	242	1874	147	124	170	0	401	365	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	182	1663	119	242	1874	147	124	170	0	401	365	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.73	0.27	2.00	2.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6345	455	3400	4728	372	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.07	0.40	0.40	0.04	0.05	0.00	0.12	0.11	0.07
Crit Moves:	****			****			****			****		

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	209	1344	2	7	1738	461	246	3	102	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	1427	2	7	1845	489	246	3	102	0	0	0
Added Vol:	8	0	0	0	0	6	20	0	19	0	0	0
Committed P:	0	196	0	0	70	0	39	0	0	0	0	0
Initial Fut:	230	1623	2	7	1915	495	305	3	121	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	1623	2	7	1915	0	305	3	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1623	2	7	1915	0	305	3	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	230	1623	2	7	1915	0	305	3	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.98	0.02	1.00	0.00	1.00	0.00
Final Sat.:	1700	5093	7	1700	5100	1700	3367	33	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.00	0.38	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	11	1140	68	382	1454	8	25	0	45	11	1	295
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	12	1259	75	422	1605	9	28	0	50	12	1	326
Added Vol:	0	8	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1267	75	422	1624	9	28	0	50	12	1	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1267	75	422	1624	9	28	0	50	12	1	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1267	75	422	1624	9	28	0	50	12	1	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1267	75	422	1624	9	28	0	50	12	1	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.83	0.17	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4815	285	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.12	0.24	0.01	0.02	0.00	0.03	0.01	0.00	0.19
Crit Moves:		****			****			****				****

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

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

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	665	1669	769	0	624	344	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	706	1772	816	0	662	365	0	0	0	0	0	0
Added Vol:	0	9	0	0	11	10	0	0	0	0	0	0
Committed P:	20	68	17	0	125	161	0	0	0	0	0	0
Initial Fut:	726	1849	833	0	798	536	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	726	1849	0	0	798	536	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	726	1849	0	0	798	536	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	726	1849	0	0	798	536	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2070	38	0	704	0	1156	407	1359	0	0	0
Added Vol:	0	4	0	0	11	0	6	0	0	0	0	0
Committed P:	0	99	0	0	125	0	30	2	84	0	0	0
Initial Fut:	0	2173	38	0	840	0	1192	409	1443	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2173	38	0	840	0	1192	409	1443	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2173	38	0	840	0	1192	409	1443	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2173	38	0	840	0	1192	409	1443	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7862	138	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.13	0.00	0.37	0.26	0.45	0.00	0.00	0.00
Crit Moves:		****		****					****			

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	95	1842	53	142	1623	62	31	14	99	7	4	52
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1955	56	151	1723	66	31	14	99	7	4	52
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
Committed P:	0	30	0	0	104	0	0	0	0	0	0	0
Initial Fut:	101	1989	56	151	1838	66	31	14	99	7	4	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1989	56	151	1838	66	31	14	99	7	4	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1989	56	151	1838	66	31	14	99	7	4	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1989	56	151	1838	66	31	14	99	7	4	52
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6224	176	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.09	0.29	0.04	0.01	0.01	0.06	0.00	0.00	0.03
Crit Moves:		****		****					****	****		

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	79	1300	210	79	1311	378	529	138	40	233	145	169
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1380	223	84	1392	401	529	138	40	233	145	169
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
Committed P:	0	80	4	0	203	0	0	0	0	0	0	0
Initial Fut:	84	1464	227	84	1606	401	529	138	40	233	145	169
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:	84	1464	227	84	1606	401	529	138	40	233	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1464	227	84	1606	401	529	138	40	233	145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	84	1464	227	84	1606	401	529	138	40	233	145	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.59	0.41	1.00	1.85	1.15	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2538	662	1600	2959	1841	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.14	0.03	0.33	0.25	0.21	0.21	0.03	0.08	0.08	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	144	0	267	98	460	0	0	639	63
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	159	0	295	108	508	0	0	706	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	295	108	508	0	0	706	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	295	108	508	0	0	706	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	295	108	508	0	0	706	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	295	108	508	0	0	706	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3095	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.17	0.06	0.30	0.00	0.00	0.23	0.23
Crit Moves:						****		****		****		

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	74	619	300	127	1727	299	49	413	240	182	317	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	82	683	331	140	1907	330	54	456	265	201	350	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	683	331	140	1907	330	54	456	265	201	350	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	683	331	140	1907	330	54	456	265	201	350	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	683	331	140	1907	330	54	456	265	201	350	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	683	331	140	1907	330	54	456	265	201	350	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3607	1748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.08	0.53	0.18	0.03	0.13	0.15	0.11	0.10	0.01
Crit Moves:	****			****					****	****		

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	481	1747	0	0	291	194	0	0	0	177	1053	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1747	0	0	291	194	0	0	0	177	1053	164
Added Vol:	0	3	0	0	4	0	0	0	0	0	23	0
Committed P:	0	2	0	0	0	1	0	0	0	31	129	0
Initial Fut:	481	1752	0	0	295	195	0	0	0	208	1205	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1752	0	0	295	195	0	0	0	208	1205	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1752	0	0	295	195	0	0	0	208	1205	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	1752	0	0	295	195	0	0	0	208	1205	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.52	0.48
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5633	767
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.13	0.21	0.21
Crit Moves:		****		****							****	

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	1	0	3 0 0	1	1	2 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	297	133	394	0	1043	1757	508	0	0	0
Added Vol:	0	1	0	0	4	0	1	0	0	0	0	0
Committed P:	0	1	3	0	32	0	1	19	0	0	0	0
Initial Fut:	0	1282	300	133	430	0	1045	1776	508	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1282	300	133	430	0	1045	1776	508	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1282	300	133	430	0	1045	1776	508	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1282	300	133	430	0	1045	1776	508	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.05	0.95	1.00	3.00	0.00	1.48	2.52	2.00	0.00	0.00	0.00
Final Sat.:	0	6482	1518	1600	4800	0	2371	4029	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.08	0.09	0.00	0.44	0.44	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	2	0	0 1 0
Volume Module:												
Base Vol:	84	1189	450	11	589	40	114	213	100	164	26	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1262	478	12	625	42	114	213	100	164	26	8
Added Vol:	0	1	1	0	4	0	0	0	0	2	0	0
Committed P:	0	3	19	0	31	0	0	0	0	5	0	0
Initial Fut:	89	1266	498	12	660	42	114	213	100	171	26	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1266	498	12	660	42	114	213	100	171	26	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1266	498	12	660	42	114	213	100	171	26	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1266	498	12	660	42	114	213	100	171	26	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.36	0.64	2.00	0.76	0.24
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2178	1022	3200	1224	376
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.31	0.01	0.14	0.03	0.07	0.10	0.10	0.05	0.02	0.02
Crit Moves:			****	****				****		****		

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:												
Base Vol:	101	1073	0	0	151	123	0	0	0	367	1184	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1073	0	0	151	123	0	0	0	367	1184	235
Added Vol:	0	1	0	0	2	12	0	0	0	0	10	0
Committed P:	5	7	0	0	24	0	0	0	0	34	156	0
Initial Fut:	106	1081	0	0	177	135	0	0	0	401	1350	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1081	0	0	177	135	0	0	0	401	1350	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1081	0	0	177	135	0	0	0	401	1350	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1081	0	0	177	135	0	0	0	401	1350	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.56	0.44
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5688	712
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.00	0.06	0.04	0.00	0.00	0.00	0.25	0.24	0.33
Crit Moves:		****		****								****

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 1	2	0 2	0 0	1	1 2	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	422	345	148	377	0	747	1203	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	345	148	377	0	747	1203	185	0	0	0
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
Committed P:	0	12	9	0	59	0	0	0	19	0	0	0
Initial Fut:	0	435	354	148	438	0	747	1203	204	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	435	354	148	438	0	747	1203	204	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	354	148	438	0	747	1203	204	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	354	148	438	0	747	1203	204	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.21	1.79	2.00	2.00	0.00	1.53	3.04	0.43	0.00	0.00	0.00
Final Sat.:	0	3529	2871	3200	3200	0	2452	4852	696	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.14	0.00	0.30	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
TPO Analysis - Year 2022 With Project AM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	100	0	0	0	0	2403	437	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	100	0	0	0	0	2403	437	0	0	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	0	0
Committed P:	0	0	0	0	0	0	0	54	0	0	0	0
Initial Fut:	0	0	100	0	0	0	0	2463	437	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	100	0	0	0	0	2463	437	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	100	0	0	0	0	2463	437	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	100	0	0	0	0	2463	437	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.27	0.00	0.00	0.00
Crit Moves:			****					****				

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Scenario Report

Scenario:	TPO 2022 WP PM ICU
Command:	TPO 2022 WP PM ICU
Volume:	TPO 2022 Ex+Commit PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Trip Generation Report

Forecast for Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Residen	1.00	Koll	94.00	57.00	94	57	151	100.0
	Zone 101 Subtotal					94	57	151	100.0
TOTAL						94	57	151	100.0

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Turning Movement Report
Project PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Campus Dr													
Base	111	1026	76	159	1045	631	362	558	124	103	972	171	5339
Added	0	11	0	0	19	0	0	0	0	0	0	0	30
Commit	0	76	0	14	93	0	0	0	0	0	0	6	189
Total	111	1113	76	173	1157	631	362	558	124	103	972	177	5558
#2 MacArthur Blvd/Birch St													
Base	131	736	32	55	946	224	315	198	49	75	483	135	3378
Added	0	0	0	19	0	0	0	8	0	0	9	11	47
Commit	0	47	0	38	52	5	13	19	0	0	7	16	197
Total	131	783	32	112	998	229	328	225	49	75	499	162	3622
#3 MacArthur Blvd/Von Karman Ave													
Base	28	670	150	46	956	50	78	184	207	616	120	92	3196
Added	0	0	21	0	0	0	0	0	0	13	0	0	34
Commit	0	49	0	3	59	0	0	0	0	0	0	0	111
Total	28	719	171	49	1015	50	78	184	207	629	120	92	3341
#4 MacArthur Blvd/Jamboree Rd													
Base	252	650	421	162	1436	495	230	1013	66	659	1141	213	6738
Added	0	8	10	0	5	8	13	12	0	6	3	0	65
Commit	0	19	78	41	8	8	8	285	0	33	139	23	642
Total	252	677	509	203	1449	511	251	1310	66	698	1283	236	7445
#5 MacArthur Blvd SB/University Dr													
Base	12	0	153	0	0	0	0	1030	53	331	587	0	2167
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	0	153	0	0	0	0	1030	53	331	587	0	2167
#6 Von Karman Ave/Michelson Dr													
Base	67	957	160	269	860	142	256	576	86	168	674	410	4626
Added	0	3	0	0	5	0	0	0	0	0	0	0	8
Total	67	960	160	269	865	142	256	576	86	168	674	410	4634
#7 Von Karman Ave/Campus Dr													
Base	66	486	148	138	644	316	164	625	52	46	641	71	3397
Added	0	3	0	0	5	0	0	0	0	0	0	0	8
Commit	0	3	1	25	8	0	0	14	0	0	7	13	71
Total	66	492	149	163	657	316	164	639	52	46	648	84	3476
#8 Von Karman Ave/Birch St													
Base	57	469	71	23	577	174	111	190	33	14	276	53	2048
Added	6	1	1	3	2	0	0	17	11	1	14	2	58
Commit	0	2	0	8	0	0	0	37	0	0	12	2	61
Total	63	472	72	34	579	174	111	244	44	15	302	57	2167

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 Teller Ave/Campus Dr													
Base	40	108	84	141	88	147	82	912	28	72	619	64	2385
Added	0	0	1	0	0	0	0	0	0	2	0	0	3
Total	40	108	85	141	88	147	82	912	28	74	619	64	2388
#10 Teller Ave/Birch St													
Base	23	21	49	41	1	43	52	312	0	3	223	21	789
Added	10	1	11	0	2	0	0	9	10	24	15	0	82
Total	33	22	60	41	3	43	52	321	10	27	238	21	871
#11 Jamboree Rd/I-405 NB Ramps													
Base	0	3545	883	0	2231	1104	0	0	0	871	0	441	9076
Added	0	3	0	0	5	0	0	0	0	14	0	0	22
Total	0	3548	883	0	2236	1104	0	0	0	885	0	441	9098
#12 Jamboree Rd/I-405 SB Ramps													
Base	0	3164	1347	0	2416	784	1186	0	996	0	0	0	9893
Added	0	3	9	0	19	0	0	0	0	0	0	0	31
Total	0	3167	1356	0	2435	784	1186	0	996	0	0	0	9924
#13 Jamboree Rd/Michelson Dr													
Base	81	2711	414	877	1916	502	888	884	128	341	378	1006	10125
Added	0	11	0	0	19	0	0	0	0	0	0	0	30
Total	81	2722	414	877	1935	502	888	884	128	341	378	1006	10155
#14 Jamboree Rd/Dupont Dr													
Base	89	2420	42	204	2184	216	283	96	226	22	14	51	5848
Added	0	11	0	0	19	0	0	0	0	0	0	0	30
Total	89	2431	42	204	2203	216	283	96	226	22	14	51	5878
#15 Jamboree Rd/Campus Dr													
Base	73	2082	362	259	1803	280	258	595	138	203	397	222	6673
Added	0	10	0	0	16	2	1	0	0	0	0	0	29
Commit	19	110	6	0	205	0	0	1	39	12	1	0	393
Total	92	2202	368	259	2024	282	259	596	177	215	398	222	7095
#16 Jamboree Rd/Birch St													
Base	39	2191	1	14	2043	152	322	1	79	0	0	0	4842
Added	22	0	0	0	0	16	10	0	9	0	0	0	57
Commit	0	122	0	0	215	42	13	0	0	0	0	0	392
Total	61	2313	1	14	2258	210	345	1	88	0	0	0	5291
#17 Jamboree Rd/Fairchild Rd													
Base	0	1884	24	347	1796	17	44	17	95	45	6	386	4660
Added	0	22	0	0	9	0	0	0	0	0	0	0	31
Total	0	1906	24	347	1805	17	44	17	95	45	6	386	4691

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Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Jamboree Rd/Bristol St N													
Base	755	1347	852	0	1120	884	0	0	0	0	0	0	4958
Added	0	24	0	0	6	5	0	0	0	0	0	0	35
Commit	13	296	30	0	72	82	0	0	0	0	0	0	493
Total	768	1667	882	0	1198	971	0	0	0	0	0	0	5486
#19 Jamboree Rd./Bristol St													
Base	0	2030	98	0	1120	0	882	978	1198	0	0	0	6305
Added	0	9	0	0	6	0	15	0	0	0	0	0	30
Commit	0	194	0	0	72	0	174	13	92	0	0	0	545
Total	0	2233	98	0	1198	0	1071	991	1290	0	0	0	6880
#20 Jamboree Rd/Bayview Wy													
Base	48	1972	66	52	2026	68	70	5	157	40	6	119	4629
Added	0	9	0	0	6	0	0	0	0	0	0	0	15
Commit	0	111	0	0	47	0	0	0	0	0	0	0	158
Total	48	2092	66	52	2079	68	70	5	157	40	6	119	4802
#21 Jamboree Rd/University Dr													
Base	36	1681	192	157	1621	442	223	92	31	272	169	141	5057
Added	0	9	0	0	6	0	0	0	0	0	0	0	15
Commit	0	206	7	0	137	0	0	0	0	7	0	0	357
Total	36	1896	199	157	1764	442	223	92	31	279	169	141	5429
#22 Carlson Ave/Campus Dr													
Base	0	0	0	187	0	234	382	929	0	0	693	170	2595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	187	0	234	382	929	0	0	693	170	2595
#23 University Dr/Campus Dr													
Base	200	1689	351	86	911	118	465	678	94	442	641	187	5862
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	1689	351	86	911	118	465	678	94	442	641	187	5862
#24 Campus Dr/Bristol St N													
Base	499	726	0	0	876	932	0	0	0	204	2158	80	5475
Added	0	7	0	0	2	0	0	0	0	0	11	0	20
Commit	0	1	0	0	1	1	0	0	0	14	86	0	103
Total	499	734	0	0	879	933	0	0	0	218	2255	80	5598
#25 Campus Dr/Bristol St													
Base	0	810	287	260	904	0	483	1087	605	0	0	0	4436
Added	0	3	0	0	2	0	4	0	0	0	0	0	9
Commit	0	0	33	0	14	0	1	10	0	0	0	0	58
Total	0	813	320	260	920	0	488	1097	605	0	0	0	4503

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#26 Irvine Avenue / Mesa Drive													
Base	66	621	182	8	1637	378	31	46	171	561	214	4	3919
Added	0	3	2	0	2	0	0	0	0	1	0	0	8
Commit	0	33	10	0	14	0	0	0	0	26	0	0	83
Total	66	657	194	8	1653	378	31	46	171	588	214	4	4010
#27 Birch St/Bristol St N													
Base	112	331	0	0	600	851	0	0	0	475	1409	126	3904
Added	0	2	0	0	1	6	0	0	0	0	5	0	14
Commit	26	33	0	0	14	0	0	0	0	18	79	0	170
Total	138	366	0	0	615	857	0	0	0	493	1493	126	4088
#28 Birch St/Bristol St S													
Base	0	201	300	241	847	0	220	1301	104	0	0	0	3214
Added	0	2	0	0	1	0	0	0	0	0	0	0	3
Commit	0	59	49	0	31	0	0	36	10	0	0	0	185
Total	0	262	349	241	879	0	220	1337	114	0	0	0	3402
#29 Bayview Pl/Bristol St													
Base	0	0	370	0	0	0	0	2196	123	0	0	0	2689
Added	0	0	0	0	0	0	0	15	0	0	0	0	15
Commit	0	0	0	0	0	0	0	182	0	0	0	0	182
Total	0	0	370	0	0	0	0	2393	123	0	0	0	2886

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.533	A	xxxxx	0.555	+ 0.023 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.538	A	xxxxx	0.555	+ 0.016 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.688	C	xxxxx	0.726	+ 0.039 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 6 Von Karman Ave/Michelson Dr	D	xxxxx	0.839	D	xxxxx	0.840	+ 0.001 V/C
# 7 Von Karman Ave/Campus Dr	B	xxxxx	0.677	B	xxxxx	0.687	+ 0.010 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.372	A	xxxxx	0.384	+ 0.013 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.523	+ 0.001 V/C
# 10 Teller Ave/Birch St	B	13.0	0.104	B	14.5	0.121	+ 1.477 D/V
# 11 Jamboree Rd/I-405 NB Ramps	E	xxxxx	0.916	E	xxxxx	0.919	+ 0.003 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.019	F	xxxxx	1.020	+ 0.001 V/C
# 13 Jamboree Rd/Michelson Dr	F	xxxxx	1.079	F	xxxxx	1.080	+ 0.002 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.729	C	xxxxx	0.730	+ 0.002 V/C
# 15 Jamboree Rd/Campus Dr	C	xxxxx	0.720	C	xxxxx	0.768	+ 0.048 V/C
# 16 Jamboree Rd/Birch St	A	xxxxx	0.583	B	xxxxx	0.631	+ 0.048 V/C
# 17 Jamboree Rd/Fairchild Rd	C	xxxxx	0.779	C	xxxxx	0.784	+ 0.004 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.512	A	xxxxx	0.543	+ 0.031 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.653	C	xxxxx	0.721	+ 0.067 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.470	A	xxxxx	0.493	+ 0.023 V/C
# 21 Jamboree Rd/University Dr	A	xxxxx	0.590	B	xxxxx	0.636	+ 0.046 V/C
# 22 Carlson Ave/Campus Dr	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 23 University Dr/Campus Dr	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	B	xxxxx	0.700	C	xxxxx	0.715	+ 0.015 V/C

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	A	xxxxx	0.587	B	xxxxx	0.610	+ 0.023 V/C
# 26 Irvine Avenue / Mesa Drive	B	xxxxx	0.664	B	xxxxx	0.676	+ 0.012 V/C
# 27 Birch St/Bristol St N	A	xxxxx	0.582	B	xxxxx	0.610	+ 0.029 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.557	A	xxxxx	0.577	+ 0.020 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.459	A	xxxxx	0.490	+ 0.031 V/C

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Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	105	967	72	150	984	594	362	558	124	103	972	171
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1026	76	159	1045	631	362	558	124	103	972	171
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
Committed P:	0	76	0	14	93	0	0	0	0	0	0	6
Initial Fut:	111	1113	76	173	1157	631	362	558	124	103	972	177
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:	111	1113	76	173	1157	631	362	558	124	103	972	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1113	76	173	1157	631	362	558	124	103	972	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	111	1113	76	173	1157	631	362	558	124	103	972	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.04	0.10	0.17	0.37	0.11	0.11	0.07	0.03	0.19	0.00
Crit Moves:	****					****	****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #2 MacArthur Blvd/Birch St

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

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	123	693	30	52	891	211	315	198	49	75	483	135
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	736	32	55	946	224	315	198	49	75	483	135
Added Vol:	0	0	0	19	0	0	0	8	0	0	9	11
Committed P:	0	47	0	38	52	5	13	19	0	0	7	16
Initial Fut:	131	783	32	112	998	229	328	225	49	75	499	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	131	783	32	112	998	229	328	225	49	75	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	783	32	112	998	229	328	225	49	75	499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	131	783	32	112	998	229	328	225	49	75	499	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.25	0.75	1.64	1.12	0.24	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5205	1195	2624	1788	388	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.02	0.07	0.19	0.19	0.13	0.13	0.13	0.05	0.16	0.00
Crit Moves:	****				****				****		****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

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

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	26	631	141	43	901	47	78	184	207	616	120	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	670	150	46	956	50	78	184	207	616	120	92
Added Vol:	0	0	21	0	0	0	0	0	0	13	0	0
Committed P:	0	49	0	3	59	0	0	0	0	0	0	0
Initial Fut:	28	719	171	49	1015	50	78	184	207	629	120	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	719	171	49	1015	50	78	184	207	629	120	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	719	171	49	1015	50	78	184	207	629	120	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	719	171	49	1015	50	78	184	207	629	120	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.11	0.03	0.21	0.03	0.05	0.06	0.13	0.20	0.08	0.06
Crit Moves:	****			****					****	****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	237	612	397	153	1353	466	217	954	62	621	1075	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	252	650	421	162	1436	495	230	1013	66	659	1141	213
Added Vol:	0	8	10	0	5	8	13	12	0	6	3	0
Committed P:	0	19	78	41	8	8	8	285	0	33	139	23
Initial Fut:	252	677	509	203	1449	511	251	1310	66	698	1283	236
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:	252	677	509	203	1449	0	251	1310	66	698	1283	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	677	509	203	1449	0	251	1310	66	698	1283	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	677	509	203	1449	0	251	1310	66	698	1283	236
OvlAdjVol:			277									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.32	0.06	0.30	0.00	0.08	0.20	0.04	0.15	0.27	0.15
OvlAdjV/S:			0.17									
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:																		
Base Vol:	11	0	136	0	0	0	0	915	47	294	521	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	12	0	153	0	0	0	0	1030	53	331	587	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	153	0	0	0	0	1030	53	331	587	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	153	0	0	0	0	1030	53	331	587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	153	0	0	0	0	1030	53	331	587	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	153	0	0	0	0	1030	53	331	587	0
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.85	0.15	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4851	249	3400	5100	0
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.09	0.00	0.00	0.00	0.00	0.21	0.21	0.10	0.12	0.00
Crit Moves:			****					****		****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	D

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	61	867	145	244	779	129	232	522	78	152	610	371
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	67	957	160	269	860	142	256	576	86	168	674	410
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	960	160	269	865	142	256	576	86	168	674	410
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:	67	960	160	269	865	142	256	576	86	168	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	960	160	269	865	142	256	576	86	168	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	67	960	160	269	865	142	256	576	86	168	674	0
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2919	481	1700	2958	442	1700	3400	1700
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.28	0.09	0.16	0.30	0.30	0.15	0.19	0.19	0.10	0.20	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	66	486	148	138	644	316	164	625	52	46	641	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	486	148	138	644	316	164	625	52	46	641	71
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
Committed P:	0	3	1	25	8	0	0	14	0	0	7	13
Initial Fut:	66	492	149	163	657	316	164	639	52	46	648	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	66	492	0	163	657	316	164	639	0	46	648	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	492	0	163	657	316	164	639	0	46	648	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	66	492	0	163	657	316	164	639	0	46	648	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.35	0.65	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1700	3400	1700	1700	2296	1104	1700	3400	1700	1700	3010	390
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.10	0.29	0.29	0.10	0.19	0.00	0.03	0.22	0.22
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	57	469	71	23	577	174	111	190	33	14	276	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	469	71	23	577	174	111	190	33	14	276	53
Added Vol:	6	1	1	3	2	0	0	17	11	1	14	2
Committed P:	0	2	0	8	0	0	0	37	0	0	12	2
Initial Fut:	63	472	72	34	579	174	111	244	44	15	302	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	472	72	34	579	174	111	244	44	15	302	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	472	72	34	579	174	111	244	44	15	302	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	472	72	34	579	174	111	244	44	15	302	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.05	0.02	0.18	0.11	0.07	0.08	0.03	0.01	0.09	0.04
Crit Moves:	****				****		****				****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0 1	0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	36	98	76	128	80	133	74	826	25	65	561	58
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	40	108	84	141	88	147	82	912	28	72	619	64
Added Vol:	0	0	1	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	108	85	141	88	147	82	912	28	74	619	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	108	85	141	88	147	82	912	0	74	619	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	108	85	141	88	147	82	912	0	74	619	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	108	85	141	88	147	82	912	0	74	619	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1700	1700	1700	1700	638	1062	1700	3400	1700	1700	3081	319
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.05	0.08	0.14	0.14	0.05	0.27	0.00	0.04	0.20	0.20
Crit Moves:	****			****			****			****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[14.5]

Street Name:	Teller Avenue									Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	23	21	49	41	1	43	52	312	0	3	223	21			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	23	21	49	41	1	43	52	312	0	3	223	21			
Added Vol:	10	1	11	0	2	0	0	9	10	24	15	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	33	22	60	41	3	43	52	321	10	27	238	21			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	33	22	60	41	3	43	52	321	10	27	238	21			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	33	22	60	41	3	43	52	321	10	27	238	21			
Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	605	743	166	578	738	130	259	xxxx	xxxxx	331	xxxx	xxxxx			
Potent Cap.:	386	346	856	403	348	903	1317	xxxx	xxxxx	1240	xxxx	xxxxx			
Move Cap.:	348	325	856	339	327	903	1317	xxxx	xxxxx	1240	xxxx	xxxxx			
Volume/Cap:	0.09	0.07	0.07	0.12	0.01	0.05	0.04	xxxx	xxxx	0.02	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	494	xxxxx	338	xxxx	810	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.9	xxxxx	0.4	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	14.5	xxxxx	17.2	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	B	*	C	*	A	*	*	*	*	*	*			
ApproachDel:	14.5			13.4			xxxxxx			xxxxxx					
ApproachLOS:	B			B			*			*					

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

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	E

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	3211	800	0	2021	1000	0	0	0	789	0	399
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3545	883	0	2231	1104	0	0	0	871	0	441
Added Vol:	0	3	0	0	5	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3548	883	0	2236	1104	0	0	0	885	0	441
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3548	0	0	2236	0	0	0	0	885	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3548	0	0	2236	0	0	0	0	885	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3548	0	0	2236	0	0	0	0	885	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****		****						****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2866	1220	0	2188	710	1074	0	902	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
Added Vol:	0	3	9	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3167	1356	0	2435	784	1186	0	996	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3167	0	0	2435	0	1186	0	996	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3167	0	0	2435	0	1186	0	996	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3167	0	0	2435	0	1186	0	996	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.00	0.00	0.36	0.00	0.35	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.080
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	73	2455	375	794	1735	455	804	801	116	309	342	911
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	81	2711	414	877	1916	502	888	884	128	341	378	1006
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2722	414	877	1935	502	888	884	128	341	378	1006
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:	81	2722	414	877	1935	0	888	884	128	341	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2722	414	877	1935	0	888	884	128	341	378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	81	2722	414	877	1935	0	888	884	128	341	378	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.24	0.26	0.28	0.00	0.26	0.26	0.08	0.10	0.11	0.00
Crit Moves:		****			****			****				****

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	2192	38	185	1978	196	256	87	205	20	13	46
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	89	2420	42	204	2184	216	283	96	226	22	14	51
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	2431	42	204	2203	216	283	96	226	22	14	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	2431	42	204	2203	216	283	96	226	22	14	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2431	42	204	2203	216	283	96	226	22	14	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	2431	42	204	2203	216	283	96	226	22	14	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	507	1193	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.02	0.12	0.43	0.13	0.08	0.19	0.19	0.01	0.01	0.03
Crit Moves:		****			****				****		****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	69	1961	341	244	1699	264	258	595	138	203	397	222
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	2082	362	259	1803	280	258	595	138	203	397	222
Added Vol:	0	10	0	0	16	2	1	0	0	0	0	0
Committed P:	19	110	6	0	205	0	0	1	39	12	1	0
Initial Fut:	92	2202	368	259	2024	282	259	596	177	215	398	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	92	2202	368	259	2024	282	259	596	0	215	398	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2202	368	259	2024	282	259	596	0	215	398	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	92	2202	368	259	2024	282	259	596	0	215	398	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.43	0.57	2.00	2.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5826	974	3400	4476	624	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.08	0.45	0.45	0.08	0.18	0.00	0.06	0.12	0.13
Crit Moves:	****			****			****			****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	37	2064	1	13	1925	143	322	1	79	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	2191	1	14	2043	152	322	1	79	0	0	0
Added Vol:	22	0	0	0	0	16	10	0	9	0	0	0
Committed P:	0	122	0	0	215	42	13	0	0	0	0	0
Initial Fut:	61	2313	1	14	2258	210	345	1	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	61	2313	1	14	2258	0	345	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2313	1	14	2258	0	345	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	61	2313	1	14	2258	0	345	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	5098	2	1700	5100	1700	3390	10	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.01	0.44	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Jamboree Road									Fairchild Road								
Approach:	North Bound				South Bound				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			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	1	0	2	1	0	2	0	4	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	0	1706		22		314	1627		15		40		15		86		41		5	350
Growth Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10		1.10		1.10		1.10		1.10	1.10
Initial Bse:	0	1884		24		347	1796		17		44		17		95		45		6	386
Added Vol:	0	22		0		0	9		0		0		0		0		0		0	0
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	0
Initial Fut:	0	1906		24		347	1805		17		44		17		95		45		6	386
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Volume:	0	1906		24		347	1805		17		44		17		95		45		6	386
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	0
Reduced Vol:	0	1906		24		347	1805		17		44		17		95		45		6	386
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
FinalVolume:	0	1906		24		347	1805		17		44		17		95		45		6	386
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600		1600		1600	1600
Adjustment:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06		1.06		1.06		1.06	1.06
Lanes:	1.00	2.96		0.04		2.00	4.00		1.00		1.00		0.15		0.85		1.00		1.00	1.00
Final Sat.:	1700	5036		64		3400	6800		1700		1700		252		1448		1700		1700	1700
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.38		0.38		0.10	0.27		0.01		0.03		0.07		0.07		0.03		0.00	0.23
Crit Moves:		****				****					****									****

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Jamboree Road									Bristol Street North								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected					
Rights:	Ignore				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	711	1269		803		0	1055		833		0		0		0		0		0	0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.00		1.00		1.00		1.00		1.00	1.00
Initial Bse:	755	1347		852		0	1120		884		0		0		0		0		0	0
Added Vol:	0	24		0		0	6		5		0		0		0		0		0	0
Committed P:	13	296		30		0	72		82		0		0		0		0		0	0
Initial Fut:	768	1667		882		0	1198		971		0		0		0		0		0	0
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Volume:	768	1667		0		0	1198		971		0		0		0		0		0	0
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	0
Reduced Vol:	768	1667		0		0	1198		971		0		0		0		0		0	0
PCE Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
FinalVolume:	768	1667		0		0	1198		971		0		0		0		0		0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600		1600		1600	1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00
Lanes:	2.00	3.00		1.00		0.00	3.00		2.00		0.00		0.00		0.00		0.00		0.00	0.00
Final Sat.:	3200	xxxx		xxxxx		0	4800		3200		0		0		0		0		0	0
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.00		0.00		0.00	0.25		0.30		0.00		0.00		0.00		0.00		0.00	0.00
Crit Moves:	****								****											

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	98	0	1120	0	882	978	1198	0	0	0
Added Vol:	0	9	0	0	6	0	15	0	0	0	0	0
Committed P:	0	194	0	0	72	0	174	13	92	0	0	0
Initial Fut:	0	2233	98	0	1198	0	1071	991	1290	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2233	98	0	1198	0	1071	991	1290	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2233	98	0	1198	0	1071	991	1290	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2233	98	0	1198	0	1071	991	1290	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.79	0.21	0.00	4.00	0.00	1.56	1.44	2.00	0.00	0.00	0.00
Final Sat.:	0	7665	335	0	6400	0	2493	2307	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.19	0.00	0.43	0.43	0.40	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	45	1858	62	49	1909	64	70	5	157	40	6	119
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1972	66	52	2026	68	70	5	157	40	6	119
Added Vol:	0	9	0	0	6	0	0	0	0	0	0	0
Committed P:	0	111	0	0	47	0	0	0	0	0	0	0
Initial Fut:	48	2092	66	52	2079	68	70	5	157	40	6	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	2092	66	52	2079	68	70	5	157	40	6	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2092	66	52	2079	68	70	5	157	40	6	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2092	66	52	2079	68	70	5	157	40	6	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	3.88	0.12	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6205	195	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.03	0.32	0.04	0.02	0.00	0.10	0.03	0.00	0.07
Crit Moves:		****		****					****	****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	34	1584	181	148	1527	416	223	92	31	272	169	141
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1681	192	157	1621	442	223	92	31	272	169	141
Added Vol:	0	9	0	0	6	0	0	0	0	0	0	0
Committed P:	0	206	7	0	137	0	0	0	0	7	0	0
Initial Fut:	36	1896	199	157	1764	442	223	92	31	279	169	141
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:	36	1896	199	157	1764	442	223	92	31	279	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1896	199	157	1764	442	223	92	31	279	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	1896	199	157	1764	442	223	92	31	279	169	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	1.87	1.13	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2265	935	1600	2989	1811	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.12	0.05	0.37	0.28	0.10	0.10	0.02	0.09	0.09	0.00
Crit Moves:		****		****				****		****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	169	0	212	346	841	0	0	628	154
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	187	0	234	382	929	0	0	693	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	234	382	929	0	0	693	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	234	382	929	0	0	693	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	234	382	929	0	0	693	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	187	0	234	382	929	0	0	693	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2730	670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.14	0.22	0.55	0.00	0.00	0.25	0.25
Crit Moves:						****		****		****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	181	1530	318	78	825	107	421	614	85	400	581	169
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1689	351	86	911	118	465	678	94	442	641	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1689	351	86	911	118	465	678	94	442	641	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1689	351	86	911	118	465	678	94	442	641	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1689	351	86	911	118	465	678	94	442	641	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1689	351	86	911	118	465	678	94	442	641	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4433	921	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.05	0.26	0.07	0.26	0.19	0.05	0.25	0.18	0.10
Crit Moves:		****			****			****			****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	499	726	0	0	876	932	0	0	0	204	2158	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	726	0	0	876	932	0	0	0	204	2158	80
Added Vol:	0	7	0	0	2	0	0	0	0	0	11	0
Committed P:	0	1	0	0	1	1	0	0	0	14	86	0
Initial Fut:	499	734	0	0	879	933	0	0	0	218	2255	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	734	0	0	879	933	0	0	0	218	2255	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	734	0	0	879	933	0	0	0	218	2255	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	734	0	0	879	933	0	0	0	218	2255	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.86	0.14
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6181	219
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.00	0.00	0.14	0.19	0.00	0.00	0.00	0.14	0.36	0.36
Crit Moves:	****					****					****	

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	763	270	260	904	0	483	1087	605	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	287	260	904	0	483	1087	605	0	0	0
Added Vol:	0	3	0	0	2	0	4	0	0	0	0	0
Committed P:	0	0	33	0	14	0	1	10	0	0	0	0
Initial Fut:	0	813	320	260	920	0	488	1097	605	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	813	320	260	920	0	488	1097	605	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	813	320	260	920	0	488	1097	605	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	813	320	260	920	0	488	1097	605	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.23	2.77	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1970	4430	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.20	0.16	0.19	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

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

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	62	585	171	8	1542	356	31	46	171	561	214	4
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	621	182	8	1637	378	31	46	171	561	214	4
Added Vol:	0	3	2	0	2	0	0	0	0	1	0	0
Committed P:	0	33	10	0	14	0	0	0	0	26	0	0
Initial Fut:	66	657	194	8	1653	378	31	46	171	588	214	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	657	194	8	1653	378	31	46	171	588	214	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	657	194	8	1653	378	31	46	171	588	214	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	657	194	8	1653	378	31	46	171	588	214	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1571	29
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.12	0.01	0.34	0.24	0.02	0.03	0.11	0.18	0.14	0.14
Crit Moves:	****				****				****	****		

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0	0	0 1.0	1 2.0	0	0 0.0	0 0.0	1	1 2.0	1 0
Volume Module:												
Base Vol:	112	331	0	0	600	851	0	0	0	475	1409	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	331	0	0	600	851	0	0	0	475	1409	126
Added Vol:	0	2	0	0	1	6	0	0	0	0	5	0
Committed P:	26	33	0	0	14	0	0	0	0	18	79	0
Initial Fut:	138	366	0	0	615	857	0	0	0	493	1493	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	366	0	0	615	857	0	0	0	493	1493	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	366	0	0	615	857	0	0	0	493	1493	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	366	0	0	615	857	0	0	0	493	1493	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.67	2.33	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	3200	0	0	2674	3726	0	0	0	1600	6026	374
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.31	0.25	0.34
Crit Moves:	****				****							****

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1 1.0	2	0 2.0	0 0.0	1	1 2.0	1 0	0	0 0.0	0 0.0
Volume Module:												
Base Vol:	0	201	300	241	847	0	220	1301	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	300	241	847	0	220	1301	104	0	0	0
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
Committed P:	0	59	49	0	31	0	0	36	10	0	0	0
Initial Fut:	0	262	349	241	879	0	220	1337	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	262	349	241	879	0	220	1337	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	349	241	879	0	220	1337	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	349	241	879	0	220	1337	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.76	0.24	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	6023	377	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.11	0.08	0.27	0.00	0.14	0.22	0.30	0.00	0.00	0.00
Crit Moves:	****				****				****			

Koll Center Residences
TPO Analysis - Year 2022 With Project PM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	0	4	1	0	0
Volume Module:												
Base Vol:	0	0	370	0	0	0	0	2196	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	370	0	0	0	0	2196	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	15	0	0	0	0
Committed P:	0	0	0	0	0	0	0	182	0	0	0	0
Initial Fut:	0	0	370	0	0	0	0	2393	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	370	0	0	0	0	2393	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	370	0	0	0	0	2393	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	370	0	0	0	0	2393	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.37	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-5 – CEQA ANALYSIS YEAR 2022 WITHOUT PROJECT

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

Scenario Report

Scenario:	CEQA 2022 AM ICU
Command:	CEQA 2022 AM ICU
Volume:	2022 Ex+Commit+Cum AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.389	A	xxxxx	0.474	+ 0.085 V/C
# 3 MacArthur Blvd/Von Karman Ave	B	xxxxx	0.609	B	xxxxx	0.632	+ 0.023 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.618	C	xxxxx	0.756	+ 0.137 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.531	A	xxxxx	0.563	+ 0.032 V/C
# 6 Von Karman Ave/Michelson Dr	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 7 Von Karman Ave/Campus Dr	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.340	A	xxxxx	0.365	+ 0.025 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.1	0.053	B	13.4	0.054	+ 0.248 D/V
# 11 Jamboree Rd/I-405 NB Ramps	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.133	F	xxxxx	1.133	+ 0.000 V/C
# 13 Jamboree Rd/Michelson Dr	E	xxxxx	0.901	E	xxxxx	0.901	+ 0.000 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 16 Jamboree Rd/Birch St	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 17 Jamboree Rd/Fairchild Rd	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.349	A	xxxxx	0.408	+ 0.059 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.688	C	xxxxx	0.757	+ 0.069 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.475	A	xxxxx	0.503	+ 0.028 V/C
# 21 Jamboree Rd/University Dr	B	xxxxx	0.630	B	xxxxx	0.687	+ 0.058 V/C
# 22 Carlson Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 23 University Dr/Campus Dr	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	A	xxxxx	0.554	A	xxxxx	0.598	+ 0.044 V/C

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Campus Dr/Bristol St	C	xxxxx	0.718	C	xxxxx	0.761	+ 0.043 V/C
# 26 Irvine Avenue / Mesa Drive	A	xxxxx	0.455	A	xxxxx	0.474	+ 0.019 V/C
# 27 Birch St/Bristol St N	B	xxxxx	0.631	B	xxxxx	0.680	+ 0.049 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.471	A	xxxxx	0.505	+ 0.035 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.407	A	xxxxx	0.443	+ 0.036 V/C

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	39	882	68	240	839	293	531	755	63	90	410	130
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	43	974	75	265	926	324	586	834	70	99	453	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	974	75	265	926	324	586	834	70	99	453	144
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:	43	974	75	265	926	324	586	834	70	99	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	974	75	265	926	324	586	834	70	99	453	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	43	974	75	265	926	324	586	834	70	99	453	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.04	0.16	0.14	0.19	0.17	0.16	0.04	0.03	0.09	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	31	750	124	91	674	223	127	334	56	38	123	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	796	132	97	715	237	127	334	56	38	123	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	-3	169	18	47	196	14	-2	37	2	4	24	45
Initial Fut:	30	965	150	144	911	251	125	371	58	42	147	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	965	150	144	911	251	125	371	58	42	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	965	150	144	911	251	125	371	58	42	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	965	150	144	911	251	125	371	58	42	147	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.14	0.86	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5019	1381	1600	2696	504	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.09	0.09	0.18	0.18	0.08	0.14	0.12	0.03	0.05	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	60	931	694	60	410	147	21	57	31	129	153	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	988	737	64	435	156	21	57	31	129	153	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	5	170	15	11	155	5	-2	18	0	8	13	2
Initial Fut:	69	1158	752	75	590	161	19	75	31	137	166	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1158	752	75	590	161	19	75	31	137	166	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1158	752	75	590	161	19	75	31	137	166	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1158	752	75	590	161	19	75	31	137	166	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.47	0.05	0.12	0.10	0.01	0.02	0.02	0.04	0.10	0.01
Crit Moves:			****	****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	191	1472	544	64	351	170	362	1069	218	300	685	172
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	203	1563	577	68	373	180	384	1135	231	318	727	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	23	230	21	42	124	39	28	203	18	72	325	61
Initial Fut:	226	1793	598	110	497	219	412	1338	249	390	1052	244
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:	226	1793	598	110	497	0	412	1338	249	390	1052	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1793	598	110	497	0	412	1338	249	390	1052	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1793	598	110	497	0	412	1338	249	390	1052	244
OvlAdjVol:			468									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.03	0.10	0.00	0.13	0.21	0.16	0.08	0.22	0.15
OvlAdjV/S:			0.29									
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0
Volume Module:												
Base Vol:	2	0	66	0	0	0	0	1399	45	357	416	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	2	0	74	0	0	0	0	1576	51	402	468	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	1	0	22	0	0	0	0	108	-3	-4	-4	0
Initial Fut:	3	0	96	0	0	0	0	1684	48	398	464	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	96	0	0	0	0	1684	48	398	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	96	0	0	0	0	1684	48	398	464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	96	0	0	0	0	1684	48	398	464	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4960	140	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.34	0.34	0.12	0.09	0.00
Crit Moves:			****					****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	63	718	92	129	708	196	125	159	47	185	471	317
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	70	793	102	142	782	216	138	176	52	204	520	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	793	102	142	782	216	138	176	52	204	520	350
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:	70	793	102	142	782	216	138	176	52	204	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	793	102	142	782	216	138	176	52	204	520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	793	102	142	782	216	138	176	52	204	520	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2663	737	1700	2624	776	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.06	0.08	0.29	0.29	0.08	0.07	0.07	0.12	0.15	0.00
Crit Moves:	****			****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	23	635	55	57	417	108	275	398	50	133	429	120
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	701	61	63	460	119	304	439	55	147	474	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	701	61	63	460	119	304	439	55	147	474	132
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	701	0	63	460	119	304	439	0	147	474	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	701	0	63	460	119	304	439	0	147	474	132
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	701	0	63	460	119	304	439	0	147	474	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	1700	3400	1700	1700	2701	699	1700	3400	1700	1700	2657	743
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.04	0.17	0.17	0.18	0.13	0.00	0.09	0.18	0.18
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	20	581	33	43	326	129	123	196	51	44	176	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	581	33	43	326	129	123	196	51	44	176	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	32	0	0	19	0	0	13	0	0	48	8
Initial Fut:	20	613	33	43	345	129	123	209	51	44	224	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	613	33	43	345	129	123	209	51	44	224	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	613	33	43	345	129	123	209	51	44	224	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	613	33	43	345	129	123	209	51	44	224	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.02	0.03	0.11	0.08	0.08	0.07	0.03	0.03	0.07	0.02
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	8	22	30	32	111	108	61	267	44	85	484	127
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	9	24	33	35	123	119	67	295	49	94	534	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	24	33	35	123	119	67	295	49	94	534	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	9	24	33	35	123	119	67	295	0	94	534	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	24	33	35	123	119	67	295	0	94	534	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	9	24	33	35	123	119	67	295	0	94	534	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.51	0.49	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1700	1700	1700	1700	862	838	1700	3400	1700	1700	2693	707
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.14	0.14	0.04	0.09	0.00	0.06	0.20	0.20
Crit Moves:	****				****		****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[13.4]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	0	0	0	0	0	0	13	0	0	13	0
Initial Fut:	2	0	4	19	3	17	39	126	25	71	328	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:	2	0	4	19	3	17	39	126	25	71	328	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	4	19	3	17	39	126	25	71	328	27
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	524	714	76	625	713	178	355	xxxx	xxxxx	151	xxxx	xxxxx
Potent Cap.:	441	359	977	374	360	841	1215	xxxx	xxxxx	1442	xxxx	xxxxx
Move Cap.:	403	331	977	349	331	841	1215	xxxx	xxxxx	1442	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.01	0.02	0.03	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	662	xxxxx	347	xxxx	683	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.5	xxxxx	16.1	xxxx	10.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	B	*	*	*	*	*	*
ApproachDel:		10.5			13.4			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	4 0	2	0 0	0 0	0	3 0	0 0	1
Volume Module:												
Base Vol:	0	2036	570	0	2361	1140	0	0	0	1429	0	744
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2248	0	0	2607	0	0	0	0	1578	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2248	0	0	2607	0	0	0	0	1578	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2248	0	0	2607	0	0	0	0	1578	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.31	0.00	0.00
Crit Moves:		****			****						****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 1	2	0	0 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1609	710	0	3471	290	981	0	1599	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.56	0.00	0.32	0.00	0.52	0.00	0.00	0.00
Crit Moves:	****			****			****					

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	E

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4 0 1	2	0	4 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	199	1540	243	1046	2724	1245	197	181	53	343	607	652
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	220	1700	268	1155	3008	1375	218	200	59	379	670	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1700	268	1155	3008	1375	218	200	59	379	670	720
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:	220	1700	268	1155	3008	0	218	200	59	379	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1700	268	1155	3008	0	218	200	59	379	670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	220	1700	268	1155	3008	0	218	200	59	379	670	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.34	0.44	0.00	0.06	0.06	0.03	0.11	0.20	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	184	1379	8	78	1922	391	94	14	81	36	58	135
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	203	1523	9	86	2122	432	104	15	89	40	64	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1523	9	86	2122	432	104	15	89	40	64	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1523	9	86	2122	432	104	15	89	40	64	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1523	9	86	2122	432	104	15	89	40	64	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	1523	9	86	2122	432	104	15	89	40	64	149
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	251	1449	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.01	0.05	0.42	0.25	0.03	0.06	0.06	0.02	0.04	0.09
Crit Moves:	****				****		****					****

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	138	1369	102	228	1701	138	121	169	40	399	364	120
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	152	1512	113	252	1878	152	134	187	44	441	402	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1512	113	252	1878	152	134	187	44	441	402	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	152	1512	113	252	1878	152	134	187	0	441	402	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1512	113	252	1878	152	134	187	0	441	402	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	152	1512	113	252	1878	152	134	187	0	441	402	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.72	0.28	2.00	2.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6328	472	3400	4717	383	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.07	0.40	0.40	0.04	0.05	0.00	0.13	0.12	0.08
Crit Moves:	****				****			****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	209	1344	2	7	1738	461	246	3	102	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	231	1484	2	8	1919	509	272	3	113	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1484	2	8	1919	509	272	3	113	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	231	1484	2	8	1919	0	272	3	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1484	2	8	1919	0	272	3	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	231	1484	2	8	1919	0	272	3	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.98	0.02	1.00	0.00	1.00	0.00
Final Sat.:	1700	5092	8	1700	5100	1700	3359	41	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.00	0.38	0.00	0.08	0.08	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	11	1140	68	382	1454	8	25	0	45	11	1	295
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	12	1259	75	422	1605	9	28	0	50	12	1	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1259	75	422	1605	9	28	0	50	12	1	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1259	75	422	1605	9	28	0	50	12	1	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1259	75	422	1605	9	28	0	50	12	1	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1259	75	422	1605	9	28	0	50	12	1	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.83	0.17	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4813	287	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.12	0.24	0.01	0.02	0.00	0.03	0.01	0.00	0.19
Crit Moves:		****		****			****					****

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1	1	0 0	3 1	1	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	665	1669	769	0	624	344	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	706	1772	816	0	662	365	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	43	302	17	0	213	153	0	0	0	0	0	0
Initial Fut:	749	2074	833	0	875	518	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	749	2074	0	0	875	518	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	749	2074	0	0	875	518	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	749	2074	0	0	875	518	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.14	1.86	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	5025	2975	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1	0	0 0	4 0	0	1 1	1 0	2	0 0	0 0
Volume Module:												
Base Vol:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2070	38	0	704	0	1156	407	1359	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	185	1	0	202	0	141	52	147	0	0	0
Initial Fut:	0	2255	39	0	906	0	1297	459	1506	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2255	39	0	906	0	1297	459	1506	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2255	39	0	906	0	1297	459	1506	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2255	39	0	906	0	1297	459	1506	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7863	137	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.14	0.00	0.41	0.29	0.47	0.00	0.00	0.00
Crit Moves:		****		****					****			

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	95	1842	53	142	1623	62	31	14	99	7	4	52
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1955	56	151	1723	66	31	14	99	7	4	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	9	110	6	6	235	6	0	2	0	10	9	4
Initial Fut:	110	2065	62	157	1958	72	31	16	99	17	13	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2065	62	157	1958	72	31	16	99	17	13	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2065	62	157	1958	72	31	16	99	17	13	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2065	62	157	1958	72	31	16	99	17	13	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6213	187	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.10	0.31	0.04	0.01	0.01	0.06	0.01	0.01	0.04
Crit Moves:		****		****					****	****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	79	1300	210	79	1311	378	529	138	40	233	145	169
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1380	223	84	1392	401	529	138	40	233	145	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	3	179	5	38	257	16	9	11	-1	-15	-5	15
Initial Fut:	87	1559	228	122	1649	417	538	149	39	218	140	184
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:	87	1559	228	122	1649	417	538	149	39	218	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1559	228	122	1649	417	538	149	39	218	140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	87	1559	228	122	1649	417	538	149	39	218	140	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.57	0.43	1.00	1.83	1.17	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2506	694	1600	2923	1877	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.14	0.04	0.34	0.26	0.21	0.21	0.02	0.07	0.07	0.00
Crit Moves:	****				****			****			****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	144	0	267	98	460	0	0	639	63
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	159	0	295	108	508	0	0	706	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	295	108	508	0	0	706	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	295	108	508	0	0	706	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	295	108	508	0	0	706	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	295	108	508	0	0	706	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3095	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.17	0.06	0.30	0.00	0.00	0.23	0.23
Crit Moves:						****		****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	74	619	300	127	1727	299	49	413	240	182	317	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	82	683	331	140	1907	330	54	456	265	201	350	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	683	331	140	1907	330	54	456	265	201	350	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	683	331	140	1907	330	54	456	265	201	350	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	683	331	140	1907	330	54	456	265	201	350	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	683	331	140	1907	330	54	456	265	201	350	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3607	1748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.08	0.53	0.18	0.03	0.13	0.15	0.11	0.10	0.01
Crit Moves:	****				****				****	****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	481	1747	0	0	291	194	0	0	0	177	1053	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1747	0	0	291	194	0	0	0	177	1053	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	9	78	0	0	49	112	0	0	0	35	146	32
Initial Fut:	490	1825	0	0	340	306	0	0	0	212	1199	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	1825	0	0	340	306	0	0	0	212	1199	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1825	0	0	340	306	0	0	0	212	1199	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	1825	0	0	340	306	0	0	0	212	1199	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.44	0.56
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5501	899
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.00	0.00	0.05	0.06	0.00	0.00	0.00	0.13	0.22	0.22
Crit Moves:		****		****							****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	297	133	394	0	1043	1757	508	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	24	16	16	58	0	54	128	-3	0	0	0
Initial Fut:	0	1304	313	149	452	0	1097	1885	505	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1304	313	149	452	0	1097	1885	505	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1304	313	149	452	0	1097	1885	505	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1304	313	149	452	0	1097	1885	505	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.03	0.97	1.00	3.00	0.00	1.47	2.53	2.00	0.00	0.00	0.00
Final Sat.:	0	6451	1549	1600	4800	0	2354	4046	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.09	0.09	0.00	0.47	0.47	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	84	1189	450	11	589	40	114	213	100	164	26	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1262	478	12	625	42	114	213	100	164	26	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	5	25	21	3	45	8	17	0	4	8	8	6
Initial Fut:	94	1287	499	15	670	50	131	213	104	172	34	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:	94	1287	499	15	670	50	131	213	104	172	34	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1287	499	15	670	50	131	213	104	172	34	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1287	499	15	670	50	131	213	104	172	34	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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.34	0.66	2.00	0.71	0.29
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2150	1050	3200	1133	467
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.31	0.01	0.14	0.03	0.08	0.10	0.10	0.05	0.03	0.03
Crit Moves:			****	****				****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:												
Base Vol:	101	1073	0	0	151	123	0	0	0	367	1184	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1073	0	0	151	123	0	0	0	367	1184	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	11	17	0	0	15	-5	0	0	0	57	209	1
Initial Fut:	112	1090	0	0	166	118	0	0	0	424	1393	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1090	0	0	166	118	0	0	0	424	1393	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1090	0	0	166	118	0	0	0	424	1393	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1090	0	0	166	118	0	0	0	424	1393	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.57	0.43
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5705	695
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.27	0.24	0.34
Crit Moves:		****		****								****

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 1	2	0 2	0 0	1	1 2	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	422	345	148	377	0	747	1203	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	345	148	377	0	747	1203	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	42	36	3	75	0	-10	147	25	0	0	0
Initial Fut:	0	464	381	151	452	0	737	1350	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	464	381	151	452	0	737	1350	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	464	381	151	452	0	737	1350	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	464	381	151	452	0	737	1350	210	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.20	1.80	2.00	2.00	0.00	1.41	3.19	0.40	0.00	0.00	0.00
Final Sat.:	0	3514	2886	3200	3200	0	2260	5094	646	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.05	0.14	0.00	0.33	0.27	0.32	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	100	0	0	0	0	2403	437	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	100	0	0	0	0	2403	437	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	0	2	0	0	0	0	225	6	0	0	0
Initial Fut:	0	0	102	0	0	0	0	2628	443	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	102	0	0	0	0	2628	443	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	102	0	0	0	0	2628	443	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	102	0	0	0	0	2628	443	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.41	0.28	0.00	0.00	0.00
Crit Moves:			****					****				

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

Scenario Report

Scenario:	CEQA 2022 PM ICU
Command:	CEQA 2022 PM ICU
Volume:	2022 Ex+Commit+Cum PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.533	A	xxxxx	0.570	+ 0.037 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.538	A	xxxxx	0.597	+ 0.059 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.688	D	xxxxx	0.821	+ 0.134 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.450	A	xxxxx	0.514	+ 0.064 V/C
# 6 Von Karman Ave/Michelson Dr	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 7 Von Karman Ave/Campus Dr	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.372	A	xxxxx	0.388	+ 0.016 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.0	0.104	B	13.2	0.107	+ 0.222 D/V
# 11 Jamboree Rd/I-405 NB Ramps	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.019	F	xxxxx	1.019	+ 0.000 V/C
# 13 Jamboree Rd/Michelson Dr	F	xxxxx	1.079	F	xxxxx	1.079	+ 0.000 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000 V/C
# 15 Jamboree Rd/Campus Dr	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
# 16 Jamboree Rd/Birch St	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 17 Jamboree Rd/Fairchild Rd	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.512	A	xxxxx	0.590	+ 0.078 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.653	C	xxxxx	0.753	+ 0.100 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.470	A	xxxxx	0.525	+ 0.055 V/C
# 21 Jamboree Rd/University Dr	A	xxxxx	0.590	B	xxxxx	0.688	+ 0.098 V/C
# 22 Carlson Ave/Campus Dr	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 23 University Dr/Campus Dr	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	B	xxxxx	0.700	C	xxxxx	0.746	+ 0.046 V/C

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	A	xxxxx	0.587	B	xxxxx	0.643	+ 0.056 V/C
# 26 Irvine Avenue / Mesa Drive	B	xxxxx	0.664	B	xxxxx	0.690	+ 0.026 V/C
# 27 Birch St/Bristol St N	A	xxxxx	0.582	B	xxxxx	0.642	+ 0.061 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.557	A	xxxxx	0.593	+ 0.036 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.459	A	xxxxx	0.494	+ 0.036 V/C

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: D

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	105	967	72	150	984	594	362	558	124	103	972	171
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	116	1068	79	166	1086	656	400	616	137	114	1073	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1068	79	166	1086	656	400	616	137	114	1073	189
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:	116	1068	79	166	1086	656	400	616	137	114	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1068	79	166	1086	656	400	616	137	114	1073	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	116	1068	79	166	1086	656	400	616	137	114	1073	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.05	0.10	0.16	0.39	0.12	0.12	0.08	0.03	0.21	0.00
Crit Moves:	****					****	****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	123	693	30	52	891	211	315	198	49	75	483	135
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	736	32	55	946	224	315	198	49	75	483	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	-16	253	6	60	203	7	27	22	-5	10	17	63
Initial Fut:	115	989	38	115	1149	231	342	220	44	85	500	198
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:	115	989	38	115	1149	231	342	220	44	85	500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	989	38	115	1149	231	342	220	44	85	500	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	115	989	38	115	1149	231	342	220	44	85	500	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.33	0.67	1.69	1.09	0.22	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5329	1071	2712	1741	348	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.02	0.07	0.22	0.22	0.13	0.13	0.13	0.05	0.16	0.00
Crit Moves:	****			****					****		****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	26	631	141	43	901	47	78	184	207	616	120	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	670	150	46	956	50	78	184	207	616	120	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	13	221	22	12	187	-1	5	15	9	20	20	8
Initial Fut:	41	891	172	58	1143	49	83	199	216	636	140	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	891	172	58	1143	49	83	199	216	636	140	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	891	172	58	1143	49	83	199	216	636	140	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	891	172	58	1143	49	83	199	216	636	140	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.11	0.04	0.24	0.03	0.05	0.06	0.14	0.20	0.09	0.06
Crit Moves:	****			****					****	****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	237	612	397	153	1353	466	217	954	62	621	1075	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	252	650	421	162	1436	495	230	1013	66	659	1141	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	24	128	84	78	246	38	21	387	15	60	328	43
Initial Fut:	276	778	505	240	1682	533	251	1400	81	719	1469	256
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:	276	778	505	240	1682	0	251	1400	81	719	1469	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	778	505	240	1682	0	251	1400	81	719	1469	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	778	505	240	1682	0	251	1400	81	719	1469	256
OvlAdjVol:			266									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.32	0.08	0.35	0.00	0.08	0.22	0.05	0.15	0.31	0.16
OvlAdjV/S:			0.17									
Crit Moves:	****			****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0
Volume Module:												
Base Vol:	11	0	136	0	0	0	0	915	47	294	521	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	12	0	153	0	0	0	0	1030	53	331	587	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	1	0	20	0	0	0	0	157	24	57	150	0
Initial Fut:	13	0	173	0	0	0	0	1187	77	388	737	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	173	0	0	0	0	1187	77	388	737	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	173	0	0	0	0	1187	77	388	737	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	173	0	0	0	0	1187	77	388	737	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.82	0.18	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4790	310	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.25	0.25	0.11	0.14	0.00
Crit Moves:			****					****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	D

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	61	867	145	244	779	129	232	522	78	152	610	371
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	67	957	160	269	860	142	256	576	86	168	674	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	957	160	269	860	142	256	576	86	168	674	410
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:	67	957	160	269	860	142	256	576	86	168	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	957	160	269	860	142	256	576	86	168	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	67	957	160	269	860	142	256	576	86	168	674	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2917	483	1700	2958	442	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.09	0.16	0.29	0.29	0.15	0.19	0.19	0.10	0.20	0.00
Crit Moves:		****			****			****			****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	66	486	148	138	644	316	164	625	52	46	641	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	73	537	163	152	711	349	181	690	57	51	708	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	537	163	152	711	349	181	690	57	51	708	78
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	73	537	0	152	711	349	181	690	0	51	708	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	537	0	152	711	349	181	690	0	51	708	78
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	73	537	0	152	711	349	181	690	0	51	708	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.34	0.66	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1700	3400	1700	1700	2281	1119	1700	3400	1700	1700	3061	339
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.09	0.31	0.31	0.11	0.20	0.00	0.03	0.23	0.23
Crit Moves:	****				****		****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	57	469	71	23	577	174	111	190	33	14	276	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	469	71	23	577	174	111	190	33	14	276	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	39	0	8	27	0	0	48	0	0	24	2
Initial Fut:	57	508	71	31	604	174	111	238	33	14	300	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	508	71	31	604	174	111	238	33	14	300	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	508	71	31	604	174	111	238	33	14	300	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	508	71	31	604	174	111	238	33	14	300	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.04	0.02	0.19	0.11	0.07	0.07	0.02	0.01	0.09	0.03
Crit Moves:	****				****		****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	36	98	76	128	80	133	74	826	25	65	561	58
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	40	108	84	141	88	147	82	912	28	72	619	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	108	84	141	88	147	82	912	28	72	619	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	108	84	141	88	147	82	912	0	72	619	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	108	84	141	88	147	82	912	0	72	619	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	108	84	141	88	147	82	912	0	72	619	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1700	1700	1700	1700	638	1062	1700	3400	1700	1700	3081	319
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.05	0.08	0.14	0.14	0.05	0.27	0.00	0.04	0.20	0.20
Crit Moves:	****				****			****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[13.2]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0	1 0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	23	21	49	41	1	43	52	312	0	3	223	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	21	49	41	1	43	52	312	0	3	223	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	0	0	0	0	0	0	11	0	0	12	0
Initial Fut:	23	21	49	41	1	43	52	323	0	3	235	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	21	49	41	1	43	52	323	0	3	235	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	21	49	41	1	43	52	323	0	3	235	21
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	551	689	162	528	679	128	256	xxxx	xxxxx	323	xxxx	xxxxx
Potent Cap.:	422	371	861	438	376	905	1321	xxxx	xxxxx	1248	xxxx	xxxxx
Move Cap.:	388	356	861	382	361	905	1321	xxxx	xxxxx	1248	xxxx	xxxxx
Volume/Cap:	0.06	0.06	0.06	0.11	0.00	0.05	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	531	xxxxx	382	xxxx	875	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	0.4	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.2	xxxxx	15.6	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	A	*	*	*	*	*	*
ApproachDel:		13.2			12.4			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: E

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	4 0	2	0 0	0 0	0 0	3 0	0 0	1
Volume Module:												
Base Vol:	0	3211	800	0	2021	1000	0	0	0	789	0	399
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3545	883	0	2231	1104	0	0	0	871	0	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3545	883	0	2231	1104	0	0	0	871	0	441
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3545	0	0	2231	0	0	0	0	871	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3545	0	0	2231	0	0	0	0	871	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3545	0	0	2231	0	0	0	0	871	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****			****					****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2866	1220	0	2188	710	1074	0	902	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3164	0	0	2416	0	1186	0	996	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3164	0	0	2416	0	1186	0	996	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3164	0	0	2416	0	1186	0	996	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.00	0.00	0.36	0.00	0.35	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.079
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	73	2455	375	794	1735	455	804	801	116	309	342	911
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	81	2711	414	877	1916	502	888	884	128	341	378	1006
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2711	414	877	1916	502	888	884	128	341	378	1006
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:	81	2711	414	877	1916	0	888	884	128	341	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2711	414	877	1916	0	888	884	128	341	378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	81	2711	414	877	1916	0	888	884	128	341	378	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.24	0.26	0.28	0.00	0.26	0.26	0.08	0.10	0.11	0.00
Crit Moves:		****			****			****			****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	2192	38	185	1978	196	256	87	205	20	13	46
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	89	2420	42	204	2184	216	283	96	226	22	14	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	2420	42	204	2184	216	283	96	226	22	14	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	2420	42	204	2184	216	283	96	226	22	14	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2420	42	204	2184	216	283	96	226	22	14	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	2420	42	204	2184	216	283	96	226	22	14	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	507	1193	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.02	0.12	0.43	0.13	0.08	0.19	0.19	0.01	0.01	0.03
Crit Moves:		****		****				****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	69	1961	341	244	1699	264	258	595	138	203	397	222
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	76	2165	376	269	1876	291	285	657	152	224	438	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2165	376	269	1876	291	285	657	152	224	438	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	76	2165	376	269	1876	291	285	657	0	224	438	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2165	376	269	1876	291	285	657	0	224	438	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	76	2165	376	269	1876	291	285	657	0	224	438	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.41	0.59	2.00	2.60	0.40	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5793	1007	3400	4414	686	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.08	0.42	0.42	0.08	0.19	0.00	0.07	0.13	0.14
Crit Moves:		****		****				****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	37	2064	1	13	1925	143	322	1	79	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	41	2279	1	14	2125	158	356	1	87	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	2279	1	14	2125	158	356	1	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	41	2279	1	14	2125	0	356	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2279	1	14	2125	0	356	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	41	2279	1	14	2125	0	356	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	5098	2	1700	5100	1700	3389	11	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.01	0.42	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	0	1706	22	314	1627	15	40	15	86	41	5	350
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1884	24	347	1796	17	44	17	95	45	6	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1884	24	347	1796	17	44	17	95	45	6	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1884	24	347	1796	17	44	17	95	45	6	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1884	24	347	1796	17	44	17	95	45	6	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1884	24	347	1796	17	44	17	95	45	6	386
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.96	0.04	2.00	4.00	1.00	1.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1700	5035	65	3400	6800	1700	1700	252	1448	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.10	0.26	0.01	0.03	0.07	0.07	0.03	0.00	0.23
Crit Moves:		****			****			****				****

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

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

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1	1	0 3	1 1	0	0 0 0	0	0	0 0 0	0
Volume Module:												
Base Vol:	711	1269	803	0	1055	833	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	755	1347	852	0	1120	884	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	120	422	30	0	264	129	0	0	0	0	0	0
Initial Fut:	875	1769	882	0	1384	1013	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	875	1769	0	0	1384	1013	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	875	1769	0	0	1384	1013	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	1769	0	0	1384	1013	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.00	0.00	0.29	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #19 Jamboree Rd./Bristol St

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

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1	0	0 4	0 0	1	1 1	0 2	0	0 0 0	0
Volume Module:												
Base Vol:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	98	0	1120	0	882	978	1198	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	374	5	0	206	0	220	31	113	0	0	0
Initial Fut:	0	2404	103	0	1326	0	1102	1009	1311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2404	103	0	1326	0	1102	1009	1311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2404	103	0	1326	0	1102	1009	1311	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2404	103	0	1326	0	1102	1009	1311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.80	0.20	0.00	4.00	0.00	1.57	1.43	2.00	0.00	0.00	0.00
Final Sat.:	0	7672	328	0	6400	0	2506	2294	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.21	0.00	0.44	0.44	0.41	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	45	1858	62	49	1909	64	70	5	157	40	6	119
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1972	66	52	2026	68	70	5	157	40	6	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	3	301	8	0	201	9	7	6	6	-2	9	11
Initial Fut:	51	2273	74	52	2227	77	77	11	163	38	15	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	2273	74	52	2227	77	77	11	163	38	15	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2273	74	52	2227	77	77	11	163	38	15	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	2273	74	52	2227	77	77	11	163	38	15	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6199	201	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.03	0.35	0.05	0.02	0.01	0.10	0.02	0.01	0.08
Crit Moves:		****		****					****	****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	34	1584	181	148	1527	416	223	92	31	272	169	141
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1681	192	157	1621	442	223	92	31	272	169	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	-10	332	-3	56	241	15	15	2	4	16	13	65
Initial Fut:	26	2013	189	213	1862	457	238	94	35	288	182	206
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:	26	2013	189	213	1862	457	238	94	35	288	182	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2013	189	213	1862	457	238	94	35	288	182	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	26	2013	189	213	1862	457	238	94	35	288	182	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.43	0.57	1.00	1.84	1.16	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2294	906	1600	2941	1859	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.12	0.07	0.39	0.29	0.10	0.10	0.02	0.10	0.10	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	169	0	212	346	841	0	0	628	154
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	187	0	234	382	929	0	0	693	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	187	0	234	382	929	0	0	693	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	187	0	234	382	929	0	0	693	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	187	0	234	382	929	0	0	693	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	187	0	234	382	929	0	0	693	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2730	670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.14	0.22	0.55	0.00	0.00	0.25	0.25
Crit Moves:						****		****		****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	1	0	2
Volume Module:												
Base Vol:	181	1530	318	78	825	107	421	614	85	400	581	169
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1689	351	86	911	118	465	678	94	442	641	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1689	351	86	911	118	465	678	94	442	641	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1689	351	86	911	118	465	678	94	442	641	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1689	351	86	911	118	465	678	94	442	641	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1689	351	86	911	118	465	678	94	442	641	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4433	921	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.05	0.26	0.07	0.26	0.19	0.05	0.25	0.18	0.10
Crit Moves:		****			****			****			****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	499	726	0	0	876	932	0	0	0	204	2158	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	726	0	0	876	932	0	0	0	204	2158	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	4	46	0	0	48	98	0	0	0	95	136	22
Initial Fut:	503	772	0	0	924	1030	0	0	0	299	2294	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	772	0	0	924	1030	0	0	0	299	2294	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	772	0	0	924	1030	0	0	0	299	2294	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	772	0	0	924	1030	0	0	0	299	2294	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.83	0.17
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6128	272
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.00	0.14	0.21	0.00	0.00	0.00	0.19	0.37	0.37
Crit Moves:	****				****						****	

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #25 Campus Dr/Bristol St

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

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	763	270	260	904	0	483	1087	605	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	287	260	904	0	483	1087	605	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	19	45	32	116	0	35	17	-3	0	0	0
Initial Fut:	0	829	332	292	1020	0	518	1104	602	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	829	332	292	1020	0	518	1104	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	332	292	1020	0	518	1104	602	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	829	332	292	1020	0	518	1104	602	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.28	2.72	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2044	4356	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.21	0.18	0.21	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	62	585	171	8	1542	356	31	46	171	561	214	4
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	621	182	8	1637	378	31	46	171	561	214	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	8	52	12	0	44	16	12	2	4	29	9	0
Initial Fut:	74	673	194	8	1681	394	43	48	175	590	223	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	673	194	8	1681	394	43	48	175	590	223	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	673	194	8	1681	394	43	48	175	590	223	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	673	194	8	1681	394	43	48	175	590	223	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1572	28
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.12	0.01	0.35	0.25	0.03	0.03	0.11	0.18	0.14	0.14
Crit Moves:	****				****				****	****		

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:												
Base Vol:	112	331	0	0	600	851	0	0	0	475	1409	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	331	0	0	600	851	0	0	0	475	1409	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	25	23	0	0	41	1	0	0	0	8	229	-6
Initial Fut:	137	354	0	0	641	852	0	0	0	483	1638	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	354	0	0	641	852	0	0	0	483	1638	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	354	0	0	641	852	0	0	0	483	1638	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	354	0	0	641	852	0	0	0	483	1638	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.72	2.28	0.00	0.00	0.00	1.00	3.80	0.20
Final Sat.:	3200	3200	0	0	2748	3652	0	0	0	1600	6072	328
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.30	0.27	0.37
Crit Moves:	****				****							****

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 1	2	0 2	0 0	1	1 2	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	201	300	241	847	0	220	1301	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	300	241	847	0	220	1301	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	52	52	0	43	0	-8	91	16	0	0	0
Initial Fut:	0	253	352	241	890	0	212	1392	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	253	352	241	890	0	212	1392	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	253	352	241	890	0	212	1392	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	253	352	241	890	0	212	1392	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.76	0.24	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	6019	381	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.11	0.08	0.28	0.00	0.13	0.23	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM ICU

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

Intersection #29 Bayview Pl/Bristol St

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

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	370	0	0	0	0	2196	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	370	0	0	0	0	2196	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	0	2	0	0	0	0	224	0	0	0	0
Initial Fut:	0	0	372	0	0	0	0	2420	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	372	0	0	0	0	2420	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	372	0	0	0	0	2420	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	372	0	0	0	0	2420	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.38	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-6 – CEQA ANALYSIS YEAR 2022 WITH PROJECT

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Scenario Report

Scenario:	CEQA 2022 WP AM ICU
Command:	CEQA 2022 WP AM ICU
Volume:	2022 Ex+Commit+Cum AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Trip Generation Report

Forecast for Project AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Residen	1.00	Koll	36.00	113.00	36	113	149	100.0
	Zone 101 Subtotal					36	113	149	100.0
TOTAL						36	113	149	100.0

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Turning Movement Report
Project AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Campus Dr													
Base	43	974	75	265	926	324	586	834	70	99	453	144	4792
Added	0	23	0	0	7	0	0	0	0	0	0	0	30
Total	43	997	75	265	933	324	586	834	70	99	453	144	4822
#2 MacArthur Blvd/Birch St													
Base	33	796	132	97	715	237	127	334	56	38	123	31	2718
Added	0	0	0	7	0	0	0	3	0	0	18	23	51
Cumula	-3	169	18	47	196	14	-2	37	2	4	24	45	551
Total	30	965	150	151	911	251	125	374	58	42	165	99	3320
#3 MacArthur Blvd/Von Karman Ave													
Base	64	988	737	64	435	156	21	57	31	129	153	15	2850
Added	0	0	8	0	0	0	0	0	0	25	0	0	33
Cumula	5	170	15	11	155	5	-2	18	0	8	13	2	400
Total	69	1158	760	75	590	161	19	75	31	162	166	17	3283
#4 MacArthur Blvd/Jamboree Rd													
Base	203	1563	577	68	373	180	384	1135	231	318	727	183	5942
Added	0	3	4	0	10	15	5	5	0	12	6	0	60
Cumula	23	230	21	42	124	39	28	203	18	72	325	61	1186
Total	226	1796	602	110	507	234	417	1343	249	402	1058	244	7188
#5 MacArthur Blvd SB/University Dr													
Base	2	0	74	0	0	0	0	1576	51	402	468	0	2573
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumula	1	0	22	0	0	0	0	108	-3	-4	-4	0	120
Total	3	0	96	0	0	0	0	1684	48	398	464	0	2693
#6 Von Karman Ave/Michelson Dr													
Base	70	793	102	142	782	216	138	176	52	204	520	350	3544
Added	0	6	0	0	2	0	0	0	0	0	0	0	8
Total	70	799	102	142	784	216	138	176	52	204	520	350	3552
#7 Von Karman Ave/Campus Dr													
Base	25	701	61	63	460	119	304	439	55	147	474	132	2981
Added	0	6	0	0	2	0	0	0	0	0	0	0	8
Total	25	707	61	63	462	119	304	439	55	147	474	132	2989
#8 Von Karman Ave/Birch St													
Base	20	581	33	43	326	129	123	196	51	44	176	25	1747
Added	13	3	2	1	1	0	0	6	4	1	28	3	62
Cumula	0	32	0	0	19	0	0	13	0	0	48	8	120
Total	33	616	35	44	346	129	123	215	55	45	252	36	1929

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 Teller Ave/Campus Dr													
Base	9	24	33	35	123	119	67	295	49	94	534	140	1523
Added	0	0	3	0	0	0	0	0	0	1	0	0	4
Total	9	24	36	35	123	119	67	295	49	95	534	140	1527
#10 Teller Ave/Birch St													
Base	2	0	4	19	3	17	39	113	25	71	315	27	635
Added	20	3	21	0	1	0	0	18	4	9	6	0	82
Cumula	0	0	0	0	0	0	0	13	0	0	13	0	26
Total	22	3	25	19	4	17	39	144	29	80	334	27	743
#11 Jamboree Rd/I-405 NB Ramps													
Base	0	2248	629	0	2607	1259	0	0	0	1578	0	821	9142
Added	0	6	0	0	2	0	0	0	0	5	0	0	13
Total	0	2254	629	0	2609	1259	0	0	0	1583	0	821	9155
#12 Jamboree Rd/I-405 SB Ramps													
Base	0	1776	784	0	3832	320	1083	0	1765	0	0	0	9562
Added	0	6	17	0	7	0	0	0	0	0	0	0	30
Total	0	1782	801	0	3839	320	1083	0	1765	0	0	0	9592
#13 Jamboree Rd/Michelson Dr													
Base	220	1700	268	1155	3008	1375	218	200	59	379	670	720	9970
Added	0	23	0	0	7	0	0	0	0	0	0	0	30
Total	220	1723	268	1155	3015	1375	218	200	59	379	670	720	10000
#14 Jamboree Rd/Dupont Dr													
Base	203	1523	9	86	2122	432	104	15	89	40	64	149	4836
Added	0	23	0	0	7	0	0	0	0	0	0	0	30
Total	203	1546	9	86	2129	432	104	15	89	40	64	149	4866
#15 Jamboree Rd/Campus Dr													
Base	152	1512	113	252	1878	152	134	187	44	441	402	132	5398
Added	0	20	0	0	6	1	3	0	0	0	0	0	30
Total	152	1532	113	252	1884	153	137	187	44	441	402	132	5428
#16 Jamboree Rd/Birch St													
Base	231	1484	2	8	1919	509	272	3	113	0	0	0	4540
Added	8	0	0	0	0	6	20	0	19	0	0	0	53
Total	239	1484	2	8	1919	515	292	3	132	0	0	0	4593
#17 Jamboree Rd/Fairchild Rd													
Base	12	1259	75	422	1605	9	28	0	50	12	1	326	3798
Added	0	8	0	0	19	0	0	0	0	0	0	0	27
Total	12	1267	75	422	1624	9	28	0	50	12	1	326	3825

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Jamboree Rd/Bristol St N													
Base	706	1772	816	0	662	365	0	0	0	0	0	0	4321
Added	0	9	0	0	11	10	0	0	0	0	0	0	30
Cumula	43	302	17	0	213	153	0	0	0	0	0	0	728
Total	749	2083	833	0	886	528	0	0	0	0	0	0	5079
#19 Jamboree Rd./Bristol St													
Base	0	2070	38	0	704	0	1156	407	1359	0	0	0	5734
Added	0	4	0	0	11	0	6	0	0	0	0	0	21
Cumula	0	185	1	0	202	0	141	52	147	0	0	0	728
Total	0	2259	39	0	917	0	1303	459	1506	0	0	0	6483
#20 Jamboree Rd/Bayview Wy													
Base	101	1955	56	151	1723	66	31	14	99	7	4	52	4259
Added	0	4	0	0	11	0	0	0	0	0	0	0	15
Cumula	9	110	6	6	235	6	0	2	0	10	9	4	397
Total	110	2069	62	157	1969	72	31	16	99	17	13	56	4671
#21 Jamboree Rd/University Dr													
Base	84	1380	223	84	1392	401	529	138	40	233	145	169	4817
Added	0	4	0	0	11	0	0	0	0	0	0	0	15
Cumula	3	179	5	38	257	16	9	11	-1	-15	-5	15	512
Total	87	1563	228	122	1660	417	538	149	39	218	140	184	5344
#22 Carlson Ave/Campus Dr													
Base	0	0	0	159	0	295	108	508	0	0	706	70	1845
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	159	0	295	108	508	0	0	706	70	1845
#23 University Dr/Campus Dr													
Base	82	683	331	140	1907	330	54	456	265	201	350	24	4824
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	82	683	331	140	1907	330	54	456	265	201	350	24	4824
#24 Campus Dr/Bristol St N													
Base	481	1747	0	0	291	194	0	0	0	177	1053	164	4107
Added	0	3	0	0	4	0	0	0	0	0	23	0	30
Cumula	9	78	0	0	49	112	0	0	0	35	146	32	461
Total	490	1828	0	0	344	306	0	0	0	212	1222	196	4598
#25 Campus Dr/Bristol St													
Base	0	1280	297	133	394	0	1043	1757	508	0	0	0	5412
Added	0	1	0	0	4	0	1	0	0	0	0	0	6
Cumula	0	24	16	16	58	0	54	128	-3	0	0	0	293
Total	0	1305	313	149	456	0	1098	1885	505	0	0	0	5711

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#26 Irvine Avenue / Mesa Drive													
Base	89	1262	478	12	625	42	114	213	100	164	26	8	3133
Added	0	1	1	0	4	0	0	0	0	2	0	0	8
Cumula	5	25	21	3	45	8	17	0	4	8	8	6	150
Total	94	1288	500	15	674	50	131	213	104	174	34	14	3291
#27 Birch St/Bristol St N													
Base	101	1073	0	0	151	123	0	0	0	367	1184	235	3234
Added	0	1	0	0	2	12	0	0	0	0	10	0	25
Cumula	11	17	0	0	15	-5	0	0	0	57	209	1	305
Total	112	1091	0	0	168	130	0	0	0	424	1403	236	3564
#28 Birch St/Bristol St S													
Base	0	422	345	148	377	0	747	1203	185	0	0	0	3427
Added	0	1	0	0	2	0	0	0	0	0	0	0	3
Cumula	0	42	36	3	75	0	-10	147	25	0	0	0	318
Total	0	465	381	151	454	0	737	1350	210	0	0	0	3748
#29 Bayview Pl/Bristol St													
Base	0	0	100	0	0	0	0	2403	437	0	0	0	2940
Added	0	0	0	0	0	0	0	6	0	0	0	0	6
Cumula	0	0	2	0	0	0	0	225	6	0	0	0	233
Total	0	0	102	0	0	0	0	2634	443	0	0	0	3179

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	B	xxxxx	0.610	B	xxxxx	0.614	+ 0.003 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.389	A	xxxxx	0.485	+ 0.096 V/C
# 3 MacArthur Blvd/Von Karman Ave	B	xxxxx	0.609	B	xxxxx	0.637	+ 0.028 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.618	C	xxxxx	0.759	+ 0.141 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.531	A	xxxxx	0.563	+ 0.032 V/C
# 6 Von Karman Ave/Michelson Dr	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.001 V/C
# 7 Von Karman Ave/Campus Dr	B	xxxxx	0.650	B	xxxxx	0.652	+ 0.002 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.340	A	xxxxx	0.376	+ 0.035 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 10 Teller Ave/Birch St	B	13.1	0.053	B	14.2	0.060	+ 1.073 D/V
# 11 Jamboree Rd/I-405 NB Ramps	D	xxxxx	0.800	D	xxxxx	0.802	+ 0.002 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.133	F	xxxxx	1.134	+ 0.001 V/C
# 13 Jamboree Rd/Michelson Dr	E	xxxxx	0.901	E	xxxxx	0.904	+ 0.003 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.704	C	xxxxx	0.705	+ 0.001 V/C
# 15 Jamboree Rd/Campus Dr	B	xxxxx	0.677	B	xxxxx	0.679	+ 0.001 V/C
# 16 Jamboree Rd/Birch St	B	xxxxx	0.643	B	xxxxx	0.653	+ 0.011 V/C
# 17 Jamboree Rd/Fairchild Rd	B	xxxxx	0.643	B	xxxxx	0.645	+ 0.002 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.349	A	xxxxx	0.411	+ 0.062 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.688	C	xxxxx	0.758	+ 0.070 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.475	A	xxxxx	0.504	+ 0.029 V/C
# 21 Jamboree Rd/University Dr	B	xxxxx	0.630	B	xxxxx	0.689	+ 0.060 V/C
# 22 Carlson Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 23 University Dr/Campus Dr	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	A	xxxxx	0.554	B	xxxxx	0.602	+ 0.048 V/C

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	C	xxxxx	0.718	C	xxxxx	0.762	+ 0.044 V/C
# 26 Irvine Avenue / Mesa Drive	A	xxxxx	0.455	A	xxxxx	0.475	+ 0.020 V/C
# 27 Birch St/Bristol St N	B	xxxxx	0.631	B	xxxxx	0.682	+ 0.051 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.471	A	xxxxx	0.505	+ 0.035 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.407	A	xxxxx	0.443	+ 0.037 V/C

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	39	882	68	240	839	293	531	755	63	90	410	130
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	43	974	75	265	926	324	586	834	70	99	453	144
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	997	75	265	933	324	586	834	70	99	453	144
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:	43	997	75	265	933	324	586	834	70	99	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	997	75	265	933	324	586	834	70	99	453	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	43	997	75	265	933	324	586	834	70	99	453	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.04	0.16	0.14	0.19	0.17	0.16	0.04	0.03	0.09	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	31	750	124	91	674	223	127	334	56	38	123	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	796	132	97	715	237	127	334	56	38	123	31
Added Vol:	0	0	0	7	0	0	0	3	0	0	18	23
Cumulative:	-3	169	18	47	196	14	-2	37	2	4	24	45
Initial Fut:	30	965	150	151	911	251	125	374	58	42	165	99
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:	30	965	150	151	911	251	125	374	58	42	165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	965	150	151	911	251	125	374	58	42	165	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	965	150	151	911	251	125	374	58	42	165	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.14	0.86	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5019	1381	1600	2699	501	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.09	0.09	0.18	0.18	0.08	0.14	0.12	0.03	0.05	0.00
Crit Moves:		****		****				****			****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	60	931	694	60	410	147	21	57	31	129	153	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	988	737	64	435	156	21	57	31	129	153	15
Added Vol:	0	0	8	0	0	0	0	0	0	25	0	0
Cumulative:	5	170	15	11	155	5	-2	18	0	8	13	2
Initial Fut:	69	1158	760	75	590	161	19	75	31	162	166	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1158	760	75	590	161	19	75	31	162	166	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1158	760	75	590	161	19	75	31	162	166	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1158	760	75	590	161	19	75	31	162	166	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.47	0.05	0.12	0.10	0.01	0.02	0.02	0.05	0.10	0.01
Crit Moves:			****	****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

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

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	191	1472	544	64	351	170	362	1069	218	300	685	172
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	203	1563	577	68	373	180	384	1135	231	318	727	183
Added Vol:	0	3	4	0	10	15	5	5	0	12	6	0
Cumulative:	23	230	21	42	124	39	28	203	18	72	325	61
Initial Fut:	226	1796	602	110	507	234	417	1343	249	402	1058	244
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:	226	1796	602	110	507	0	417	1343	249	402	1058	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1796	602	110	507	0	417	1343	249	402	1058	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1796	602	110	507	0	417	1343	249	402	1058	244
OvlAdjVol:			468									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.38	0.03	0.11	0.00	0.13	0.21	0.16	0.08	0.22	0.15
OvlAdjV/S:			0.29									
Crit Moves:		****			****			****				****

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:												
Base Vol:	2	0	66	0	0	0	0	1399	45	357	416	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	2	0	74	0	0	0	0	1576	51	402	468	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	1	0	22	0	0	0	0	108	-3	-4	-4	0
Initial Fut:	3	0	96	0	0	0	0	1684	48	398	464	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	96	0	0	0	0	1684	48	398	464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	96	0	0	0	0	1684	48	398	464	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	96	0	0	0	0	1684	48	398	464	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4960	140	3400	5100	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.34	0.34	0.12	0.09	0.00
Crit Moves:			****					****		****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	63	718	92	129	708	196	125	159	47	185	471	317
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	70	793	102	142	782	216	138	176	52	204	520	350
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	799	102	142	784	216	138	176	52	204	520	350
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:	70	799	102	142	784	216	138	176	52	204	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	799	102	142	784	216	138	176	52	204	520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	799	102	142	784	216	138	176	52	204	520	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2664	736	1700	2624	776	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.06	0.08	0.29	0.29	0.08	0.07	0.07	0.12	0.15	0.00
Crit Moves:	****				****		****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	23	635	55	57	417	108	275	398	50	133	429	120
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	701	61	63	460	119	304	439	55	147	474	132
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	707	61	63	462	119	304	439	55	147	474	132
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	707	0	63	462	119	304	439	0	147	474	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	707	0	63	462	119	304	439	0	147	474	132
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	707	0	63	462	119	304	439	0	147	474	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	1700	3400	1700	1700	2703	697	1700	3400	1700	1700	2657	743
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.04	0.17	0.17	0.18	0.13	0.00	0.09	0.18	0.18
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	20	581	33	43	326	129	123	196	51	44	176	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	581	33	43	326	129	123	196	51	44	176	25
Added Vol:	13	3	2	1	1	0	0	6	4	1	28	3
Cumulative:	0	32	0	0	19	0	0	13	0	0	48	8
Initial Fut:	33	616	35	44	346	129	123	215	55	45	252	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	616	35	44	346	129	123	215	55	45	252	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	616	35	44	346	129	123	215	55	45	252	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	616	35	44	346	129	123	215	55	45	252	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.02	0.03	0.11	0.08	0.08	0.07	0.03	0.03	0.08	0.02
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	8	22	30	32	111	108	61	267	44	85	484	127
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	9	24	33	35	123	119	67	295	49	94	534	140
Added Vol:	0	0	3	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	24	36	35	123	119	67	295	49	95	534	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	9	24	36	35	123	119	67	295	0	95	534	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	24	36	35	123	119	67	295	0	95	534	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	9	24	36	35	123	119	67	295	0	95	534	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.51	0.49	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1700	1700	1700	1700	862	838	1700	3400	1700	1700	2693	707
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.14	0.14	0.04	0.09	0.00	0.06	0.20	0.20
Crit Moves:	****			****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[14.2]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	0	4	19	3	17	39	113	25	71	315	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:	2	0	4	19	3	17	39	113	25	71	315	27
Added Vol:	20	3	21	0	1	0	0	18	4	9	6	0
Cumulative:	0	0	0	0	0	0	0	13	0	0	13	0
Initial Fut:	22	3	25	19	4	17	39	144	29	80	334	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:	22	3	25	19	4	17	39	144	29	80	334	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	3	25	19	4	17	39	144	29	80	334	27
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	566	758	87	659	759	181	361	xxxx	xxxxx	173	xxxx	xxxxx
Potent Cap.:	412	339	961	353	339	837	1209	xxxx	xxxxx	1416	xxxx	xxxxx
Move Cap.:	373	310	961	319	309	837	1209	xxxx	xxxxx	1416	xxxx	xxxxx
Volume/Cap:	0.06	0.01	0.03	0.06	0.01	0.02	0.03	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	528	xxxxx	317	xxxx	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.5	xxxxx	17.2	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	B	*	*	*	*	*	*
ApproachDel:		12.5			14.2			xxxxx			xxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	2036	570	0	2361	1140	0	0	0	1429	0	744
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
Added Vol:	0	6	0	0	2	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2254	629	0	2609	1259	0	0	0	1583	0	821
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2254	0	0	2609	0	0	0	0	1583	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2254	0	0	2609	0	0	0	0	1583	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2254	0	0	2609	0	0	0	0	1583	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.31	0.00	0.00
Crit Moves:		****		****						****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.134
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1609	710	0	3471	290	981	0	1599	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
Added Vol:	0	6	17	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1782	801	0	3839	320	1083	0	1765	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.56	0.00	0.32	0.00	0.52	0.00	0.00	0.00
Crit Moves:	****				****				****			

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	E

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	199	1540	243	1046	2724	1245	197	181	53	343	607	652
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	220	1700	268	1155	3008	1375	218	200	59	379	670	720
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1723	268	1155	3015	1375	218	200	59	379	670	720
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:	220	1723	268	1155	3015	0	218	200	59	379	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1723	268	1155	3015	0	218	200	59	379	670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	220	1723	268	1155	3015	0	218	200	59	379	670	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.34	0.44	0.00	0.06	0.06	0.03	0.11	0.20	0.00
Crit Moves:		****			****			****				

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	184	1379	8	78	1922	391	94	14	81	36	58	135
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	203	1523	9	86	2122	432	104	15	89	40	64	149
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1546	9	86	2129	432	104	15	89	40	64	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1546	9	86	2129	432	104	15	89	40	64	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1546	9	86	2129	432	104	15	89	40	64	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	1546	9	86	2129	432	104	15	89	40	64	149
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	251	1449	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.01	0.05	0.42	0.25	0.03	0.06	0.06	0.02	0.04	0.09
Crit Moves:	****				****		****					****

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	138	1369	102	228	1701	138	121	169	40	399	364	120
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	152	1512	113	252	1878	152	134	187	44	441	402	132
Added Vol:	0	20	0	0	6	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1532	113	252	1884	153	137	187	44	441	402	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	152	1532	113	252	1884	153	137	187	0	441	402	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1532	113	252	1884	153	137	187	0	441	402	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	152	1532	113	252	1884	153	137	187	0	441	402	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.73	0.27	2.00	2.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6334	466	3400	4716	384	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.07	0.40	0.40	0.04	0.05	0.00	0.13	0.12	0.08
Crit Moves:	****			****			****			****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	209	1344	2	7	1738	461	246	3	102	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	231	1484	2	8	1919	509	272	3	113	0	0	0
Added Vol:	8	0	0	0	0	6	20	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1484	2	8	1919	515	292	3	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	239	1484	2	8	1919	0	292	3	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1484	2	8	1919	0	292	3	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	239	1484	2	8	1919	0	292	3	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.98	0.02	1.00	0.00	1.00	0.00
Final Sat.:	1700	5092	8	1700	5100	1700	3362	38	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.00	0.38	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	11	1140	68	382	1454	8	25	0	45	11	1	295
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	12	1259	75	422	1605	9	28	0	50	12	1	326
Added Vol:	0	8	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1267	75	422	1624	9	28	0	50	12	1	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1267	75	422	1624	9	28	0	50	12	1	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1267	75	422	1624	9	28	0	50	12	1	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1267	75	422	1624	9	28	0	50	12	1	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.83	0.17	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4815	285	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.12	0.24	0.01	0.02	0.00	0.03	0.01	0.00	0.19
Crit Moves:		****			****			****				****

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	665	1669	769	0	624	344	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	706	1772	816	0	662	365	0	0	0	0	0	0
Added Vol:	0	9	0	0	11	10	0	0	0	0	0	0
Cumulative:	43	302	17	0	213	153	0	0	0	0	0	0
Initial Fut:	749	2083	833	0	886	528	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	749	2083	0	0	886	528	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	749	2083	0	0	886	528	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	749	2083	0	0	886	528	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.13	1.87	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	5013	2987	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	0	0	4 0 0	1	1	1 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1950	36	0	663	0	1156	407	1359	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2070	38	0	704	0	1156	407	1359	0	0	0
Added Vol:	0	4	0	0	11	0	6	0	0	0	0	0
Cumulative:	0	185	1	0	202	0	141	52	147	0	0	0
Initial Fut:	0	2259	39	0	917	0	1303	459	1506	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2259	39	0	917	0	1303	459	1506	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2259	39	0	917	0	1303	459	1506	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2259	39	0	917	0	1303	459	1506	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7863	137	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.14	0.00	0.41	0.29	0.47	0.00	0.00	0.00
Crit Moves:		****		****					****			

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	4 0 1	2	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	95	1842	53	142	1623	62	31	14	99	7	4	52
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1955	56	151	1723	66	31	14	99	7	4	52
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
Cumulative:	9	110	6	6	235	6	0	2	0	10	9	4
Initial Fut:	110	2069	62	157	1969	72	31	16	99	17	13	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2069	62	157	1969	72	31	16	99	17	13	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2069	62	157	1969	72	31	16	99	17	13	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2069	62	157	1969	72	31	16	99	17	13	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6213	187	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.10	0.31	0.04	0.01	0.01	0.06	0.01	0.01	0.04
Crit Moves:		****		****					****	****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Jamboree Road						University Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	79	1300	210	79	1311	378	529	138	40	233	145	169
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1380	223	84	1392	401	529	138	40	233	145	169
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
Cumulative:	3	179	5	38	257	16	9	11	-1	-15	-5	15
Initial Fut:	87	1563	228	122	1660	417	538	149	39	218	140	184
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:	87	1563	228	122	1660	417	538	149	39	218	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1563	228	122	1660	417	538	149	39	218	140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	87	1563	228	122	1660	417	538	149	39	218	140	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.57	0.43	1.00	1.83	1.17	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2506	694	1600	2923	1877	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.14	0.04	0.35	0.26	0.21	0.21	0.02	0.07	0.07	0.00
Crit Moves:	****			****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Carlson Avenue						Campus Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	144	0	267	98	460	0	0	639	63
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	159	0	295	108	508	0	0	706	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	295	108	508	0	0	706	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	295	108	508	0	0	706	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	295	108	508	0	0	706	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	295	108	508	0	0	706	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	3095	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.17	0.06	0.30	0.00	0.00	0.23	0.23
Crit Moves:						****		****		****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	2	1	1	2	1	1	2	1	1	2	1
Volume Module:												
Base Vol:	74	619	300	127	1727	299	49	413	240	182	317	22
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	82	683	331	140	1907	330	54	456	265	201	350	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	683	331	140	1907	330	54	456	265	201	350	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	683	331	140	1907	330	54	456	265	201	350	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	683	331	140	1907	330	54	456	265	201	350	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	683	331	140	1907	330	54	456	265	201	350	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3607	1748	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.08	0.53	0.18	0.03	0.13	0.15	0.11	0.10	0.01
Crit Moves:	****			****					****	****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0
Volume Module:												
Base Vol:	481	1747	0	0	291	194	0	0	0	177	1053	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1747	0	0	291	194	0	0	0	177	1053	164
Added Vol:	0	3	0	0	4	0	0	0	0	0	23	0
Cumulative:	9	78	0	0	49	112	0	0	0	35	146	32
Initial Fut:	490	1828	0	0	344	306	0	0	0	212	1222	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	1828	0	0	344	306	0	0	0	212	1222	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1828	0	0	344	306	0	0	0	212	1222	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	1828	0	0	344	306	0	0	0	212	1222	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.45	0.55
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5515	885
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.00	0.00	0.05	0.06	0.00	0.00	0.00	0.13	0.22	0.22
Crit Moves:		****		****							****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1206	280	133	394	0	1043	1757	508	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	297	133	394	0	1043	1757	508	0	0	0
Added Vol:	0	1	0	0	4	0	1	0	0	0	0	0
Cumulative:	0	24	16	16	58	0	54	128	-3	0	0	0
Initial Fut:	0	1305	313	149	456	0	1098	1885	505	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1305	313	149	456	0	1098	1885	505	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1305	313	149	456	0	1098	1885	505	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1305	313	149	456	0	1098	1885	505	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.03	0.97	1.00	3.00	0.00	1.47	2.53	2.00	0.00	0.00	0.00
Final Sat.:	0	6452	1548	1600	4800	0	2356	4044	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.09	0.10	0.00	0.47	0.47	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

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

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	84	1189	450	11	589	40	114	213	100	164	26	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1262	478	12	625	42	114	213	100	164	26	8
Added Vol:	0	1	1	0	4	0	0	0	0	2	0	0
Cumulative:	5	25	21	3	45	8	17	0	4	8	8	6
Initial Fut:	94	1288	500	15	674	50	131	213	104	174	34	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:	94	1288	500	15	674	50	131	213	104	174	34	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1288	500	15	674	50	131	213	104	174	34	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1288	500	15	674	50	131	213	104	174	34	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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.34	0.66	2.00	0.71	0.29
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2150	1050	3200	1133	467
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.31	0.01	0.14	0.03	0.08	0.10	0.10	0.05	0.03	0.03
Crit Moves:			****	****				****		****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Birch Street						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:												
Base Vol:	101	1073	0	0	151	123	0	0	0	367	1184	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1073	0	0	151	123	0	0	0	367	1184	235
Added Vol:	0	1	0	0	2	12	0	0	0	0	10	0
Cumulative:	11	17	0	0	15	-5	0	0	0	57	209	1
Initial Fut:	112	1091	0	0	168	130	0	0	0	424	1403	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1091	0	0	168	130	0	0	0	424	1403	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1091	0	0	168	130	0	0	0	424	1403	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1091	0	0	168	130	0	0	0	424	1403	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.57	0.43
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5709	691
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.27	0.25	0.34
Crit Moves:		****		****								****

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Birch Street						Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 1	2	0 2	0 0	1	1 2	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	422	345	148	377	0	747	1203	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	345	148	377	0	747	1203	185	0	0	0
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
Cumulative:	0	42	36	3	75	0	-10	147	25	0	0	0
Initial Fut:	0	465	381	151	454	0	737	1350	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	465	381	151	454	0	737	1350	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	465	381	151	454	0	737	1350	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	465	381	151	454	0	737	1350	210	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.20	1.80	2.00	2.00	0.00	1.41	3.19	0.40	0.00	0.00	0.00
Final Sat.:	0	3518	2882	3200	3200	0	2260	5094	646	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.05	0.14	0.00	0.33	0.27	0.32	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	100	0	0	0	0	2403	437	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	100	0	0	0	0	2403	437	0	0	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	0	0
Cumulative:	0	0	2	0	0	0	0	225	6	0	0	0
Initial Fut:	0	0	102	0	0	0	0	2634	443	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	102	0	0	0	0	2634	443	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	102	0	0	0	0	2634	443	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	102	0	0	0	0	2634	443	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.41	0.28	0.00	0.00	0.00
Crit Moves:			****					****				

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Scenario Report

Scenario:	CEQA 2022 WP PM ICU
Command:	CEQA 2022 WP PM ICU
Volume:	2022 Ex+Commit+Cum PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Project
Routes:	Default Route
Configuration:	2022 ICU

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Trip Generation Report

Forecast for Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Residen	1.00	Koll	94.00	57.00	94	57	151	100.0
	Zone 101 Subtotal					94	57	151	100.0
TOTAL						94	57	151	100.0

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Turning Movement Report
Project PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Campus Dr													
Base	116	1068	79	166	1086	656	400	616	137	114	1073	189	5699
Added	0	11	0	0	19	0	0	0	0	0	0	0	30
Total	116	1079	79	166	1105	656	400	616	137	114	1073	189	5729
#2 MacArthur Blvd/Birch St													
Base	131	736	32	55	946	224	315	198	49	75	483	135	3378
Added	0	0	0	19	0	0	0	8	0	0	9	11	47
Cumula	-16	253	6	60	203	7	27	22	-5	10	17	63	647
Total	115	989	38	134	1149	231	342	228	44	85	509	209	4072
#3 MacArthur Blvd/Von Karman Ave													
Base	28	670	150	46	956	50	78	184	207	616	120	92	3196
Added	0	0	21	0	0	0	0	0	0	13	0	0	34
Cumula	13	221	22	12	187	-1	5	15	9	20	20	8	531
Total	41	891	193	58	1143	49	83	199	216	649	140	100	3761
#4 MacArthur Blvd/Jamboree Rd													
Base	252	650	421	162	1436	495	230	1013	66	659	1141	213	6738
Added	0	8	10	0	5	8	13	12	0	6	3	0	65
Cumula	24	128	84	78	246	38	21	387	15	60	328	43	1452
Total	276	786	515	240	1687	541	264	1412	81	725	1472	256	8255
#5 MacArthur Blvd SB/University Dr													
Base	12	0	153	0	0	0	0	1030	53	331	587	0	2167
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumula	1	0	20	0	0	0	0	157	24	57	150	0	409
Total	13	0	173	0	0	0	0	1187	77	388	737	0	2576
#6 Von Karman Ave/Michelson Dr													
Base	67	957	160	269	860	142	256	576	86	168	674	410	4626
Added	0	3	0	0	5	0	0	0	0	0	0	0	8
Total	67	960	160	269	865	142	256	576	86	168	674	410	4634
#7 Von Karman Ave/Campus Dr													
Base	73	537	163	152	711	349	181	690	57	51	708	78	3751
Added	0	3	0	0	5	0	0	0	0	0	0	0	8
Total	73	540	163	152	716	349	181	690	57	51	708	78	3759
#8 Von Karman Ave/Birch St													
Base	57	469	71	23	577	174	111	190	33	14	276	53	2048
Added	6	1	1	3	2	0	0	17	11	1	14	2	58
Cumula	0	39	0	8	27	0	0	48	0	0	24	2	148
Total	63	509	72	34	606	174	111	255	44	15	314	57	2254

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 Teller Ave/Campus Dr													
Base	40	108	84	141	88	147	82	912	28	72	619	64	2385
Added	0	0	1	0	0	0	0	0	0	2	0	0	3
Total	40	108	85	141	88	147	82	912	28	74	619	64	2388
#10 Teller Ave/Birch St													
Base	23	21	49	41	1	43	52	312	0	3	223	21	789
Added	10	1	11	0	2	0	0	9	10	24	15	0	82
Cumula	0	0	0	0	0	0	0	11	0	0	12	0	23
Total	33	22	60	41	3	43	52	332	10	27	250	21	894
#11 Jamboree Rd/I-405 NB Ramps													
Base	0	3545	883	0	2231	1104	0	0	0	871	0	441	9076
Added	0	3	0	0	5	0	0	0	0	14	0	0	22
Total	0	3548	883	0	2236	1104	0	0	0	885	0	441	9098
#12 Jamboree Rd/I-405 SB Ramps													
Base	0	3164	1347	0	2416	784	1186	0	996	0	0	0	9893
Added	0	3	9	0	19	0	0	0	0	0	0	0	31
Total	0	3167	1356	0	2435	784	1186	0	996	0	0	0	9924
#13 Jamboree Rd/Michelson Dr													
Base	81	2711	414	877	1916	502	888	884	128	341	378	1006	10125
Added	0	11	0	0	19	0	0	0	0	0	0	0	30
Total	81	2722	414	877	1935	502	888	884	128	341	378	1006	10155
#14 Jamboree Rd/Dupont Dr													
Base	89	2420	42	204	2184	216	283	96	226	22	14	51	5848
Added	0	11	0	0	19	0	0	0	0	0	0	0	30
Total	89	2431	42	204	2203	216	283	96	226	22	14	51	5878
#15 Jamboree Rd/Campus Dr													
Base	76	2165	376	269	1876	291	285	657	152	224	438	245	7056
Added	0	10	0	0	16	2	1	0	0	0	0	0	29
Total	76	2175	376	269	1892	293	286	657	152	224	438	245	7085
#16 Jamboree Rd/Birch St													
Base	41	2279	1	14	2125	158	356	1	87	0	0	0	5062
Added	22	0	0	0	0	16	10	0	9	0	0	0	57
Total	63	2279	1	14	2125	174	366	1	96	0	0	0	5119
#17 Jamboree Rd/Fairchild Rd													
Base	0	1884	24	347	1796	17	44	17	95	45	6	386	4660
Added	0	22	0	0	9	0	0	0	0	0	0	0	31
Total	0	1906	24	347	1805	17	44	17	95	45	6	386	4691

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Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Jamboree Rd/Bristol St N													
Base	755	1347	852	0	1120	884	0	0	0	0	0	0	4958
Added	0	24	0	0	6	5	0	0	0	0	0	0	35
Cumula	120	422	30	0	264	129	0	0	0	0	0	0	965
Total	875	1793	882	0	1390	1018	0	0	0	0	0	0	5958
#19 Jamboree Rd./Bristol St													
Base	0	2030	98	0	1120	0	882	978	1198	0	0	0	6305
Added	0	9	0	0	6	0	15	0	0	0	0	0	30
Cumula	0	374	5	0	206	0	220	31	113	0	0	0	949
Total	0	2413	103	0	1332	0	1117	1009	1311	0	0	0	7284
#20 Jamboree Rd/Bayview Wy													
Base	48	1972	66	52	2026	68	70	5	157	40	6	119	4629
Added	0	9	0	0	6	0	0	0	0	0	0	0	15
Cumula	3	301	8	0	201	9	7	6	6	-2	9	11	559
Total	51	2282	74	52	2233	77	77	11	163	38	15	130	5203
#21 Jamboree Rd/University Dr													
Base	36	1681	192	157	1621	442	223	92	31	272	169	141	5057
Added	0	9	0	0	6	0	0	0	0	0	0	0	15
Cumula	-10	332	-3	56	241	15	15	2	4	16	13	65	746
Total	26	2022	189	213	1868	457	238	94	35	288	182	206	5818
#22 Carlson Ave/Campus Dr													
Base	0	0	0	187	0	234	382	929	0	0	693	170	2595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	187	0	234	382	929	0	0	693	170	2595
#23 University Dr/Campus Dr													
Base	200	1689	351	86	911	118	465	678	94	442	641	187	5862
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	1689	351	86	911	118	465	678	94	442	641	187	5862
#24 Campus Dr/Bristol St N													
Base	499	726	0	0	876	932	0	0	0	204	2158	80	5475
Added	0	7	0	0	2	0	0	0	0	0	11	0	20
Cumula	4	46	0	0	48	98	0	0	0	95	136	22	449
Total	503	779	0	0	926	1030	0	0	0	299	2305	102	5944
#25 Campus Dr/Bristol St													
Base	0	810	287	260	904	0	483	1087	605	0	0	0	4436
Added	0	3	0	0	2	0	4	0	0	0	0	0	9
Cumula	0	19	45	32	116	0	35	17	-3	0	0	0	261
Total	0	832	332	292	1022	0	522	1104	602	0	0	0	4706

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#26 Irvine Avenue / Mesa Drive													
Base	66	621	182	8	1637	378	31	46	171	561	214	4	3919
Added	0	3	2	0	2	0	0	0	0	1	0	0	8
Cumula	8	52	12	0	44	16	12	2	4	29	9	0	188
Total	74	676	196	8	1683	394	43	48	175	591	223	4	4115
#27 Birch St/Bristol St N													
Base	112	331	0	0	600	851	0	0	0	475	1409	126	3904
Added	0	2	0	0	1	6	0	0	0	0	5	0	14
Cumula	25	23	0	0	41	1	0	0	0	8	229	-6	321
Total	137	356	0	0	642	858	0	0	0	483	1643	120	4239
#28 Birch St/Bristol St S													
Base	0	201	300	241	847	0	220	1301	104	0	0	0	3214
Added	0	2	0	0	1	0	0	0	0	0	0	0	3
Cumula	0	52	52	0	43	0	-8	91	16	0	0	0	246
Total	0	255	352	241	891	0	212	1392	120	0	0	0	3463
#29 Bayview Pl/Bristol St													
Base	0	0	370	0	0	0	0	2196	123	0	0	0	2689
Added	0	0	0	0	0	0	0	15	0	0	0	0	15
Cumula	0	0	2	0	0	0	0	224	0	0	0	0	226
Total	0	0	372	0	0	0	0	2435	123	0	0	0	2930

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 2 MacArthur Blvd/Birch St	A	xxxxx	0.533	A	xxxxx	0.575	+ 0.042 V/C
# 3 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.538	B	xxxxx	0.601	+ 0.063 V/C
# 4 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.688	D	xxxxx	0.827	+ 0.139 V/C
# 5 MacArthur Blvd SB/University D	A	xxxxx	0.450	A	xxxxx	0.514	+ 0.064 V/C
# 6 Von Karman Ave/Michelson Dr	D	xxxxx	0.839	D	xxxxx	0.840	+ 0.001 V/C
# 7 Von Karman Ave/Campus Dr	C	xxxxx	0.742	C	xxxxx	0.744	+ 0.001 V/C
# 8 Von Karman Ave/Birch St	A	xxxxx	0.372	A	xxxxx	0.396	+ 0.025 V/C
# 9 Teller Ave/Campus Dr	A	xxxxx	0.522	A	xxxxx	0.523	+ 0.001 V/C
# 10 Teller Ave/Birch St	B	13.0	0.104	B	14.8	0.125	+ 1.770 D/V
# 11 Jamboree Rd/I-405 NB Ramps	E	xxxxx	0.916	E	xxxxx	0.919	+ 0.003 V/C
# 12 Jamboree Rd/I-405 SB Ramps	F	xxxxx	1.019	F	xxxxx	1.020	+ 0.001 V/C
# 13 Jamboree Rd/Michelson Dr	F	xxxxx	1.079	F	xxxxx	1.080	+ 0.002 V/C
# 14 Jamboree Rd/Dupont Dr	C	xxxxx	0.729	C	xxxxx	0.730	+ 0.002 V/C
# 15 Jamboree Rd/Campus Dr	C	xxxxx	0.762	C	xxxxx	0.764	+ 0.001 V/C
# 16 Jamboree Rd/Birch St	B	xxxxx	0.610	B	xxxxx	0.613	+ 0.003 V/C
# 17 Jamboree Rd/Fairchild Rd	C	xxxxx	0.779	C	xxxxx	0.784	+ 0.004 V/C
# 18 Jamboree Rd/Bristol St N	A	xxxxx	0.512	A	xxxxx	0.592	+ 0.079 V/C
# 19 Jamboree Rd./Bristol St	B	xxxxx	0.653	C	xxxxx	0.757	+ 0.104 V/C
# 20 Jamboree Rd/Bayview Wy	A	xxxxx	0.470	A	xxxxx	0.526	+ 0.057 V/C
# 21 Jamboree Rd/University Dr	A	xxxxx	0.590	B	xxxxx	0.690	+ 0.100 V/C
# 22 Carlson Ave/Campus Dr	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 23 University Dr/Campus Dr	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 24 Campus Dr/Bristol St N	B	xxxxx	0.700	C	xxxxx	0.748	+ 0.048 V/C

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Campus Dr/Bristol St	A	xxxxx	0.587	B	xxxxx	0.644	+ 0.057 V/C
# 26 Irvine Avenue / Mesa Drive	B	xxxxx	0.664	B	xxxxx	0.691	+ 0.026 V/C
# 27 Birch St/Bristol St N	A	xxxxx	0.582	B	xxxxx	0.644	+ 0.063 V/C
# 28 Birch St/Bristol St S	A	xxxxx	0.557	A	xxxxx	0.593	+ 0.036 V/C
# 29 Bayview Pl/Bristol St	A	xxxxx	0.459	A	xxxxx	0.497	+ 0.038 V/C

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Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	105	967	72	150	984	594	362	558	124	103	972	171
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	116	1068	79	166	1086	656	400	616	137	114	1073	189
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1079	79	166	1105	656	400	616	137	114	1073	189
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:	116	1079	79	166	1105	656	400	616	137	114	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1079	79	166	1105	656	400	616	137	114	1073	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	116	1079	79	166	1105	656	400	616	137	114	1073	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.05	0.10	0.16	0.39	0.12	0.12	0.08	0.03	0.21	0.00
Crit Moves:	****					****	****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #2 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	MacArthur Boulevard						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	123	693	30	52	891	211	315	198	49	75	483	135
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	736	32	55	946	224	315	198	49	75	483	135
Added Vol:	0	0	0	19	0	0	0	8	0	0	9	11
Cumulative:	-16	253	6	60	203	7	27	22	-5	10	17	63
Initial Fut:	115	989	38	134	1149	231	342	228	44	85	509	209
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:	115	989	38	134	1149	231	342	228	44	85	509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	989	38	134	1149	231	342	228	44	85	509	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	115	989	38	134	1149	231	342	228	44	85	509	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.33	0.67	1.67	1.12	0.21	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5329	1071	2667	1788	346	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.02	0.08	0.22	0.22	0.13	0.13	0.13	0.05	0.16	0.00
Crit Moves:	****					****		****				****

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	MacArthur Boulevard						Von Karman Avenue					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	26	631	141	43	901	47	78	184	207	616	120	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	670	150	46	956	50	78	184	207	616	120	92
Added Vol:	0	0	21	0	0	0	0	0	0	13	0	0
Cumulative:	13	221	22	12	187	-1	5	15	9	20	20	8
Initial Fut:	41	891	193	58	1143	49	83	199	216	649	140	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	891	193	58	1143	49	83	199	216	649	140	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	891	193	58	1143	49	83	199	216	649	140	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	891	193	58	1143	49	83	199	216	649	140	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.12	0.04	0.24	0.03	0.05	0.06	0.14	0.20	0.09	0.06
Crit Moves:	****			****					****	****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #4 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	D

Street Name:	MacArthur Boulevard						Jamboree Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	237	612	397	153	1353	466	217	954	62	621	1075	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	252	650	421	162	1436	495	230	1013	66	659	1141	213
Added Vol:	0	8	10	0	5	8	13	12	0	6	3	0
Cumulative:	24	128	84	78	246	38	21	387	15	60	328	43
Initial Fut:	276	786	515	240	1687	541	264	1412	81	725	1472	256
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:	276	786	515	240	1687	0	264	1412	81	725	1472	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	786	515	240	1687	0	264	1412	81	725	1472	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	786	515	240	1687	0	264	1412	81	725	1472	256
OvlAdjVol:			274									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.32	0.08	0.35	0.00	0.08	0.22	0.05	0.15	0.31	0.16
OvlAdjV/S:			0.17									
Crit Moves:	****				****		****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #5 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	MacArthur Boulevard						University Drive					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	1	0	2	0	3	0	0
Volume Module:																		
Base Vol:	11	0	136	0	0	0	0	915	47	294	521	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	12	0	153	0	0	0	0	1030	53	331	587	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	1	0	20	0	0	0	0	157	24	57	150	0
Initial Fut:	13	0	173	0	0	0	0	1187	77	388	737	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	173	0	0	0	0	1187	77	388	737	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	173	0	0	0	0	1187	77	388	737	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	173	0	0	0	0	1187	77	388	737	0
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.82	0.18	2.00	3.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	4790	310	3400	5100	0
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.25	0.25	0.11	0.14	0.00
Crit Moves:			****					****		****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #6 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	D

Street Name:	Von Karman Avenue						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	61	867	145	244	779	129	232	522	78	152	610	371
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	67	957	160	269	860	142	256	576	86	168	674	410
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	960	160	269	865	142	256	576	86	168	674	410
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:	67	960	160	269	865	142	256	576	86	168	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	960	160	269	865	142	256	576	86	168	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	67	960	160	269	865	142	256	576	86	168	674	0
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2919	481	1700	2958	442	1700	3400	1700
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.28	0.09	0.16	0.30	0.30	0.15	0.19	0.19	0.10	0.20	0.00
Crit Moves:		****		****			****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #7 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Von Karman Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	66	486	148	138	644	316	164	625	52	46	641	71
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	73	537	163	152	711	349	181	690	57	51	708	78
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	540	163	152	716	349	181	690	57	51	708	78
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	73	540	0	152	716	349	181	690	0	51	708	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	540	0	152	716	349	181	690	0	51	708	78
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	73	540	0	152	716	349	181	690	0	51	708	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	1.34	0.66	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1700	3400	1700	1700	2286	1114	1700	3400	1700	1700	3061	339
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.09	0.31	0.31	0.11	0.20	0.00	0.03	0.23	0.23
Crit Moves:	****				****		****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #8 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Von Karman Avenue						Birch Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	57	469	71	23	577	174	111	190	33	14	276	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	469	71	23	577	174	111	190	33	14	276	53
Added Vol:	6	1	1	3	2	0	0	17	11	1	14	2
Cumulative:	0	39	0	8	27	0	0	48	0	0	24	2
Initial Fut:	63	509	72	34	606	174	111	255	44	15	314	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	509	72	34	606	174	111	255	44	15	314	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	509	72	34	606	174	111	255	44	15	314	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	509	72	34	606	174	111	255	44	15	314	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.05	0.02	0.19	0.11	0.07	0.08	0.03	0.01	0.10	0.04
Crit Moves:	****				****		****				****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #9 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Teller Avenue						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	36	98	76	128	80	133	74	826	25	65	561	58
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	40	108	84	141	88	147	82	912	28	72	619	64
Added Vol:	0	0	1	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	108	85	141	88	147	82	912	28	74	619	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	108	85	141	88	147	82	912	0	74	619	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	108	85	141	88	147	82	912	0	74	619	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	108	85	141	88	147	82	912	0	74	619	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1700	1700	1700	1700	638	1062	1700	3400	1700	1700	3081	319
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.05	0.08	0.14	0.14	0.05	0.27	0.00	0.04	0.20	0.20
Crit Moves:	****			****			****			****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #10 Teller Ave/Birch St

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[14.8]

Street Name:	Teller Avenue						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	23	21	49	41	1	43	52	312	0	3	223	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	21	49	41	1	43	52	312	0	3	223	21
Added Vol:	10	1	11	0	2	0	0	9	10	24	15	0
Cumulative:	0	0	0	0	0	0	0	11	0	0	12	0
Initial Fut:	33	22	60	41	3	43	52	332	10	27	250	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	22	60	41	3	43	52	332	10	27	250	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	22	60	41	3	43	52	332	10	27	250	21
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	622	766	171	596	761	136	271	xxxx	xxxxx	342	xxxx	xxxxx
Potent Cap.:	375	335	849	392	338	895	1304	xxxx	xxxxx	1228	xxxx	xxxxx
Move Cap.:	338	315	849	329	317	895	1304	xxxx	xxxxx	1228	xxxx	xxxxx
Volume/Cap:	0.10	0.07	0.07	0.12	0.01	0.05	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	483	xxxxx	328	xxxx	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	0.5	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.8	xxxxx	17.7	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	A	*	*	*	*	*	*
ApproachDel:		14.8			13.6			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	E

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	3211	800	0	2021	1000	0	0	0	789	0	399
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3545	883	0	2231	1104	0	0	0	871	0	441
Added Vol:	0	3	0	0	5	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3548	883	0	2236	1104	0	0	0	885	0	441
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3548	0	0	2236	0	0	0	0	885	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3548	0	0	2236	0	0	0	0	885	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3548	0	0	2236	0	0	0	0	885	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5100	1700	0	6800	3400	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****		****						****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2866	1220	0	2188	710	1074	0	902	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
Added Vol:	0	3	9	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3167	1356	0	2435	784	1186	0	996	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3167	0	0	2435	0	1186	0	996	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3167	0	0	2435	0	1186	0	996	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3167	0	0	2435	0	1186	0	996	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.00	0.00	0.36	0.00	0.35	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #13 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.080
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	73	2455	375	794	1735	455	804	801	116	309	342	911
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	81	2711	414	877	1916	502	888	884	128	341	378	1006
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2722	414	877	1935	502	888	884	128	341	378	1006
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:	81	2722	414	877	1935	0	888	884	128	341	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2722	414	877	1935	0	888	884	128	341	378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	81	2722	414	877	1935	0	888	884	128	341	378	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.24	0.26	0.28	0.00	0.26	0.26	0.08	0.10	0.11	0.00
Crit Moves:		****			****			****				

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #14 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 3	0 1	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	2192	38	185	1978	196	256	87	205	20	13	46
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	89	2420	42	204	2184	216	283	96	226	22	14	51
Added Vol:	0	11	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	2431	42	204	2203	216	283	96	226	22	14	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	2431	42	204	2203	216	283	96	226	22	14	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2431	42	204	2203	216	283	96	226	22	14	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	2431	42	204	2203	216	283	96	226	22	14	51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	507	1193	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.02	0.12	0.43	0.13	0.08	0.19	0.19	0.01	0.01	0.03
Crit Moves:		****			****				****		****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #15 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	69	1961	341	244	1699	264	258	595	138	203	397	222
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	76	2165	376	269	1876	291	285	657	152	224	438	245
Added Vol:	0	10	0	0	16	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2175	376	269	1892	293	286	657	152	224	438	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	76	2175	376	269	1892	293	286	657	0	224	438	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2175	376	269	1892	293	286	657	0	224	438	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	76	2175	376	269	1892	293	286	657	0	224	438	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	2.00	3.41	0.59	2.00	2.60	0.40	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5797	1003	3400	4415	685	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.08	0.43	0.43	0.08	0.19	0.00	0.07	0.13	0.14
Crit Moves:		****			****			****			****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #16 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Jamboree Road						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	37	2064	1	13	1925	143	322	1	79	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	41	2279	1	14	2125	158	356	1	87	0	0	0
Added Vol:	22	0	0	0	0	16	10	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2279	1	14	2125	174	366	1	96	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	63	2279	1	14	2125	0	366	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2279	1	14	2125	0	366	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	63	2279	1	14	2125	0	366	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.99	0.01	1.00	0.00	1.00	0.00
Final Sat.:	1700	5098	2	1700	5100	1700	3390	10	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.01	0.42	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #17 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 4	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	0	1706	22	314	1627	15	40	15	86	41	5	350
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1884	24	347	1796	17	44	17	95	45	6	386
Added Vol:	0	22	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1906	24	347	1805	17	44	17	95	45	6	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1906	24	347	1805	17	44	17	95	45	6	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1906	24	347	1805	17	44	17	95	45	6	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1906	24	347	1805	17	44	17	95	45	6	386
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	1.00	2.96	0.04	2.00	4.00	1.00	1.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1700	5036	64	3400	6800	1700	1700	252	1448	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.10	0.27	0.01	0.03	0.07	0.07	0.03	0.00	0.23
Crit Moves:		****		****			****					****

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #18 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	711	1269	803	0	1055	833	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	755	1347	852	0	1120	884	0	0	0	0	0	0
Added Vol:	0	24	0	0	6	5	0	0	0	0	0	0
Cumulative:	120	422	30	0	264	129	0	0	0	0	0	0
Initial Fut:	875	1793	882	0	1390	1018	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	875	1793	0	0	1390	1018	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	875	1793	0	0	1390	1018	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	1793	0	0	1390	1018	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	xxxx	xxxxx	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.00	0.00	0.29	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #19 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	Jamboree Road						Bristol Street					
Approach:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	0	0 4	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1912	92	0	1055	0	882	978	1198	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	98	0	1120	0	882	978	1198	0	0	0
Added Vol:	0	9	0	0	6	0	15	0	0	0	0	0
Cumulative:	0	374	5	0	206	0	220	31	113	0	0	0
Initial Fut:	0	2413	103	0	1332	0	1117	1009	1311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2413	103	0	1332	0	1117	1009	1311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2413	103	0	1332	0	1117	1009	1311	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2413	103	0	1332	0	1117	1009	1311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.80	0.20	0.00	4.00	0.00	1.58	1.42	2.00	0.00	0.00	0.00
Final Sat.:	0	7673	327	0	6400	0	2522	2278	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.21	0.00	0.44	0.44	0.41	0.00	0.00	0.00
Crit Moves:		****			****			****				

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #20 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	45	1858	62	49	1909	64	70	5	157	40	6	119
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1972	66	52	2026	68	70	5	157	40	6	119
Added Vol:	0	9	0	0	6	0	0	0	0	0	0	0
Cumulative:	3	301	8	0	201	9	7	6	6	-2	9	11
Initial Fut:	51	2282	74	52	2233	77	77	11	163	38	15	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	2282	74	52	2233	77	77	11	163	38	15	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2282	74	52	2233	77	77	11	163	38	15	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	2282	74	52	2233	77	77	11	163	38	15	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6199	201	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.03	0.35	0.05	0.02	0.01	0.10	0.02	0.01	0.08
Crit Moves:		****			****				****	****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #21 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Jamboree Road									University Drive								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase					
Rights:	Include				Include				Include				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	1	0	1
Volume Module:																				
Base Vol:	34	1584	181		148	1527	416		223	92	31		272	169	141			
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	36	1681	192		157	1621	442		223	92	31		272	169	141			
Added Vol:	0	9	0		0	6	0		0	0	0		0	0	0			
Cumulative:	-10	332	-3		56	241	15		15	2	4		16	13	65			
Initial Fut:	26	2022	189		213	1868	457		238	94	35		288	182	206			
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:	26	2022	189		213	1868	457		238	94	35		288	182	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	26	2022	189		213	1868	457		238	94	35		288	182	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00			
FinalVolume:	26	2022	189		213	1868	457		238	94	35		288	182	0			
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	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		1.43	0.57	1.00		1.84	1.16	1.00			
Final Sat.:	1600	4800	1600		3200	4800	1600		2294	906	1600		2941	1859	1600			
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.42	0.12		0.07	0.39	0.29		0.10	0.10	0.02		0.10	0.10	0.00			
Crit Moves:		****				****				****					****			

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	Carlson Avenue									Campus Drive								
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			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0		169	0	212		346	841	0		0	628	154			
Growth Adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10			
Initial Bse:	0	0	0		187	0	234		382	929	0		0	693	170			
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	0	0	0		187	0	234		382	929	0		0	693	170			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	0	0	0		187	0	234		382	929	0		0	693	170			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	0	0	0		187	0	234		382	929	0		0	693	170			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	0	0	0		187	0	234		382	929	0		0	693	170			
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06			
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.61	0.39			
Final Sat.:	0	0	0		1700	0	1700		1700	1700	0		0	2730	670			
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.14		0.22	0.55	0.00		0.00	0.25	0.25			
Crit Moves:							****			****			****					

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #23 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	University Drive						Campus Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	181	1530	318	78	825	107	421	614	85	400	581	169
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	200	1689	351	86	911	118	465	678	94	442	641	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1689	351	86	911	118	465	678	94	442	641	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1689	351	86	911	118	465	678	94	442	641	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1689	351	86	911	118	465	678	94	442	641	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1689	351	86	911	118	465	678	94	442	641	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	4433	921	1785	3570	1785	1785	3570	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.05	0.26	0.07	0.26	0.19	0.05	0.25	0.18	0.10
Crit Moves:		****			****			****			****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #24 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Campus Drive						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 4	0 3	0	0 0	0 0	1	0 3	1 0
Volume Module:												
Base Vol:	499	726	0	0	876	932	0	0	0	204	2158	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	726	0	0	876	932	0	0	0	204	2158	80
Added Vol:	0	7	0	0	2	0	0	0	0	0	11	0
Cumulative:	4	46	0	0	48	98	0	0	0	95	136	22
Initial Fut:	503	779	0	0	926	1030	0	0	0	299	2305	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	779	0	0	926	1030	0	0	0	299	2305	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	779	0	0	926	1030	0	0	0	299	2305	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	779	0	0	926	1030	0	0	0	299	2305	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.83	0.17
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6129	271
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.00	0.14	0.21	0.00	0.00	0.00	0.19	0.38	0.38
Crit Moves:	****					****					****	

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #25 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Campus Drive						Bristol Street					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	1 0	1	0 3	0 0	1	1 2	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	763	270	260	904	0	483	1087	605	0	0	0
Growth Adj:	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	287	260	904	0	483	1087	605	0	0	0
Added Vol:	0	3	0	0	2	0	4	0	0	0	0	0
Cumulative:	0	19	45	32	116	0	35	17	-3	0	0	0
Initial Fut:	0	832	332	292	1022	0	522	1104	602	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	832	332	292	1022	0	522	1104	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	832	332	292	1022	0	522	1104	602	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	832	332	292	1022	0	522	1104	602	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.28	2.72	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2055	4345	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.21	0.18	0.21	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #26 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Irvine Avenue						Mesa Drive					
Approach:	North Bound			South Bound			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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	62	585	171	8	1542	356	31	46	171	561	214	4
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	621	182	8	1637	378	31	46	171	561	214	4
Added Vol:	0	3	2	0	2	0	0	0	0	1	0	0
Cumulative:	8	52	12	0	44	16	12	2	4	29	9	0
Initial Fut:	74	676	196	8	1683	394	43	48	175	591	223	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	676	196	8	1683	394	43	48	175	591	223	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	676	196	8	1683	394	43	48	175	591	223	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	676	196	8	1683	394	43	48	175	591	223	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.98	0.02
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1572	28
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.12	0.01	0.35	0.25	0.03	0.03	0.11	0.18	0.14	0.14
Crit Moves:	****				****				****	****		

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #27 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Birch Street									Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0 2	0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0			
Volume Module:															
Base Vol:	112	331	0	0	600	851	0	0	0	475	1409	126			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	112	331	0	0	600	851	0	0	0	475	1409	126			
Added Vol:	0	2	0	0	1	6	0	0	0	0	5	0			
Cumulative:	25	23	0	0	41	1	0	0	0	8	229	-6			
Initial Fut:	137	356	0	0	642	858	0	0	0	483	1643	120			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	137	356	0	0	642	858	0	0	0	483	1643	120			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	137	356	0	0	642	858	0	0	0	483	1643	120			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	137	356	0	0	642	858	0	0	0	483	1643	120			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	2.00	0.00	0.00	1.71	2.29	0.00	0.00	0.00	1.00	3.80	0.20			
Final Sat.:	3200	3200	0	0	2739	3661	0	0	0	1600	6073	327			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.11	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.30	0.27	0.37			
Crit Moves:	****				****							****			

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #28 Birch St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Birch Street									Bristol Street South					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0 2	1	1	2	0 2	0	0	1	1	2	1 0			
Volume Module:															
Base Vol:	0	201	300	241	847	0	220	1301	104	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	201	300	241	847	0	220	1301	104	0	0	0			
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0			
Cumulative:	0	52	52	0	43	0	-8	91	16	0	0	0			
Initial Fut:	0	255	352	241	891	0	212	1392	120	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	255	352	241	891	0	212	1392	120	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	255	352	241	891	0	212	1392	120	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	255	352	241	891	0	212	1392	120	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.76	0.24	0.00	0.00	0.00			
Final Sat.:	0	3200	3200	3200	3200	0	1600	6019	381	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.08	0.11	0.08	0.28	0.00	0.13	0.23	0.32	0.00	0.00	0.00			
Crit Moves:	****				****				****						

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM ICU

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

Intersection #29 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Bayview Place						Bristol St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 2	0	0	0 0	0	0	4 0 1	0	0	0 0
Volume Module:												
Base Vol:	0	0	370	0	0	0	0	2196	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	370	0	0	0	0	2196	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	15	0	0	0	0
Cumulative:	0	0	2	0	0	0	0	224	0	0	0	0
Initial Fut:	0	0	372	0	0	0	0	2435	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	372	0	0	0	0	2435	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	372	0	0	0	0	2435	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	372	0	0	0	0	2435	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.38	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

APPENDIX C

FUTURE CONDITIONS INFORMATION

APPENDIX C

FUTURE CONDITIONS INFORMATION

C-1 – COMMITTED AND CUMULATIVE PROJECT INFORMATION

Traffic Phasing Data
Projects Less Than 100% Complete

Project Number	Project Name	Percent
148	FASHION ISLAND EXPANSION	40 %
154	TEMPLE BAT YAHM EXPANSION	65 %
910	NEWPORT DUNES	0 %
945	HOAG HOSPITAL PHASE III	0 %
949	ST. MARK PRESBYTERIAN CHU	77 %
955	2300 NEWPORT BLVD	0 %
958	HOAG HEALTH CENTER	95 %
959	NORTH NEWPORT CENTER	0 %
960	SANTA BARBARA CONDO (MARR	33 %
962	328 OLD NEWPORT MEDICAL O	0 %
965	MARINER'S POINTE 23,015 S	16 %
966	4221 DOLPHIN STRIKER - 13	55 %
967	SAN JOAQUIN HILLS PLZA RE	0 %
968	UPTOWN NEWPORT (PHASE 2)	0 %
969	UPTOWN NEWPORT (PHASE 1)	0 %
970	MARINA PARK	0 %
971	BACK BAY LANDING 300 ECH	0 %
972	WESTCLIFF DRIVE MEDICAL P	0 %
973	LIDO HOUSE HOTEL TRAFFIC	0 %
974	NEWPORT EXECUTIVE CTR	0 %
975	EBB TIDE RESIDENTIAL	0 %
976	ENC PRE-SCHOOL	0 %
977	BALBOA MARINA WEST	0 %

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 4190 — Int. Name: JAMBOREE RD / BRISTOL ST N

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	105	286			20	68	17		125	161						
PM	338	154			13	296	30		72	82						

Int. Number: 4275 — Int. Name: JAMBOREE RD / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	19	40	68	385		10	9	11	19	10	7	61		74	274	37
PM	97	57	293	195		19	78	41	8	8	8	285		33	139	23

Int. Number: 4285 — Int. Name: MACARTHUR BLVD / NEWPORT PLACE DR VON KARMAN AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	54	42		1		54		3	40						1	
PM	49	62				49		3	59							

Int. Number: 4295 — Int. Name: BIRCH ST / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	47	52	6	50		47		5	37	10	2	4			14	36
PM	47	94	32	23		47		38	52	5	13	19			7	16

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 4298 — Int. Name: VON KARMAN AVE / BIRCH ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	1	1		43		1			1						35	8
PM	2	8	37	14		2		8				37			12	2

Int. Number: 4300 — Int. Name: CAMPUS DR / MACARTHUR BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	86	51		13		86		2	49							13
PM	76	106		6		76		14	93							6

Int. Number: 4302 — Int. Name: CAMPUS DR / VON KARMAN AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	9	6	2	37		8	1	5	1			2			14	23
PM	5	33	14	20		3	1	25	8			14			7	13

Int. Number: 4305 — Int. Name: JAMBOREE RD / CAMPUS DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	237	62	9	3	36	190	11		62			1	8	2	1	
PM	135	205	41	13	19	110	6		205			1	39	12	1	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 4308 — Int. Name: BIRCH ST / JAMBOREE RD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	196	70	39			196			70		39					
PM	122	256	13			122			215	42	13					

Int. Number: 4103 — Int. Name: IRVINE AVE / MESA DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	22	31		5		3	19		31					5		
PM	43	14		26		33	10		14					26		

Int. Number: 4155 — Int. Name: IRVINE AVE / CAMPUS DR BRISTOL ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	4	32	21			1	3		32		1	19				
PM	33	14	11				33		14		1	10				

Int. Number: 4160 — Int. Name: BRISTOL ST / BIRCH ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	21	59	19			12	9		59				19			
PM	108	31	46			59	49		31			36	10			

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number	Int. Name
4172	CAMPUS DR / BRISTOL ST N

	1 Hr Peak Totals									1 Hr Peak							
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	2	1		160		2				1				31	129	
PM	1	2		99		1			1	1				14	86	

Int. Number	Int. Name
4175	BRISTOL ST N / BIRCH ST

	1 Hr Peak Totals									1 Hr Peak							
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	12	24		190	5	7			24					34	156	
PM	60	14		97	26	33			14					18	79	

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 4765 — Int. Name: JAMBOREE RD / EASTBLUFF DR / UNIVERSITY DR

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	84	203				80	4		203							
PM	213	137		7		206	7		137					7		

Int. Number: 4768 — Int. Name: JAMBOREE RD / BAYVIEW WAY

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	30	104				30			104							
PM	111	47				111			47							

Int. Number: 4167 — Int. Name: BRISTOL ST / BAYVIEW PL

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM			54									54				
PM			182									182				

Int. Number: 4170 — Int. Name: JAMBOREE RD / BRISTOL ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	99	125	116			99			125		30	2	84			
PM	194	72	279			194			72		174	13	92			

TABLE 12-1 NEWPORT COAST

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Condominium/Townhouse	DU	0.17	0.49	0.47	0.36	8.10
Multi Family Dwelling	DU	0.90	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
State Park (gross acres)	AC	0.21	0.90	0.29	0.31	19.15

0.09

verify trip gen.

[1] Source: City of Newport Beach Trip Generation Rates

[2] DU = Dwelling Units
AC = Acres

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TABLE 12-2

PROJECT TRIP GENERATION

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	104	49	50	23	751
	13D	Multi Family Dwelling	116	DU	104	49	50	23	751
	13E	Multi Family Dwelling	116	DU	104	49	50	23	751
TOTAL FOR TAZ 1					532	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	105	49	50	23	757
	13B	Multi Family Dwelling	117	DU	105	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	2,807	AC	589	2,526	814	870	53,754
TOTAL FOR TAZ 2					1,080	3,611	1,901	1,480	70,778
3	2B	Single Family Detached Residential	62	DU	12	43	43	25	682
	4A	Single Family Detached Residential	784	DU	157	549	549	314	8,624
TOTAL FOR TAZ 3					169	592	592	339	9,306
4	2C	Single Family Detached Residential	307	DU	61	215	215	123	3,377
	5	Single Family Detached Residential	300	DU	60	210	210	120	3,300
	6	Single Family Detached Residential	75	DU	15	53	53	30	825
	8	Condominium/Townhouse	289	DU	49	142	136	104	2,341
TOTAL FOR TAZ 4					185	620	614	377	9,843
TOTAL FOR ALL ZONES					1,966	5,633	3,900	2,725	103,015

[1] DU = Dwelling Units
AC = Acres

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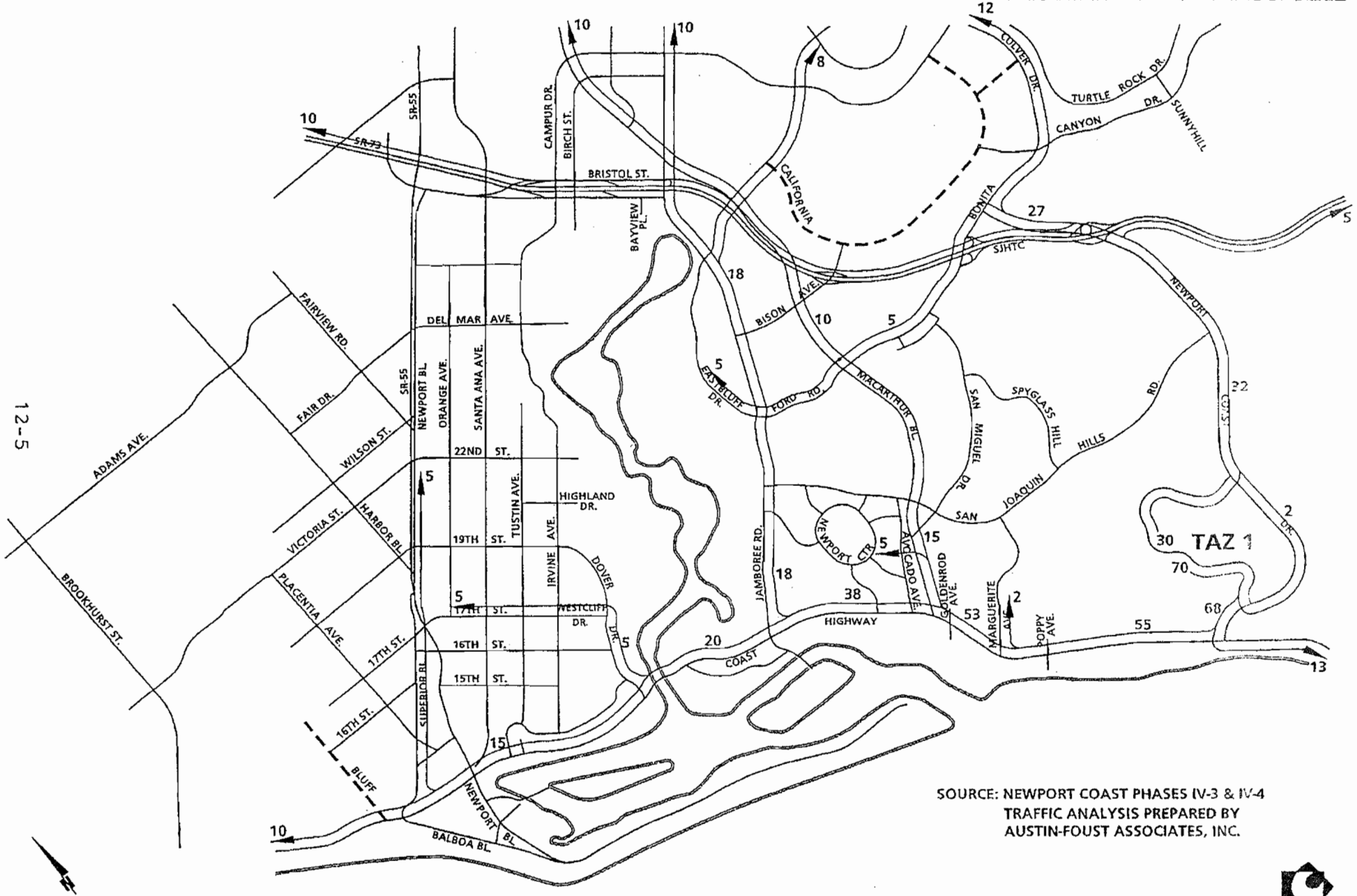
- 70% OF DU'S ARE BUILT. ONLY 30% IS CUMULATIVE PROJECT (THE)

- ASSUME STATE PARK IS EXISTING.

NEWPORT COAST TRAFFIC ANALYSIS ZONE 1
TRIP DISTRIBUTION PATTERNS

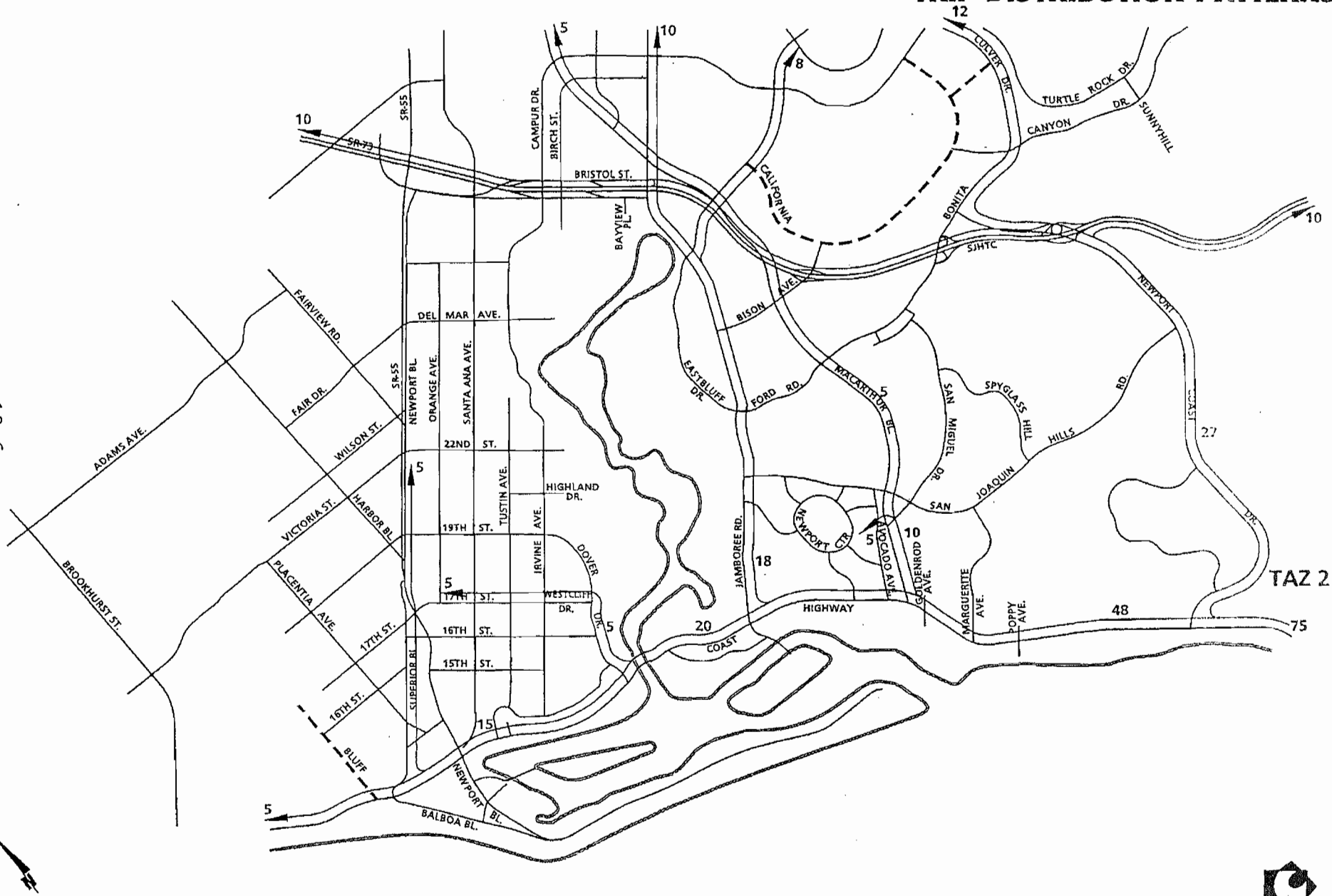


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4
TRAFFIC ANALYSIS PREPARED BY
AUSTIN-FOUST ASSOCIATES, INC.

URBAN CROSSROADS

EXHIBI 12-B

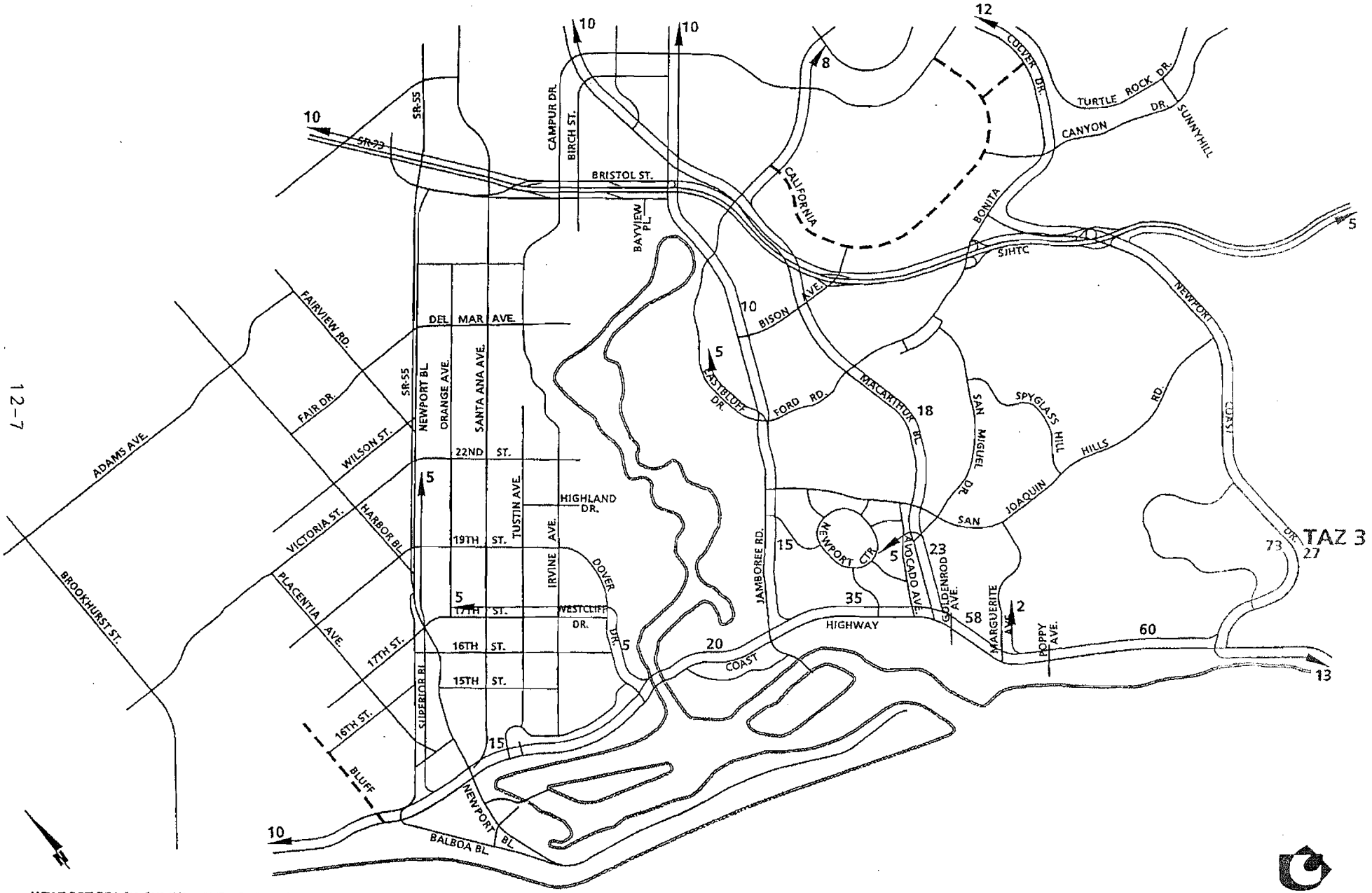
NEWPORT COAST TRAFFIC ANALYSIS ZONE 2
TRIP DISTRIBUTION PATTERNS



URBAN CROSSROADS

EXHIBIT 2-C

NEWPORT COAST TRAFFIC ANALYSIS ZONE 3
TRIP DISTRIBUTION PATTERNS

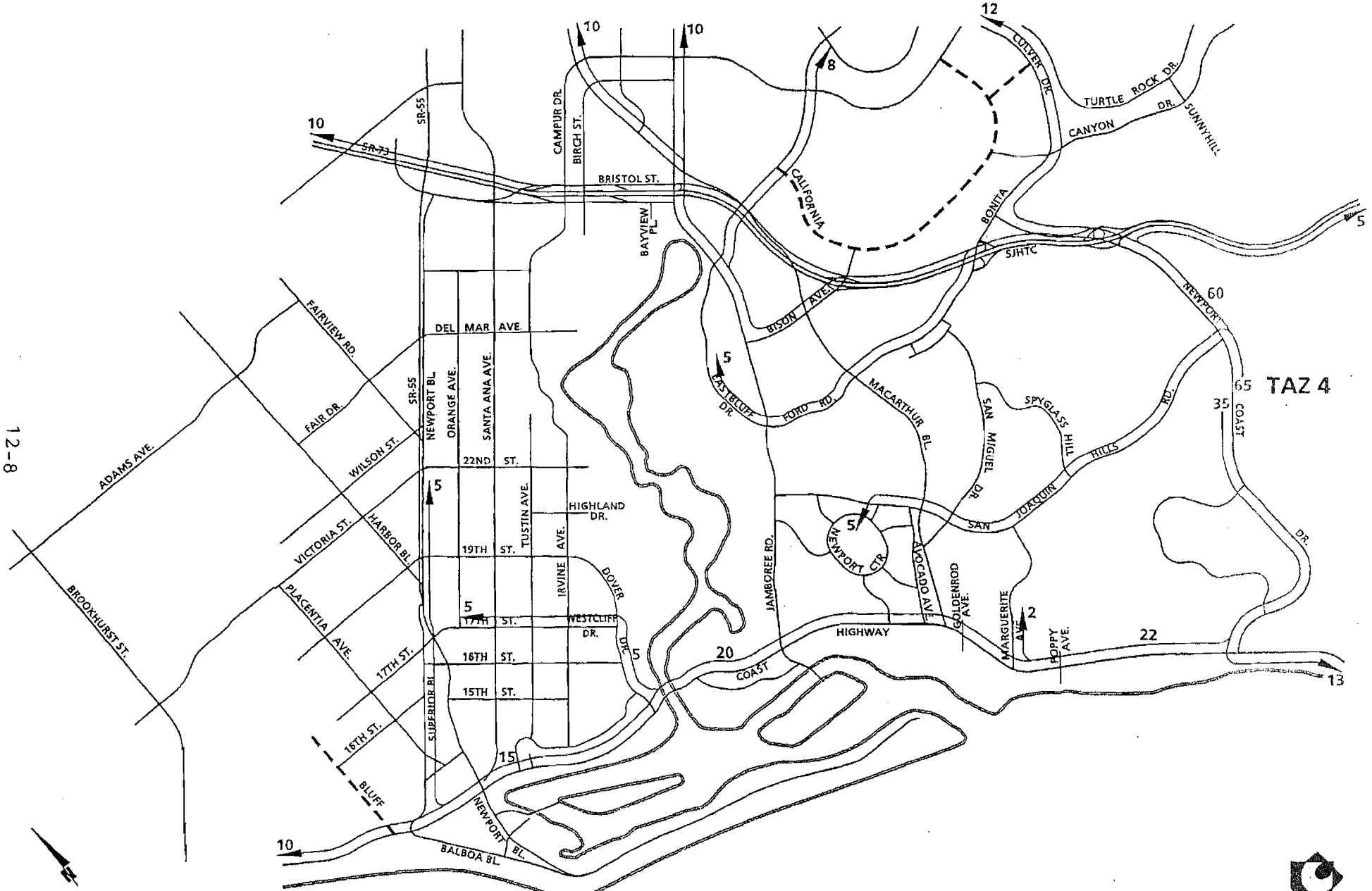


12-7

URBAN CROSSROADS

EXHIBIT 12-E

NEWPORT COAST TRAFFIC ANALYSIS ZONE 4
TRIP DISTRIBUTION PATTERNS



12-8

NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:12

URBAN CROSSROADS

List of cumulative projects

Non-IBC				IBC			
Project	Description	Address	Project TAZ	Project	Description	Address	Project TAZ
Pending Projects							
Concordia University	Expansion to 321,220 SF of Institutional and 1320 Dorms	1530 Concordia	272	Colton Apartments	876 DU residential	Campus Dr/Martin Ct/Von Karman Ave	530 534 537
El Toro 100 Acre County Project	1,876 TSF of Office, 2,103 DU residential, 220	Along Marine Way n/o I-5	934 935 936	Kilroy Apartments	469 DU residential (434+25 not included in the model yet)	17150 Von Karman	445
Cultural Terrace	Cultural Terrace District Program Feasibility Study December 10, 2010.	The Orange County Great Park	929 931 932 950 954 955 956 971	17861 Cartwright	45 DU residential	17861 Cartwright	491
Cemetery	125 Acre	s/o Irvine Blvd, PA51	593	2660 Barranca & 1652 Millikan	136 DU residential	2660 Barranca & 1652 Millikan	431
PA 35 Adult Daycare	Reduce Office by 3,422 - Increase Community Facility by 3,422		862	17811-17817 Gillette Ave	44 DU residential	17811-17817 Gillette Ave	471
Bixby Land (Kawasaki)	72,000 SF of Warehouse, 30,000 SF of Office	Jeronimo	388	17822 Gillette Ave	149 DU residential	17822 Gillette Ave	473
West Alton Apartments	970 Condos		973	2152 Alton Apartments	357 DU residential	2152 Alton	440
				Boardwalk	458 TSF Office		535
				Irvine Canaan Church (ICCCC)	13.434 TSF Church, 11.295 TSF Child Care	16808 Armstrong Ave.	421
				2602 McGaw Apartments	120 DU residential	2602 McGaw Ave	476
				Parcel 3/Diamond Jamboree Retail	25K sqft Retail	Diamond Jamboree Retail Center	456
				17850 Von Karman Office	242.497K sqft Office	17850 Von Karman	491
				1400 Reynolds Medical Office	39.2K sqft Medical Office	1400 Reynolds	408
				Tustin Legecy			
				2652 White Rd Hotel	165 Extended Stay Hotel Rooms	2652 White Rd	499

APPENDIX C

FUTURE CONDITIONS INFORMATION

C-2 – CITY OF IRVINE ITAM FORECASTS

84 . MacArthur Bl. at Campus Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	39	.02	105	.06
NBT	4	6800	882	.13*	967	.14*
NBR	1	1700	68	.04	72	.04
SBL	1	1700	240	.14*	150	.09*
SBT	4	6800	839	.12	984	.14
SBR	1	1700	293	.17	594	.35
EBL	2	3400	531	.16*	362	.11*
EBT	3	5100	755	.15	558	.11
EBR	d	1700	63	.04	124	.07
WBL	2	3400	90	.03	103	.03
WBT	3	5100	410	.08*	972	.19*
WBR	f		130		171	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .68

102 . Von Karman Av. at Michelson Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	63	.04*	61	.04
NBT	2	3400	718	.21	867	.26*
NBR	1	1700	92	.05	145	.09
SBL	1	1700	129	.08	244	.14*
SBT	2	3400	708	.27*	779	.27
SBR	0	0	196		129	
EBL	1	1700	125	.07*	232	.14*
EBT	2	3400	159	.06	522	.18
EBR	0	0	47		78	
WBL	1	1700	185	.11	152	.09
WBT	2	3400	471	.14*	610	.18*
WBR	f		317		371	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .77

105 . Von Karman Av. at Campus Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	23	.01	66	.04*
NBT	2	3400	635	.19*	486	.14
NBR	f		55		148	
SBL	1	1700	57	.03*	138	.08
SBT	2	3400	417	.15	644	.28*
SBR	0	0	108		316	
EBL	1	1700	275	.16*	164	.10*
EBT	2	3400	398	.12	625	.18
EBR	f		50		52	
WBL	1	1700	133	.08	46	.03
WBT	2	3400	429	.16*	641	.21*
WBR	0	0	120		71	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .59 .68

121 . Teller Av. at Campus Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	8	.00	36	.02*
NBT	1	1700	22	.01	98	.06
NBR	1	1700	30	.02	76	.04
SBL	1	1700	32	.02	128	.08
SBT	1	1700	111	.13*	80	.13*
SBR	0	0	108		133	
EBL	1	1700	61	.04*	74	.04
EBT	2	3400	267	.08	826	.24*
EBR	f		44		25	
WBL	1	1700	85	.05	65	.04*
WBT	2	3400	484	.18*	561	.18
WBR	0	0	127		58	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .48

143 . Jamboree Rd. at I-405 NB Ramps

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	2036	.40*	3211	.63*
NBR	f		570		800	
SBL	0	0	0		0	
SBT	4	6800	2361	.35	2021	.30
SBR	f		1140		1000	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	5100	1429	.28*	789	.15*
WBT	0	0	0		0	
WBR	f		744		399	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .83

144 . Jamboree Rd. at I-405 SB Ramps

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5100	1609	.32	2866	.56*
NBR	f		710		1220	
SBL	0	0	0		0	
SBT	4	6800	3471	.51*	2188	.32
SBR	f		290		710	
EBL	2	3400	981	.29*	1074	.32*
EBT	0	0	0		0	
EBR	2	3400	1599	.47	902	.27
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.18*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.03 .93

145 . Jamboree Rd. at Michelson Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	199	.12	73	.04
NBT	4	6800	1540	.23*	2455	.36*
NBR	1	1700	243	.14	375	.22
SBL	2	3400	1046	.31*	794	.23*
SBT	4	6800	2724	.40	1735	.26
SBR	f		1245		455	
EBL	2	3400	197	.06*	804	.24*
EBT	2	3400	181	.05	801	.24
EBR	1	1700	53	.03	116	.07
WBL	2	3400	343	.10	309	.09
WBT	2	3400	607	.18*	342	.10*
WBR	f		652		911	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .83 .98

146 . Jamboree Rd. at Dupont Rd.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	184	.11*	81	.05*
NBT	4	6800	1379	.20	2192	.32
NBR	1	1700	8	.00	38	.02
SBL	1	1700	78	.05	185	.11
SBT	3	5100	1922	.38*	1978	.39*
SBR	d	1700	391	.23	196	.12
EBL	2	3400	94	.03	256	.08
EBT	1	1700	14	.06*	87	.17*
EBR	0	0	81		205	
WBL	1	1700	36	.02*	20	.01*
WBT	2	3400	58	.03	13	.01
WBR	0	0	135	.08	46	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .67

147 . Jamboree Rd. at Campus Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3400	138	.04*	69	.02
NBT	4	6800	1369	.22	1961	.34*
NBR	0	0	102		341	
SBL	2	3400	228	.07	244	.07*
SBT	3	5100	1701	.36*	1699	.38
SBR	0	0	138		264	
EBL	2	3400	121	.04	258	.08
EBT	2	3400	169	.05*	595	.18*
EBR	f		40		138	
WBL	2	3400	399	.12*	203	.06*
WBT	2	3400	364	.11	397	.12
WBR	1	1700	120	.07	222	.13
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.62		.70

148 . Jamboree Rd. at Birch St.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	209	.12*	37	.02
NBT	3	5100	1344	.26	2064	.40*
NBR	0	0	2		1	
SBL	1	1700	7	.00	13	.01*
SBT	3	5100	1738	.34*	1925	.38
SBR	f		461		143	
EBL	1.5		246	{.07}*	322	
EBT	0.5	3400	3	.07	1	.10*
EBR	f		102		79	
WBL	0	0	0		0	
WBT	1	1700	0	.00*	0	.00
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.58		.56

149 . Jamboree Rd. at Fairchild Rd.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1700	11	.01	0	.00
NBT	3	5100	1140	.24*	1706	.34*
NBR	0	0	68		22	
SBL	2	3400	382	.11*	314	.09*
SBT	4	6800	1454	.21	1627	.24
SBR	d	1700	8	.00	15	.01
EBL	1	1700	25	.01	40	.02
EBT	1	1700	0	.03*	15	.06*
EBR	0	0	45		86	
WBL	1	1700	11	.01*	41	.02*
WBT	1	1700	1	.00	5	.00
WBR	1	1700	295	.17	350	.21
Right Turn Adjustment			WBR	.06*	WBR	.08*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.50		.64

175 . Carlson Av. at Campus Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1700	144	.08*	169	.10*
SBT	0	0	0		0	
SBR	1	1700	267	.16	212	.12
EBL	1	1700	98	.06*	346	.20*
EBT	1	1700	460	.27	841	.49
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1700	639	.38*	628	.37*
WBR	d	1700	63	.04	154	.09
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.60		.72

190 . University Dr. at Campus Dr.

ITAM 12.4 2017 Cumulative (IRVINE ISEC)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1700	74	.04*	181	.11
NBT	3	5100	619	.12	1530	.30*
NBR	1	1700	300	.18	318	.19
SBL	1	1700	127	.07	78	.05*
SBT	2	3400	1727	.51*	825	.24
SBR	1	1700	299	.18	107	.06
EBL	1	1700	49	.03	421	.25*
EBT	2	3400	413	.12*	614	.18
EBR	d	1700	240	.14	85	.05
WBL	1	1700	182	.11*	400	.24
WBT	2	3400	317	.09	581	.17*
WBR	d	1700	22	.01	169	.10
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.83		.82

ITAM ID#	RoadName	Segment	Y2020 ADT
200	California Av.	s/o Harvard Av.	7,500
201	California Av.	n/o Campus Dr.	7,300
202	California Av.	s/o Campus Dr.	11,600
910	California Av.	s/o University Dr.	12,400
1399	California Av.	n/o Adobe Cir.	6,400
1528	California Av.	w/o Bison Av.	9,400
1534	California Av.	e/o Bison Av.	13,500
1854	California Av.	s/o Adobe Cir.	8,000
2158	California Av.	n/o University Dr.	-
65	Campus Dr.	b/w Airport Wy.and MacArthur Bl.	32,100
66	Campus Dr.	n/o Bristol St. NB	30,800
67	Campus Dr.	s/o Bristol St. SB	26,300
869	Campus Dr.	e/o MacArthur Bl.	15,500
870	Campus Dr.	w/o Von Karman Av.	15,500
871	Campus Dr.	e/o Von Karman Av.	13,100
872	Campus Dr.	w/o Jamboree Rd.	12,600
877	Campus Dr.	e/o Jamboree Rd.	20,000
878	Campus Dr.	w/o Carlson Av.	20,900
879	Campus Dr.	b/w Carlson Av.and University Dr.	18,900
893	Campus Dr.	b/w University Dr. and Bridge Rd.	23,900
894	Campus Dr.	e/o Bridge Rd.	23,000
895	Campus Dr.	w/o Berkeley Av.	23,200
896	Campus Dr.	e/o Berkeley Av.	18,500
897	Campus Dr.	w/o California Av.	17,300
898	Campus Dr.	b/w California and Culver	18,800
899	Campus Dr.	e/o Culver Dr.	17,400
900	Campus Dr.	w/o Turtle Rock Dr.	17,400
1304	Campus Dr.	b/w Bristol St. NB and SB	30,800
1412	Campus Dr.	w/o Bardeen	12,800
1419	Campus Dr.	e/o Teller Av.	12,300
1696	Campus Dr.	w/o Airport Wy.	41,300
1701	Campus Dr.	e/o Bardeen	12,700
1702	Campus Dr.	w/o Teller Av.	12,400
4128	Campus Dr.	e/o Martin Ct.	14,400
1129	Cannon St.	n/o Santiago Canyon Rd.	32,000
1130	Cannon St.	s/o Taft Av.	31,100
1131	Cannon St.	s/o Santiago Canyon Rd.	10,500
1965	Cannon St.	n/o Serrano Av.	13,900
1987	Cannon St.	b/w Serrano Av.and Taft Av.	26,800
1178	Canyon View Av.	s/o Chapman Av.	9,800
1186	Canyon View Av.	w/o Newport Av.	10,800
1187	Canyon View Av.	e/o Newport Av.	8,100
1287	Canyon View Av.	w/o Jamboree Rd.	8,300
238	Canyonwood	n/o Meadowood	3,700
1221	Canyonwood	s/o Meadowood	3,900
166	Carlson Av.	s/o Michelson Dr.	8,800
167	Carlson Av.	n/o Campus Dr.	7,200
1262	Carlson Av.	n/o Michelson Dr.	21,500
3060	Carnegie	w/o Red Hill	9,700
3061	Carnegie	e/o Red Hill	-
1257	Cartwright Rd.	n/o Main St.	5,600
1428	Cartwright Rd.	s/o Main St.	4,700
4138	Central Drwy	e/o Marine Wy.	300
4139	Central Drwy	e/o Marine Wy.	1,100
1232	Dovecreek	w/o Royal Oak	8,200
1735	Dovecreek	e/o Royal Oak	3,900
76	Dupont Dr.	s/o Michelson Dr.	5,400
866	Dupont Dr.	w/o Von Karman Av.	5,600

867 Dupont Dr.	e/o Von Karman Av.	5,400
1416 Dupont Dr.	w/o Bardeen	5,600
1420 Dupont Dr.	n/o Michelson Dr.	3,900
1421 Dupont Dr.	s/o Business Center Dr.	3,800
1700 Dupont Dr.	e/o Teller Av.	3,700
1703 Dupont Dr.	w/o Teller Av.	5,300
1704 Dupont Dr.	e/o Bardeen	5,400
868 Dupont Rd.	w/o Jamboree Rd.	3,300
1264 Dupont Rd.	e/o Jamboree Rd.	3,800
180 Harvard Av.	n/o Main St.	23,400
181 Harvard Av.	s/o Main St.	24,100
182 Harvard Av.	s/o Coronado	23,800
183 Harvard Av.	s/o Michelson Dr.	18,500
184 Harvard Av.	n/o University Dr.	18,300
185 Harvard Av.	s/o University Dr.	15,600
662 Harvard Av.	n/o Michelson Dr.	24,800
888 Harvard Av.	e/o Bridge Rd.	11,600
890 Harvard Av.	b/w Berkeley Av.and California Av.	11,500
135 Jamboree Rd.	n/o Edinger Av.	62,800
136 Jamboree Rd.	s/o Edinger Av.	79,000
137 Jamboree Rd.	n/o Barranca Pkwy.	62,500
138 Jamboree Rd.	s/o Barranca Pkwy.	53,800
139 Jamboree Rd.	n/o Alton Pkwy.	58,300
140 Jamboree Rd.	s/o Alton Pkwy.	62,800
141 Jamboree Rd.	n/o McGaw Av.	62,800
142 Jamboree Rd.	b/w McGaw Av.and Kelvin	56,500
143 Jamboree Rd.	s/o Kelvin Av.	68,400
144 Jamboree Rd.	n/o Main St.	68,400
145 Jamboree Rd.	b/w Main St.and Union	74,400
146 Jamboree Rd.	b/w Union and I-405 NB Ramps	73,300
147 Jamboree Rd.	s/o I-405 SB Ramps	84,100
148 Jamboree Rd.	n/o Michelson Dr.	82,700
149 Jamboree Rd.	b/w Michelson Dr.and HINES Northerly RIRO Access	59,200
150 Jamboree Rd.	b/w Dupont and Campus Dr.	45,900
151 Jamboree Rd.	b/w Campus Dr.and Birch St.	43,800
152 Jamboree Rd.	s/o Birch St.	43,100
153 Jamboree Rd.	n/o Fairchild Rd.	42,500
154 Jamboree Rd.	s/o Fairchild Rd.	37,100
155 Jamboree Rd.	n/o MacArthur Bl.	37,800
156 Jamboree Rd.	b/w MacArthur Bl.and Bristol St. NB-SR73 NB Ramps	35,000
157 Jamboree Rd.	s/o Bristol St. SB	51,600
158 Jamboree Rd.	n/o Eastbluff Dr.-University Dr.	51,900
4062 LY St	s/o LQ	4,100
2204 LY St.	s/o Irvine Bl.	2,100
59 MacArthur Bl.	n/o Main St.	33,300
60 MacArthur Bl.	b/w Main St. and I-405 NB Ramps	51,800
61 MacArthur Bl.	b/w I-405 SB Ramps and Business Ctr. Dr.	57,000
62 MacArthur Bl.	b/w Business Center Dr. and Michelson Dr.	56,800
63 MacArthur Bl.	s/o Michelson Dr.	37,400
64 MacArthur Bl.	n/o Campus Dr.	37,800
73 MacArthur Bl.	s/o Campus Dr.	19,900
74 MacArthur Bl.	n/o Birch St.	20,700
75 MacArthur Bl.	s/o Birch St.	19,700
829 MacArthur Bl.	SL-University Dr. to SR-73 Fwy.	71,700
913 MacArthur Bl.	w/o Von Karman Av.	23,500
914 MacArthur Bl.	e/o Von Karman Av.	19,800
916 MacArthur Bl.	e/o Jamboree Rd.	43,100
917 MacArthur Bl.	w/o Fairchild Av.	42,400
953 MacArthur Bl.	n/o Bison Av.	66,800

955 MacArthur Bl.	w/o Jamboree Rd.	20,800
957 MacArthur Bl.	b/w I-405 NB and SB Ramps	53,100
1300 MacArthur Bl.	s/o Bison Av.	70,700
1301 MacArthur Bl.	n/o Ford Rd.	75,900
1403 MacArthur Bl.	w/o SR-73 NB Slip Ramp	66,900
1405 MacArthur Bl.	n/o Douglas Av.	38,200
1407 MacArthur Bl.	s/o Douglas Av.	38,600
1432 MacArthur Bl.	n/o Sky Park E.	28,200
1524 MacArthur Bl.	s/o Sky Park E.	25,000
1531 MacArthur Bl.	e/o Fairchild Av.	38,100
1540 MacArthur Bl.	e/o SR-73 NB Slip Ramp	14,800
1722 MacArthur Bl.	s/o Ford Rd.	47,000
2803 MacArthur Bl.	e/o Flower	29,900
2805 MacArthur Bl.	w/o Flower	33,700
2810 MacArthur Bl.	e/o Main	34,600
2812 MacArthur Bl.	w/o Main	23,100
3028 MacArthur Bl.	n/o San Joaquin Hills Rd.	47,000
3030 MacArthur Bl.	s/o San Joaquin Hills Rd.	37,800
4125 MacArthur Bl.	e/o Fitch	39,400
813 MacArthur Blvd.	e/o SR-55 NB Ramps	40,300
814 MacArthur Blvd.	w/o Red Hill Av.	40,300
815 MacArthur Blvd.	e/o Red Hill Av.	25,000
1332 MacArthur Blvd.	b/w SR-55 NB and SB Ramps	45,200
1884 MacArthur Blvd.	w/o SR-55 SB Ramps	39,100
1288 MacArthur Blvd. NB	s/o University Dr.	66,500
1515 MacArthur Blvd. SB	s/o University Dr.	7,300
532 Main St.	w/o Newport Av.	13,400
817 Main St.	w/o Red Hill Av.	25,400
818 Main St.	e/o Red Hill Av.	26,100
819 Main St.	w/o MacArthur Bl.	26,000
820 Main St.	e/o MacArthur Bl.	33,900
821 Main St.	b/w Gillette Av.and Von Karman Av.	36,600
822 Main St.	b/w Von Karman Av.and Cartwright Rd.	27,300
823 Main St.	b/w Siglo and Jamboree Rd.	26,400
824 Main St.	b/w Jamboree Rd.and Union	23,500
825 Main St.	w/o Harvard Av.	24,500
826 Main St.	e/o Harvard Av.	13,100
301 Michelson Dr.	n/o University Dr.	8,400
302 Michelson Dr.	s/o University Dr.	1,300
840 Michelson Dr.	e/o MacArthur Bl.	21,800
841 Michelson Dr.	w/o Dupont Dr.	19,300
842 Michelson Dr.	e/o Dupont Dr.	12,400
843 Michelson Dr.	w/o Von Karman Av.	13,900
844 Michelson Dr.	b/w Von Karman and Obsidian	22,100
845 Michelson Dr.	w/o Jamboree Rd.	20,800
846 Michelson Dr.	b/w Jamboree Rd.and Carlson Av.	25,500
847 Michelson Dr.	e/o Carlson Av.	24,600
848 Michelson Dr.	w/o Harvard Av.	23,700
850 Michelson Dr.	w/o Culver Dr.	18,300
851 Michelson Dr.	e/o Culver Dr.	9,400
852 Michelson Dr.	w/o Yale Av.	12,100
853 Michelson Dr.	e/o Yale Av.	7,700
641 Technology Dr. W.	w/o Alton Pkwy.	12,700
642 Technology Dr. W.	e/o Alton Pkwy.	1,800
1261 Teller Av.	n/o Michelson Dr.	7,700
1277 Teller Av.	s/o Birch St.	600
1415 Teller Av.	s/o Michelson Dr.	7,700
1417 Teller Av.	s/o Dupont Dr.	5,300
1418 Teller Av.	s/o Campus Dr.	3,900

1424	Teller Av.	n/o Birch	3,300
1699	Teller Av.	n/o Dupont Dr.	9,000
1844	Teller Av.	n/o Campus Dr.	4,700
1260	Union	n/o Main St.	4,400
1526	Union	n/o Park Plaza	9,300
1527	Union	s/o Main St.	13,200
1529	Union	e/o Jamboree Rd.	9,000
1588	Union	s/o Park Plaza	9,600
2767	University	e/o Irvine Ave	3,600
2769	University	w/o Irvine Ave	5,800
186	University Dr.	n/o Campus Dr.	27,500
187	University Dr.	b/w Campus Dr.and Mesa Rd.	32,100
188	University Dr.	b/w Mesa Rd. and California Av.	31,600
189	University Dr.	b/w MacArthur Blvd. NB and California Av.	26,100
190	University Dr.	w/o SR-73 SB Ramps	16,500
347	University Dr.	b/w I-405 SB Ramps and Michelson Dr.	52,700
854	University Dr.	w/o Michelson Dr.	45,500
880	University Dr.	w/o Harvard Av.	27,400
881	University Dr.	e/o Harvard Av.	24,900
882	University Dr.	w/o Culver Dr.	24,900
883	University Dr.	e/o Culver Dr.	36,500
97	Von Karman Av.	n/o Barranca Pkwy.	22,300
98	Von Karman Av.	s/o Barranca Pkwy.	28,100
99	Von Karman Av.	n/o Alton Pkwy.	27,800
100	Von Karman Av.	s/o Alton Pkwy.	26,100
101	Von Karman Av.	n/o McGaw Av.	25,800
102	Von Karman Av.	s/o McGaw Av.	25,500
103	Von Karman Av.	n/o Main St.	25,700
104	Von Karman Av.	s/o Main St.	27,200
105	Von Karman Av.	b/w Morse Av.and I-405 HOV Ramps	25,200
106	Von Karman Av.	b/w I-405 HOV Ramps and Quartz	25,500
107	Von Karman Av.	b/w Quartz and Michelson Dr.	24,300
108	Von Karman Av.	s/o Michelson Dr.	18,600
109	Von Karman Av.	n/o Dupont Dr.	16,200
110	Von Karman Av.	s/o Dupont Dr.	18,700
111	Von Karman Av.	n/o Campus Dr.	18,500
112	Von Karman Av.	s/o Campus Dr.	12,800
113	Von Karman Av.	s/o Birch St.	10,900
114	Von Karman Av.	n/o MacArthur Bl.	13,400

APPENDIX D

1% ANALYSIS WORKSHEETS – TPO ANALYSIS

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 1 MacArthur Boulevard/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	961	6.00%	58	86	1105	11	23
Southbound	1499	6.00%	90	51	1640	16	7
Eastbound	1533	0.00%	0	0	1533	15	0
Westbound	295	0.00%	0	13	308	3	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 1 MacArthur Boulevard/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1502	6.00%	90	76	1668	17	11
Southbound	1833	6.00%	110	107	2050	21	19
Eastbound	804	0.00%	0	107	911	9	0
Westbound	1366	0.00%	0	107	1473	15	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 2 MacArthur Boulevard/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	905	6.00%	54	47	1006	10	0
Southbound	988	6.00%	59	52	1099	11	7
Eastbound	517	0.00%	0	6	523	5	3
Westbound	192	0.00%	0	50	242	2	41

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 2 MacArthur Boulevard/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	846	6.00%	51	47	944	9	0
Southbound	1154	6.00%	69	95	1318	13	19
Eastbound	562	0.00%	0	95	657	7	8
Westbound	693	0.00%	0	95	788	8	20

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 3 MacArthur Boulevard/Von Karman Avenue

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1685	6.00%	101	54	1840	18	8
Southbound	617	6.00%	37	43	697	7	0
Eastbound	109	0.00%	0	0	109	1	0
Westbound	297	0.00%	0	1	298	3	25

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 3 MacArthur Boulevard/Von Karman Avenue

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	798	6.00%	48	49	895	9	21
Southbound	991	6.00%	59	62	1112	11	0
Eastbound	469	0.00%	0	62	531	5	0
Westbound	828	0.00%	0	62	890	9	13

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 4 MacArthur Boulevard/Jamboree Road

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2207	6.00%	132	19	2358	24	7
Southbound	585	6.00%	35	40	660	7	25
Eastbound	1649	6.00%	99	68	1816	18	10
Westbound	1157	6.00%	69	385	1611	16	18

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 4 MacArthur Boulevard/Jamboree Road

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1246	6.00%	75	97	1418	14	18
Southbound	1972	6.00%	118	57	2147	21	13
Eastbound	1233	6.00%	74	57	1364	14	25
Westbound	1897	6.00%	114	57	2068	21	9

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 7 Von Karman Avenue/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	766	0.00%	0	9	775	8	6
Southbound	611	0.00%	0	6	617	6	2
Eastbound	861	0.00%	0	2	863	9	0
Westbound	444	0.00%	0	37	481	5	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 7 Von Karman Avenue/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	637	0.00%	0	4	641	6	3
Southbound	1305	0.00%	0	33	1338	13	5
Eastbound	838	0.00%	0	33	871	9	0
Westbound	779	0.00%	0	33	812	8	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 15 Jamboree Road/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1409	6.00%	85	237	1731	17	20
Southbound	2013	6.00%	121	62	2196	22	7
Eastbound	359	0.00%	0	9	368	4	3
Westbound	840	0.00%	0	3	843	8	0

FALSE — Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE — Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 15 Jamboree Road/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2120	6.00%	127	135	2382	24	10
Southbound	1882	6.00%	113	205	2200	22	18
Eastbound	969	0.00%	0	205	1174	12	1
Westbound	646	0.00%	0	205	851	9	0

TRUE — Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE — Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 16 Jamboree Road/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1530	6.00%	92	196	1818	18	8
Southbound	2054	6.00%	123	70	2247	22	6
Eastbound	212	0.00%	0	39	251	3	39
Westbound	14	0.00%	0	0	14	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 16 Jamboree Road/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1802	6.00%	108	122	2032	20	22
Southbound	1903	6.00%	114	257	2274	23	16
Eastbound	419	0.00%	0	257	676	7	19
Westbound	1	0.00%	0	257	258	3	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 18 Jamboree Road/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	3103	6.00%	186	105	3394	34	9
Southbound	968	6.00%	58	286	1312	13	21
Eastbound	0	0.00%	0	0	0	0	0
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 18 Jamboree Road/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2783	6.00%	167	339	3289	33	24
Southbound	1888	6.00%	113	154	2155	22	11
Eastbound	0	0.00%	0	154	154	2	0
Westbound	0	0.00%	0	154	154	2	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 19 Jamboree Road/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1986	6.00%	119	99	2204	22	4
Southbound	663	6.00%	40	125	828	8	11
Eastbound	2922	0.00%	0	116	3038	30	6
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 19 Jamboree Road/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2004	6.00%	120	194	2318	23	9
Southbound	1055	6.00%	63	72	1190	12	6
Eastbound	3058	0.00%	0	72	3130	31	15
Westbound	0	0.00%	0	72	72	1	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 20 Jamboree Road/Bayview Way

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1990	6.00%	119	30	2139	21	4
Southbound	1827	6.00%	110	104	2041	20	11
Eastbound	144	0.00%	0	0	144	1	0
Westbound	63	0.00%	0	0	63	1	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 20 Jamboree Road/Bayview Way

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1965	6.00%	118	111	2194	22	9
Southbound	2022	6.00%	121	47	2190	22	6
Eastbound	232	0.00%	0	47	279	3	0
Westbound	165	0.00%	0	47	212	2	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 21 Jamboree Road/University Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1589	6.00%	95	84	1768	18	4
Southbound	1768	6.00%	106	203	2077	21	11
Eastbound	707	0.00%	0	0	707	7	0
Westbound	547	0.00%	0	0	547	5	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 21 Jamboree Road/University Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1799	6.00%	108	213	2120	21	9
Southbound	2091	6.00%	125	137	2353	24	6
Eastbound	346	0.00%	0	137	483	5	0
Westbound	582	0.00%	0	137	719	7	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 24 Bristol Street North/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2228	0.00%	0	2	2230	22	3
Southbound	485	0.00%	0	1	486	5	4
Eastbound	0	0.00%	0	0	0	0	0
Westbound	1394	0.00%	0	160	1554	16	23

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 24 Bristol Street North/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1225	0.00%	0	1	1226	12	7
Southbound	1808	0.00%	0	2	1810	18	2
Eastbound	0	0.00%	0	2	2	0	0
Westbound	2442	0.00%	0	2	2444	24	11

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 25 Bristol Street South/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1486	0.00%	0	4	1490	15	1
Southbound	527	0.00%	0	32	559	6	4
Eastbound	3308	0.00%	0	20	3328	33	1
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 25 Bristol Street South/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1033	0.00%	0	33	1066	11	3
Southbound	1164	0.00%	0	14	1178	12	2
Eastbound	2175	0.00%	0	14	2189	22	4
Westbound	0	0.00%	0	14	14	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 26 Irvine Avenue/Mesa Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1723	6.00%	103	22	1848	18	2
Southbound	640	6.00%	38	31	709	7	4
Eastbound	427	0.00%	0	0	427	4	0
Westbound	198	0.00%	0	5	203	2	2

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 26 Irvine Avenue/Mesa Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	818	6.00%	49	43	910	9	5
Southbound	1906	6.00%	114	14	2034	20	2
Eastbound	248	0.00%	0	14	262	3	0
Westbound	779	0.00%	0	14	793	8	1

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 27 Bristol Street North/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1174	0.00%	0	12	1186	12	1
Southbound	274	0.00%	0	24	298	3	14
Eastbound	0	0.00%	0	0	0	0	0
Westbound	1786	0.00%	0	190	1976	20	10

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 27 Bristol Street North/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	443	0.00%	0	59	502	5	2
Southbound	1451	0.00%	0	14	1465	15	7
Eastbound	0	0.00%	0	14	14	0	0
Westbound	2010	0.00%	0	14	2024	20	5

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 28 Bristol Street South/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	767	0.00%	0	21	788	8	1
Southbound	525	0.00%	0	59	584	6	2
Eastbound	2135	0.00%	0	19	2154	22	0
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 28 Bristol Street South/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	501	0.00%	0	108	609	6	2
Southbound	1088	0.00%	0	31	1119	11	1
Eastbound	1625	0.00%	0	31	1656	17	0
Westbound	0	0.00%	0	31	31	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 29 Bristol Street South/Bayview Place

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	100	0.00%	0	0	100	1	0
Southbound	0	0.00%	0	0	0	0	0
Eastbound	2840	0.00%	0	54	2894	29	6
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 29 Bristol Street South/Bayview Place

Existing Traffic Volumes Based on Average Daily Traffic ► 2016 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	370	0.00%	0	0	370	4	0
Southbound	0	0.00%	0	0	0	0	0
Eastbound	2319	0.00%	0	0	2319	23	15
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

APPENDIX E

INTERSECTION ANALYSIS WORKSHEETS – STATE HIGHWAY ANALYSIS

APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-1 – EXISTING CONDITIONS

Koll Center Residences
Existing AM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	5	Average Delay (sec/veh):	17.0
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1945	616	0	1892	1387	0	0	0	1414	0	696
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1945	616	0	1892	1387	0	0	0	1414	0	696
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1945	616	0	1892	1387	0	0	0	1414	0	696
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1945	0	0	1892	0	0	0	0	1414	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1945	0	0	1892	0	0	0	0	1414	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1945	0	0	1892	0	0	0	0	1414	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	1.03	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5875	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.24	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Volume/Cap:	0.00	0.62	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.62	0.00	0.00
Delay/Veh:	0.0	15.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0	25.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0	25.4	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	14	0	0	9	0	0	0	0	13	0	0

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

Koll Center Residences
Existing AM HCM

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	5	Average Delay (sec/veh):	24.3
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.01	1.01	0.00	1.01	1.01	0.00	1.01	1.01	1.01	1.01	1.01	1.01
PHF Volume:	0	1432	0	0	3003	0	1182	0	1482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1432	0	0	3003	0	1182	0	1482	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1432	0	0	3003	0	1182	0	1482	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	1.03	1.06	0.94	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	5511	2019	0	7348	2019	3916	0	3553	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.41	0.00	0.30	0.00	0.42	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.47	0.00	0.00	0.47	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.00	0.00	0.87	0.00	0.63	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	19.2	0.0	0.0	26.4	0.0	20.1	0.0	28.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	0.0	0.0	26.4	0.0	20.1	0.0	28.3	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	0	0	24	0	14	0	26	0	0	0

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

Koll Center Residences
Existing PM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	5	Average Delay (sec/veh):	10.5
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	2	3	0	0	1
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	3029	628	0	1808	965	0	0	0	784	0	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3029	628	0	1808	965	0	0	0	784	0	491
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3029	628	0	1808	965	0	0	0	784	0	491
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3029	0	0	1808	0	0	0	0	784	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3029	0	0	1808	0	0	0	0	784	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3029	0	0	1808	0	0	0	0	784	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	1.03	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5875	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.76	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.72	0.00	0.00
Delay/Veh:	0.0	6.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	40.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	40.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	17	0	0	5	0	0	0	0	9	0	0

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

Koll Center Residences
Existing PM HCM

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	5	Average Delay (sec/veh):	19.6
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	1	2	0	0	2
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2496	0	0	1966	0	1188	0	688	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2496	0	0	1966	0	1188	0	688	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2496	0	0	1966	0	1188	0	688	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	1.03	1.06	0.94	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	5511	2019	0	7348	2019	3916	0	3553	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.27	0.00	0.30	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.00	0.00	0.47	0.00	0.80	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	0.0	0.0	12.8	0.0	30.6	0.0	24.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	0.0	0.0	12.8	0.0	30.6	0.0	24.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	22	0	0	10	0	18	0	9	0	0	0

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

APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-2 – EXISTING PLUS PROJECT CONDITIONS

Koll Center Residences
Existing Plus Project AM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	5	Average Delay (sec/veh):	17.5
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1945	616	0	1892	1387	0	0	0	1414	0	696
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1945	616	0	1892	1387	0	0	0	1414	0	696
Added Vol:	0	6	0	0	2	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1951	616	0	1894	1387	0	0	0	1419	0	696
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1951	0	0	1894	0	0	0	0	1419	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1951	0	0	1894	0	0	0	0	1419	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1951	0	0	1894	0	0	0	0	1419	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.40	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.64	0.00	0.00
Delay/Veh:	0.0	15.9	0.0	0.0	13.6	0.0	0.0	0.0	0.0	25.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	0.0	0.0	13.6	0.0	0.0	0.0	0.0	25.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	15	0	0	9	0	0	0	0	13	0	0

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

Koll Center Residences
Existing Plus Project AM HCM

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	5	Average Delay (sec/veh):	29.4
Optimal Cycle:	131	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:	Existing AM Peak Hour											
Base Vol:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	431	0	3033	245	1194	0	1497	0	0	0
Added Vol:	0	6	17	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1452	448	0	3040	245	1194	0	1497	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.01	1.01	0.00	1.01	1.01	0.00	1.01	1.01	1.01	1.01	1.01	1.01
PHF Volume:	0	1438	0	0	3010	0	1182	0	1482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	0	0	3010	0	1182	0	1482	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1438	0	0	3010	0	1182	0	1482	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	5511	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.41	0.00	0.32	0.00	0.49	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.52	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.00	0.00	0.95	0.00	0.61	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	22.3	0.0	0.0	34.5	0.0	17.6	0.0	35.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	0.0	0.0	34.5	0.0	17.6	0.0	35.3	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	28	0	14	0	30	0	0	0

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

Koll Center Residences
Existing Plus Project PM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	5	Average Delay (sec/veh):	11.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	3029	628	0	1808	965	0	0	0	784	0	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3029	628	0	1808	965	0	0	0	784	0	491
Added Vol:	0	3	0	0	5	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3032	628	0	1813	965	0	0	0	798	0	491
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3032	0	0	1813	0	0	0	0	798	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3032	0	0	1813	0	0	0	0	798	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3032	0	0	1813	0	0	0	0	798	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Volume/Cap:	0.00	0.73	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.73	0.00	0.00
Delay/Veh:	0.0	7.4	0.0	0.0	4.1	0.0	0.0	0.0	0.0	40.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	0.0	0.0	4.1	0.0	0.0	0.0	0.0	40.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	18	0	0	5	0	0	0	0	9	0	0

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

Koll Center Residences
Existing Plus Project PM HCM

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	5	Average Delay (sec/veh):	20.3
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:	Existing PM Peak Hour											
Base Vol:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2496	1151	0	1966	626	1188	0	688	0	0	0
Added Vol:	0	3	9	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2499	1160	0	1985	626	1188	0	688	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2499	0	0	1985	0	1188	0	688	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2499	0	0	1985	0	1188	0	688	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2499	0	0	1985	0	1188	0	688	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	1.06	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	5511	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.27	0.00	0.32	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.81	0.00	0.00	0.48	0.00	0.81	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	0.0	0.0	13.5	0.0	30.7	0.0	24.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	0.0	0.0	13.5	0.0	30.7	0.0	24.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	22	0	0	10	0	19	0	10	0	0	0

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

APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-3 – CEQA ANALYSIS YEAR 2022 WITHOUT PROJECT

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	5	Average Delay (sec/veh):	18.9
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	0	0	4 0	2	0	0	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	2036	570	0	2361	1140	0	0	0	1429	0	744
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2248	0	0	2607	0	0	0	0	1578	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2248	0	0	2607	0	0	0	0	1578	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2248	0	0	2607	0	0	0	0	1578	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Volume/Cap:	0.00	0.73	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.73	0.00	0.00
Delay/Veh:	0.0	17.2	0.0	0.0	15.3	0.0	0.0	0.0	0.0	27.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	0.0	0.0	15.3	0.0	0.0	0.0	0.0	27.3	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	19	0	0	14	0	0	0	0	15	0	0

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

Koll Center Residences
CEQA Analysis - Year 2022 Without Project AM HCM

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.164
Loss Time (sec):	5	Average Delay (sec/veh):	76.5
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0	1	0	0	4 0	1	2	0	0	2	1	0	0	0	0
Volume Module:												
Base Vol:	0	1609	710	0	3471	290	981	0	1599	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1776	0	0	3832	0	1083	0	1765	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.52	0.00	0.29	0.00	0.58	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.50	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.00	0.00	1.16	0.00	0.58	0.00	1.16	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	0.0	0.0	105	0.0	17.9	0.0	106.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	0.0	0.0	105	0.0	17.9	0.0	106.5	0.0	0.0	0.0
LOS by Move:	A	C	A	A	F	A	B	A	F	A	A	A
HCM2kAvgQ:	0	10	0	0	51	0	12	0	51	0	0	0

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

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	5	Average Delay (sec/veh):	12.4
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	3211	800	0	2021	1000	0	0	0	789	0	399
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3545	883	0	2231	1104	0	0	0	871	0	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3545	883	0	2231	1104	0	0	0	871	0	441
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3545	0	0	2231	0	0	0	0	871	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3545	0	0	2231	0	0	0	0	871	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3545	0	0	2231	0	0	0	0	871	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.76	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Volume/Cap:	0.00	0.84	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.84	0.00	0.00
Delay/Veh:	0.0	9.4	0.0	0.0	4.0	0.0	0.0	0.0	0.0	45.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	4.0	0.0	0.0	0.0	0.0	45.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	26	0	0	6	0	0	0	0	12	0	0

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

Koll Center Residences
CEQA Analysis - Year 2022 Without Project PM HCM

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	5	Average Delay (sec/veh):	21.2
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:												
Base Vol:	0	2866	1220	0	2188	710	1074	0	902	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3164	0	0	2416	0	1186	0	996	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3164	0	0	2416	0	1186	0	996	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3164	0	0	2416	0	1186	0	996	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.33	0.00	0.32	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.00	0.00	0.61	0.00	0.77	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	20.0	0.0	0.0	16.2	0.0	27.9	0.0	29.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	0.0	0.0	16.2	0.0	27.9	0.0	29.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	20	0	0	14	0	18	0	17	0	0	0

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

APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-4 – CEQA ANALYSIS YEAR 2022 WITH PROJECT

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	18.9
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	2036	570	0	2361	1140	0	0	0	1429	0	744
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	2248	629	0	2607	1259	0	0	0	1578	0	821
Added Vol:	0	6	0	0	2	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2254	629	0	2609	1259	0	0	0	1583	0	821
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2254	0	0	2609	0	0	0	0	1583	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2254	0	0	2609	0	0	0	0	1583	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2254	0	0	2609	0	0	0	0	1583	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Volume/Cap:	0.00	0.73	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.73	0.00	0.00
Delay/Veh:	0.0	17.2	0.0	0.0	15.3	0.0	0.0	0.0	0.0	27.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	0.0	0.0	15.3	0.0	0.0	0.0	0.0	27.3	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	19	0	0	14	0	0	0	0	15	0	0

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

Koll Center Residences
CEQA Analysis - Year 2022 With Project AM HCM

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

Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.165
Loss Time (sec):	5	Average Delay (sec/veh):	76.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:												
Base Vol:	0	1609	710	0	3471	290	981	0	1599	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1776	784	0	3832	320	1083	0	1765	0	0	0
Added Vol:	0	6	17	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1782	801	0	3839	320	1083	0	1765	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1782	0	0	3839	0	1083	0	1765	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.52	0.00	0.29	0.00	0.58	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.50	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.00	0.00	1.17	0.00	0.58	0.00	1.17	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	0.0	0.0	106	0.0	18.0	0.0	106.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	0.0	0.0	106	0.0	18.0	0.0	106.9	0.0	0.0	0.0
LOS by Move:	A	C	A	A	F	A	B	A	F	A	A	A
HCM2kAvgQ:	0	10	0	0	51	0	12	0	51	0	0	0

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

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM HCM

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

Intersection #11 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	5	Average Delay (sec/veh):	12.6
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	0	0	4 0	2	0	0	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	3211	800	0	2021	1000	0	0	0	789	0	399
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3545	883	0	2231	1104	0	0	0	871	0	441
Added Vol:	0	3	0	0	5	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3548	883	0	2236	1104	0	0	0	885	0	441
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3548	0	0	2236	0	0	0	0	885	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3548	0	0	2236	0	0	0	0	885	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3548	0	0	2236	0	0	0	0	885	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.76	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Volume/Cap:	0.00	0.84	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.84	0.00	0.00
Delay/Veh:	0.0	9.6	0.0	0.0	4.1	0.0	0.0	0.0	0.0	45.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	0.0	0.0	4.1	0.0	0.0	0.0	0.0	45.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	26	0	0	6	0	0	0	0	12	0	0

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

Koll Center Residences
CEQA Analysis - Year 2022 With Project PM HCM

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

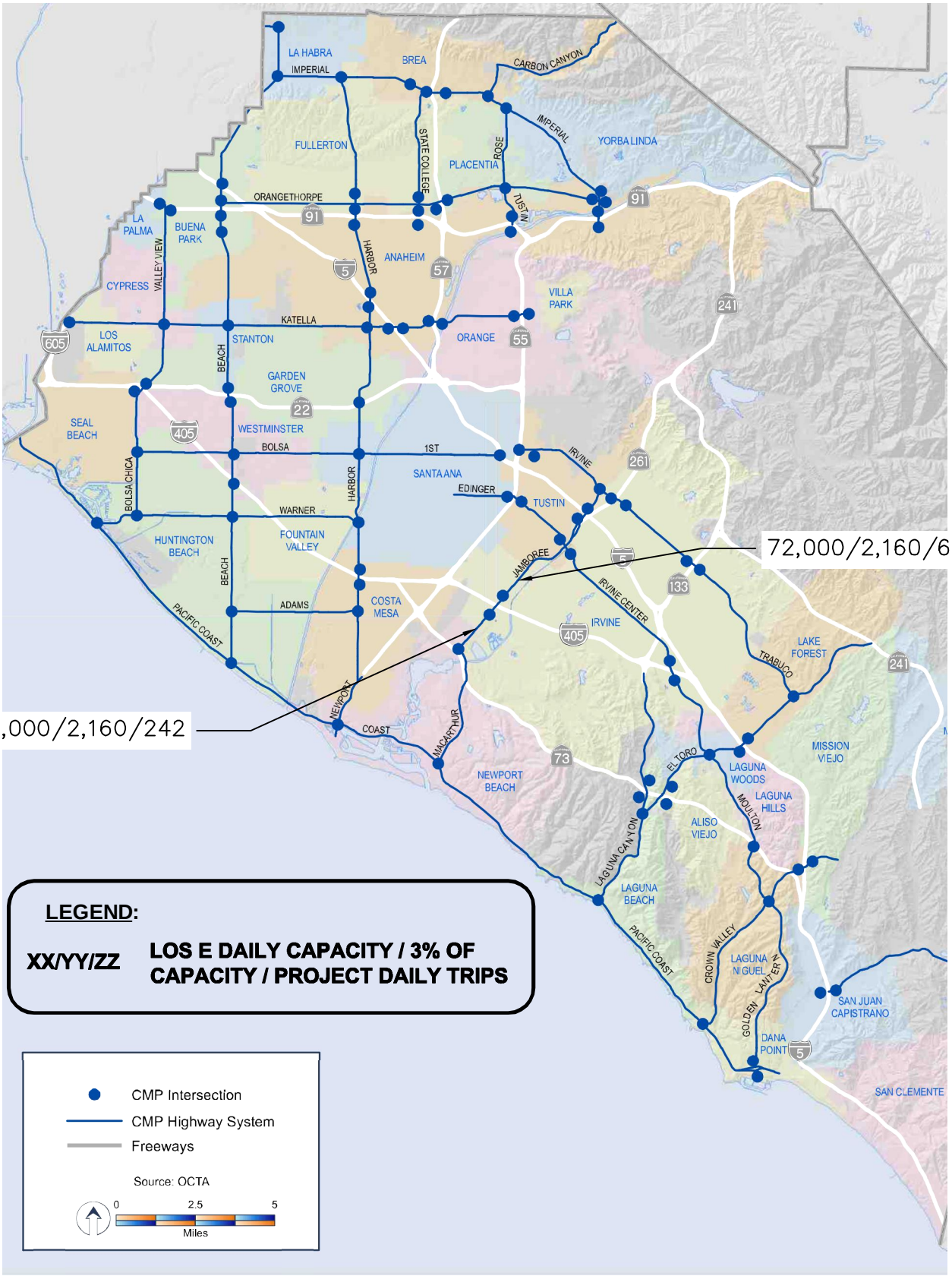
Intersection #12 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	5	Average Delay (sec/veh):	21.2
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0	1	0	0	4 0	1	2	0	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	2866	1220	0	2188	710	1074	0	902	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	3164	1347	0	2416	784	1186	0	996	0	0	0
Added Vol:	0	3	9	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3167	1356	0	2435	784	1186	0	996	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3167	0	0	2435	0	1186	0	996	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3167	0	0	2435	0	1186	0	996	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3167	0	0	2435	0	1186	0	996	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	1.06	1.06	1.06
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.33	0.00	0.32	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.00	0.00	0.62	0.00	0.77	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	20.0	0.0	0.0	16.2	0.0	27.9	0.0	29.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	0.0	0.0	16.2	0.0	27.9	0.0	29.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	20	0	0	14	0	18	0	17	0	0	0

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

APPENDIX F
CMP COMPLIANCE



OCTA CONGESTION MANAGEMENT PROGRAM

Kimley»Horn