



11.3 Traffic Impact Analysis/Parking Study



Traffic Impact Analysis

LIDO HOUSE HOTEL TRAFFIC IMPACT ANALYSIS



Prepared for

CITY OF NEWPORT BEACH

Prepared by



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EXECUTIVE SUMMARY

This study analyzes the forecast traffic conditions associated with the proposed Lido House Hotel project in the City of Newport Beach. The proposed project site is located at the northeast corner of the Newport Boulevard/32nd Street intersection. The proposed project involves the development of a 130-room Lido House Hotel. Other ancillary uses within the proposed hotel include a food/beverage area, meeting space, retail, and a spa/fitness room. Primary vehicular access to the project site is provided at Newport Boulevard via the Finley Avenue intersection. Gated service and guest access is also planned to be provided at 32nd Street.

The project site is currently developed with administrative office buildings of the former Newport Beach City Hall Complex (now vacated) and the existing Newport Beach Fire Department Fire Station No. 2 (Fire Station No. 2). The former Newport Beach City Hall Complex would be redeveloped and the Fire Station No. 2 would remain in operation with the proposed project. The existing fire station access from Finley Avenue would be relocated to Via Oporto.

The proposed project is planned to open in 2017; therefore, in accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), traffic conditions are measured during forecast year 2018 conditions.

The proposed project is forecast to generate approximately 1,062 daily trips, which includes approximately 69 a.m. peak hour trips and approximately 78 p.m. peak hour trips.

Based on Cities of Newport Beach and Costa Mesa established thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for the following evaluated scenarios presented in this report:

- Existing Conditions;
- Existing Plus Project Conditions;
- Forecast Year 2018 Without Project Conditions (TPO);
- Forecast Year 2018 With Project Conditions (TPO);
- Forecast Cumulative Without Project Conditions (CEQA);
- Forecast Cumulative With Project Conditions (CEQA);
- Forecast General Plan Buildout Without Project Conditions; and
- Forecast General Plan Buildout With Project Conditions.

Based on Caltrans established thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for the evaluated scenarios.

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur based on agency thresholds of significance.

INTRODUCTION

This study analyzes the forecast traffic conditions associated with the proposed Lido House Hotel project in the City of Newport Beach. The proposed project site is located at the northeast corner of the Newport Boulevard/32nd Street intersection. The proposed project involves the development of a 130-room Lido House Hotel. Other ancillary uses within the proposed hotel include a food/beverage area, meeting space, retail, and a spa/fitness room. Primary vehicular access to the project site is provided at Newport Boulevard via the Finley Avenue intersection. Gated service and guest access is also planned to be provided at 32nd Street.

The project site is currently developed with administrative office buildings of the former Newport Beach City Hall Complex (now vacated) and the existing Newport Beach Fire Department Fire Station No. 2 (Fire Station No. 2). The former Newport Beach City Hall Complex would be redeveloped and the Fire Station No. 2 would remain in operation with the proposed project. The existing fire station access from Finley Avenue would be relocated to Via Oporto.

The proposed project is planned to open in 2017; therefore, in accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), traffic conditions are measured during forecast year 2018 conditions.

Exhibit 1 shows the regional project location. Exhibit 2 shows the project site location.

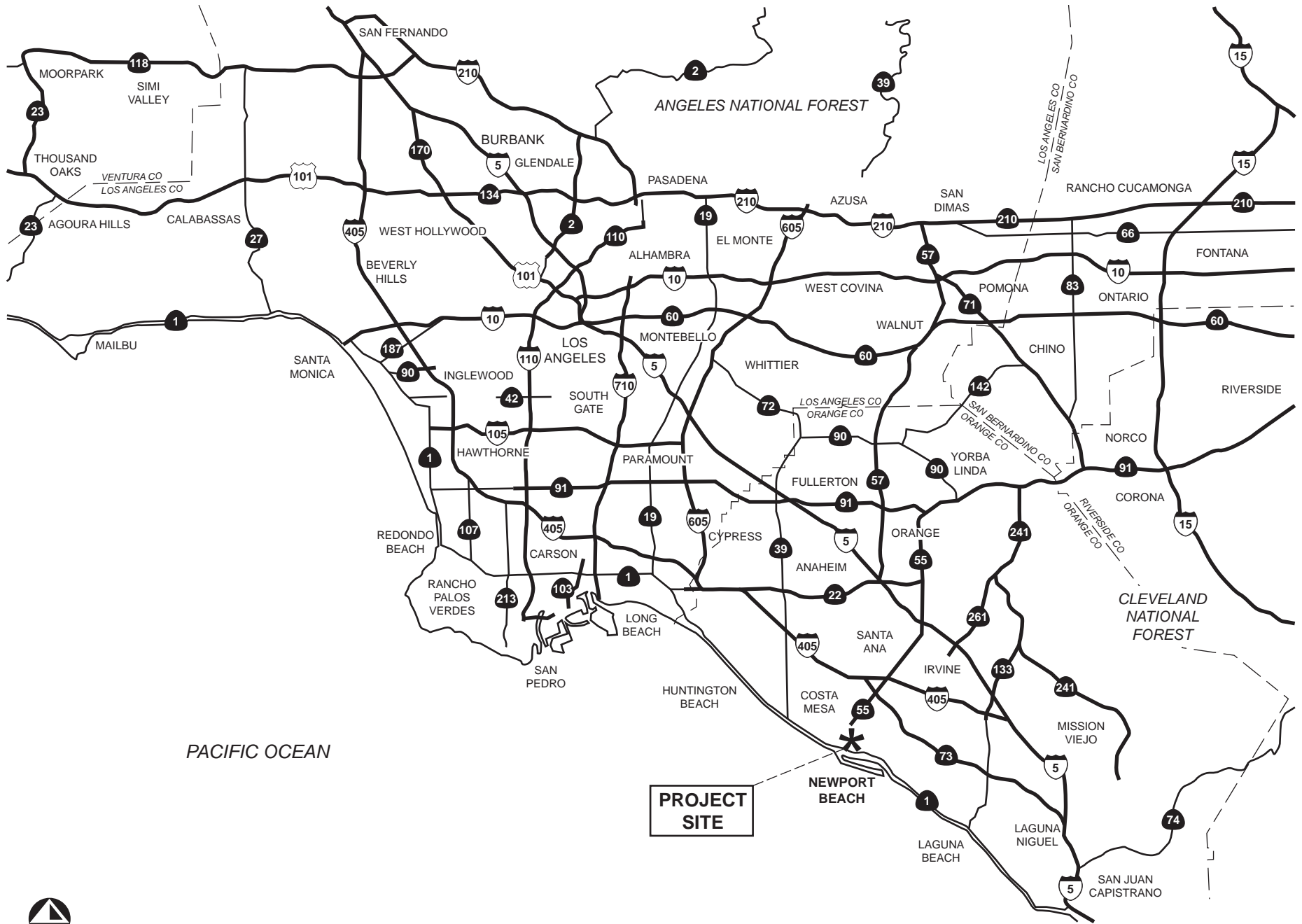
Study Area

City of Newport Beach staff identified the following 13 signalized intersections for analysis in this study:

1. Orange Street/West Coast Highway (SR-1);
2. Superior Avenue/Placentia Avenue;
3. Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1);
4. Balboa Boulevard/32nd Street;
5. Newport Boulevard (SR-55)/Hospital Road;
6. Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1);
7. Newport Boulevard/Via Lido;
8. Newport Boulevard/Finley Avenue;
9. Newport Boulevard/32nd Street;
10. Newport Boulevard/28th Street;
11. Riverside Avenue/West Coast Highway (SR-1);
12. Tustin Avenue/West Coast Highway (SR-1);
13. Dover Drive-Bayshore Drive/West Coast Highway (SR-1);

City of Costa Mesa staff identified the following additional seven signalized intersections for analysis:

14. Newport Boulevard (SR-55)/19th Street;
15. Newport Boulevard (SR-55)/Broadway;

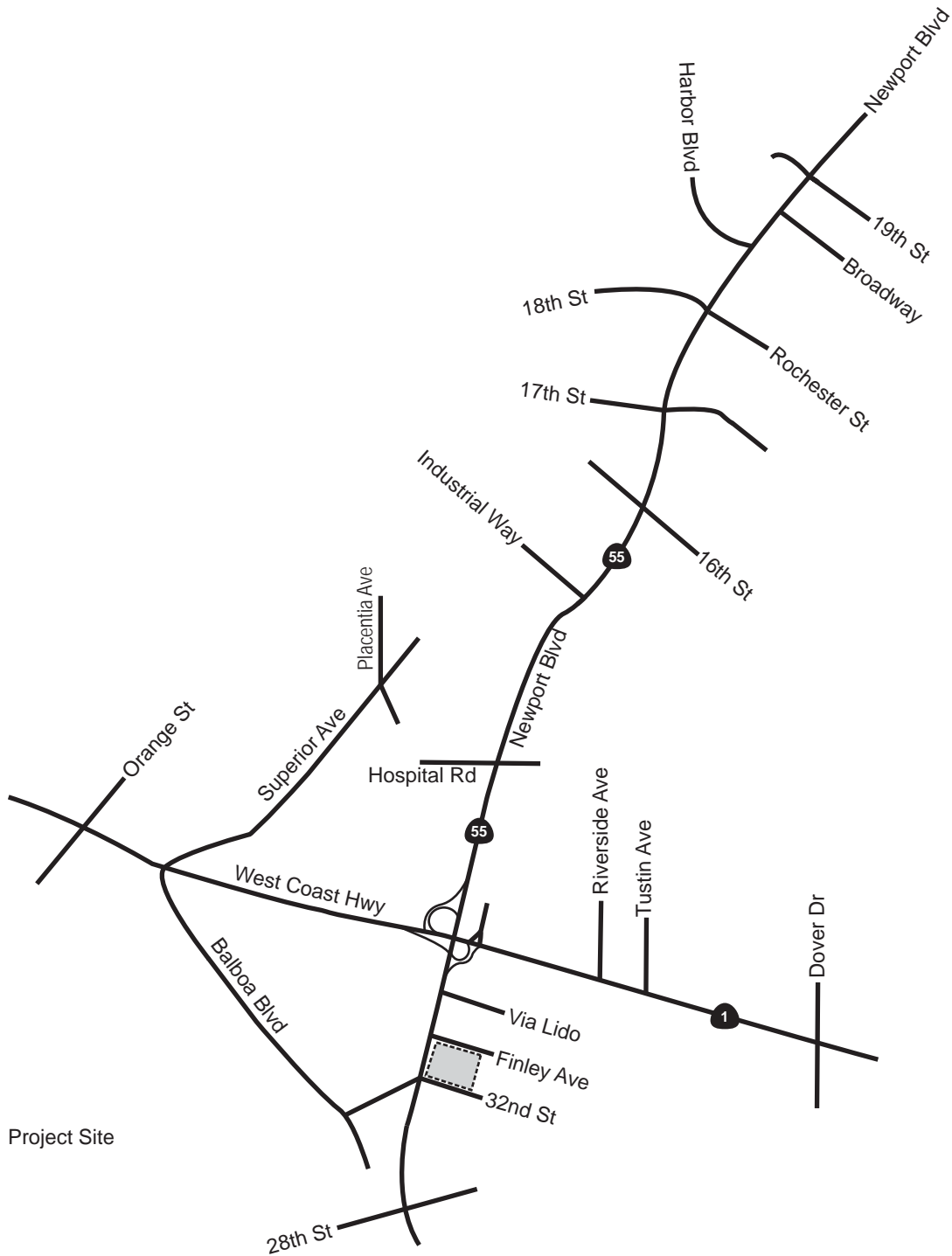


PACIFIC OCEAN

PROJECT SITE

Regional Project Location





Legend:
 Project Site

16. Newport Boulevard (SR-55)/Harbor Boulevard;
17. Newport Boulevard (SR-55)/18th Street-Rochester Street;
18. Newport Boulevard (SR-55)/17th Street;
19. Newport Boulevard (SR-55)/16th Street; and
20. Newport Boulevard (SR-55)/Industrial Way.

Exhibit 3 shows the location of the study intersections, which are analyzed for the following study scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Forecast Year 2018 Without Project Conditions (TPO);
- Forecast Year 2018 With Project Conditions (TPO);
- Forecast Cumulative Without Project Conditions (CEQA);
- Forecast Cumulative With Project Conditions (CEQA);
- Forecast General Plan Buildout Without Project Conditions; and
- Forecast General Plan Buildout With Project Conditions.

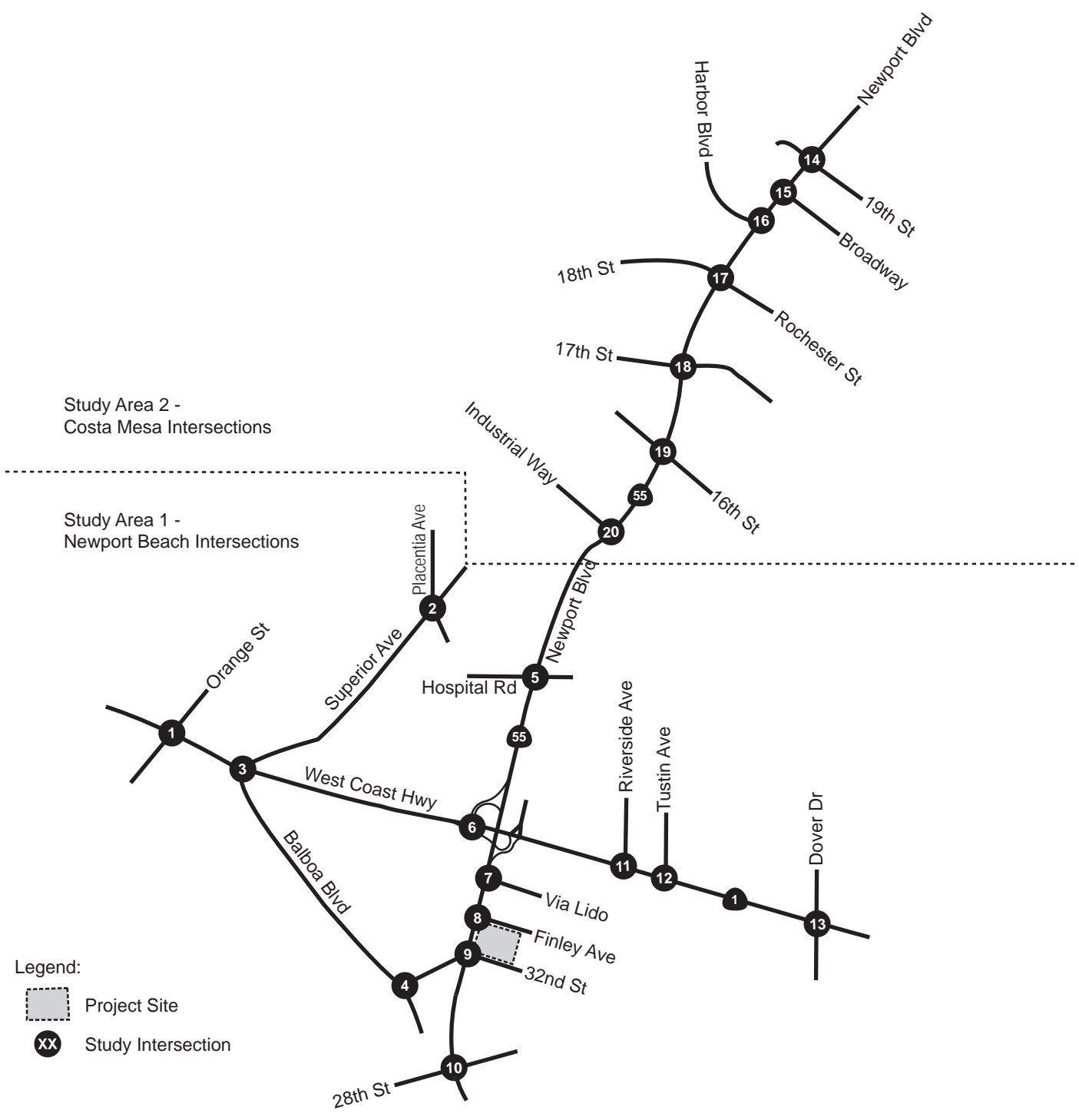
Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Intersection Capacity Utilization (ICU) analysis method is utilized by the City of Newport Beach, the City of Costa Mesa, and in the Orange County Congestion Management Program (CMP) to determine the operating LOS of signalized intersections. The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in Table 1.

**Table 1
V/C & LOS Ranges**

Signalized Intersections	
V/C Ratio	LOS
≤ 0.60	A
0.61 to ≤ 0.70	B
0.71 to ≤ 0.80	C
0.81 to ≤ 0.90	D
0.91 to ≤ 1.00	E
> 1.00	F

Source: *City of Newport Beach Traffic Phasing Ordinance, Chapter 15.40.*



In accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), the ICU analysis assumes a capacity of 1,600 vehicles per hour (vph) for each travel lane (including turn lanes) through an intersection, with no factor for yellow time included in the lane capacity assumptions. The City of Newport Beach TPO methodology calculates the ICU value to three decimal places, and then reports the resulting ICU value rounded down to two decimal places.

City of Newport Beach Performance Criteria

The City of Newport Beach target for peak hour intersection operation as stated in the Circulation Element of the General Plan is LOS D or better except at the following locations where LOS E or better is considered acceptable:

- Intersections in the John Wayne Airport Area shared with the City of Irvine;
- Dover Drive/West Coast Highway (SR-1);
- Goldenrod Avenue/East Coast Highway (SR-1); and
- Marguerite Avenue/East Coast Highway (SR-1).

The criteria for assessing a proposed project, as defined in the City's Traffic Phasing Ordinance, is to achieve LOS D or better at any impacted primary intersection within the City.

City of Newport Beach Thresholds of Significance

To determine whether the addition of project-generated trips at a signalized study intersection results in a significant impact, the City of Newport Beach has established the following threshold of significance:

- A significant impact occurs when the addition of project-generated trips causes the level of service at a study intersection to deteriorate from an acceptable LOS (LOS D or better in most cases) to a deficient LOS (LOS E or F); or
- A significant impact occurs when the addition of project-generated trips increases the intersection capacity utilization at a study intersection by one percent or more of capacity ($V/C \geq 0.010$), worsening a projected baseline condition of LOS E or LOS F.

City of Costa Mesa Performance Criteria

The City of Costa Mesa goal for peak hour intersection operation is LOS D or better.

City of Costa Mesa Threshold of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, the City of Costa Mesa utilizes the following threshold of significance:

- A significant project impact occurs at a signalized 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, C, or D) to deficient operation (LOS E or F); or when the addition of project-generated trips causes the intersection capacity utilization to increase by one percent or more of capacity ($V/C \geq 0.010$), worsening a projected baseline condition of LOS E or LOS F.

EXISTING CONDITIONS

Roadway Description

The characteristics of the roadway system in the vicinity of the project site are described below:

West Coast Highway (SR-1) in the project vicinity trends in an east-west direction and is designated State Route 1. West of Superior Avenue/Balboa Boulevard, West Coast Highway is a six-lane divided roadway with a raised median and permitted on-street parking on the north side within the project vicinity. From Superior Avenue/Balboa Boulevard to the Newport Boulevard (SR-55) Southbound Off-Ramp, West Coast Highway is a seven-lane divided roadway (four lanes in the westbound direction and three lanes in the eastbound direction) with a raised median and prohibited on-street parking. From the Newport Boulevard (SR-55) Southbound Off-Ramp to Riverside Avenue, West Coast Highway (SR-1) is a five-lane divided roadway (three lanes in the westbound direction and two lanes in the eastbound direction) with a continuous left-turn lane and metered on-street parking on the north side only. Between Riverside Avenue and Tustin Avenue, West Coast Highway (SR-1) is a five-lane divided roadway (three lanes in the westbound direction and two lanes in the eastbound direction), with a raised median and metered on-street parking. From Tustin Avenue to Dover Drive-Bayshore Drive, West Coast Highway (SR-1) is a four to five-lane divided roadway (two to three lanes in the westbound direction and two lanes in the eastbound direction) with a continuous left-turn lane and both metered and non-metered on-street parking. East of Dover Drive-Bayshore Drive, West Coast Highway (SR-1) is a seven-lane divided roadway (four lanes in the westbound direction and three lanes in the eastbound direction) with a painted median and prohibited on-street parking. The posted speed limit on West Coast Highway (SR-1) is 40 to 50 miles per hour in the project study area.

Newport Boulevard (SR-55) trends in a north-south direction in the project study area and is designated State Route 55 from the West Coast Highway (SR-1) junction to the Costa Mesa Freeway. Immediately north of 19th Street, Newport Boulevard merges with the southern terminus of the Costa Mesa Freeway (SR-55). From 19th Street to 17th Street, Newport Boulevard (SR-55) is an seven-lane divided roadway (four lanes in the northbound direction and three lanes in the southbound direction) with a raised median and on-street parking permitted on the east side only. Newport Boulevard (SR-55) transitions to a six-lane divided roadway with a raised median and prohibited on-street parking from 17th Street to Via Lido. From Via Lido to 32nd Street, Newport Boulevard is a five-lane divided roadway (three lanes in the northbound direction and two lanes in the southbound direction) with raised and painted medians and metered on-street parking on the west side only. Newport Boulevard transitions to a four-lane divided roadway with metered on-street parking on the east side south of 32nd Street. The posted speed limit is 30 to 45 miles per hour on Newport Boulevard in the project study area.

Orange Street is a two-lane undivided roadway trending in a north-south direction. There is no posted speed limit on Orange Street; on-street parking is permitted.

Superior Avenue is a four-lane divided roadway with a raised median trending in a north-south direction in the project study area and intersects West Coast Highway (SR-1) at Balboa Boulevard. The posted speed limit is 40 miles per hour on Superior Avenue within the project study area. On-street parking is prohibited in the project vicinity, with the exception of the east side of Superior Avenue north of Placentia Avenue.

Balboa Boulevard intersects West Coast Highway (SR-1) at Superior Avenue and trends in a north-south direction in the project study area. Balboa Boulevard is a five-lane divided roadway (three-lanes in the northbound direction and two lanes in the southbound direction) with a raised median south of West Coast Highway (SR-1) and transitions to a four-lane divided roadway north of 32nd Street. On-street parking is generally permitted, with the exception of the west side of Balboa Boulevard from West Coast Highway (SR-1) to 32nd Street where on-street parking is prohibited. The posted speed limit is 30 miles per hour within the project vicinity.

Placentia Avenue is a four-lane divided roadway with a painted median north of Superior Avenue trending in a north-south direction. South of Superior Avenue, Placentia Avenue is a two-lane undivided roadway. The posted speed limit on Placentia Avenue is 40 miles per hour north of Superior Avenue; on-street parking is prohibited.

Riverside Avenue is a four-lane undivided roadway trending in a north-south direction within the project study area and transitions into one lane each direction. The posted speed limit on Riverside Avenue is 30 miles per hour; on-street parking is prohibited.

Tustin Avenue is a two-lane undivided roadway trending in a north-south direction within the project study area. Metered on-street parking is permitted on Tustin Avenue.

Dover Drive is a four-lane divided roadway with a raised median trending in a north-south direction in the project study area. The posted speed limit on Dover Drive is 45 miles per hour; on-street parking is prohibited.

19th Street is a six-lane divided roadway with a raised median trending in an east-west direction west of Newport Boulevard (SR-55). East of Newport Boulevard (SR-55), 19th Street is a four-lane divided roadway with a raised median. The posted speed limit on 19th Street is 30 to 35 miles per hour; on-street parking is prohibited.

Broadway is a two-lane undivided roadway trending in an east-west direction. The posted speed limit is 25 miles per hour on Broadway within the project vicinity; on-street parking is permitted.

Harbor Boulevard is a five-lane divided roadway (three lanes in the northbound direction and two lanes in the southbound direction) with a raised median trending in a north-south direction within the project study area. The posted speed limit is 35 miles per hour on Harbor Boulevard within the project vicinity; on-street parking is prohibited.

18th Street is a two-lane divided roadway with a painted median trending in an east-west direction within the project study area. The posted speed limit on 18th Street is 30 miles per hour within the project study area; diagonal on-street parking is provided on the north side only.

Rochester Street is a two-lane undivided roadway trending in an east-west direction within the project study area. The posted speed limit on Rochester Street is 25 miles per hour within the project study area; on-street parking is permitted.

17th Street is a four-lane to six-lane divided roadway with a raised median trending in an east-west direction within the project study area. The posted speed limit on 17th Street is 35 miles per hour within the project study area; on-street parking is prohibited.

16th Street is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on 16th Street within the project vicinity; on-street parking is permitted.

Industrial Way is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on Industrial Way within the project study area; on-street parking is permitted.

Hospital Road is a four-lane undivided and divided roadway with painted median trending in an east-west direction within the project study area. The posted speed limit on Hospital Road is 35 miles per hour within the project study area; on-street parking is prohibited.

Via Lido is a four-lane divided roadway with a raised median trending in an east-west direction within the project study area. The posted speed limit on Via Lido is 25 miles per hour within the project study area; on-street parking is permitted.

Finley Avenue is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on Finley Avenue within the project study area; on-street parking is prohibited immediately west of Newport Boulevard.

32nd Street is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on 32nd Street within the project study area. On-street parking is permitted and metered parking spaces are provided on the south side between Newport Boulevard and Balboa Boulevard.

28th Street is a two-lane undivided roadway trending in an east-west direction within the project study area. There is no posted speed limit on 28th Street within the project study area; on-street parking is permitted.

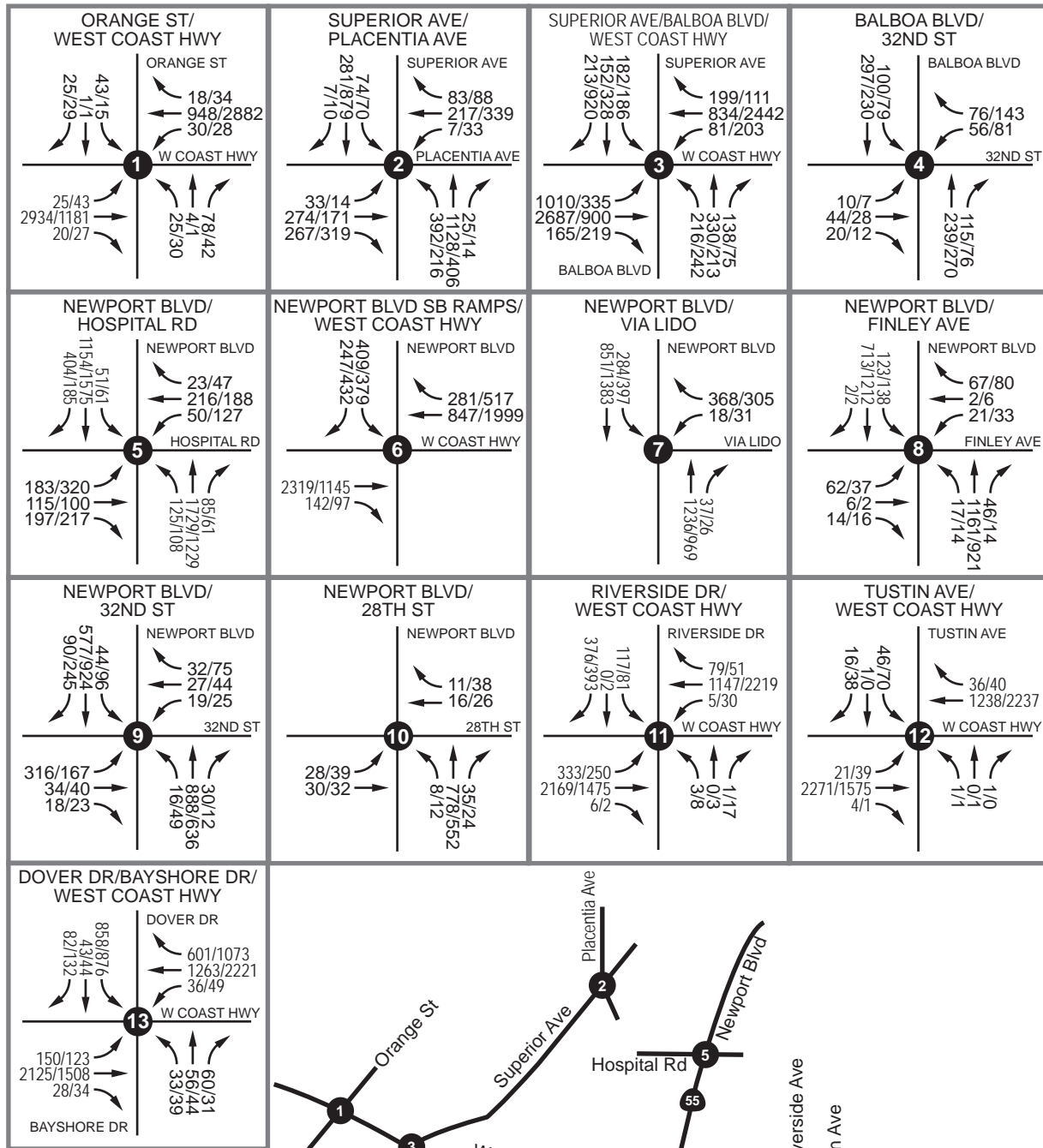
Existing Conditions Peak Hour Traffic Volumes

To determine existing operation of the study intersections, a.m. peak period and p.m. peak period traffic movement counts were collected in October 2013 during typical weekday conditions. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. The peak period traffic movement counts were collected in October 2013 because the project site (former City Hall Complex) was still occupied at the time the City of Newport Beach collected traffic counts between February and May. Detailed traffic count data sheets are contained in Appendix A.

Exhibit 4 shows existing conditions a.m. and p.m. peak hour volumes at the study intersections. Exhibit 5 shows existing study area geometry.

Existing Conditions Peak Hour Level of Service

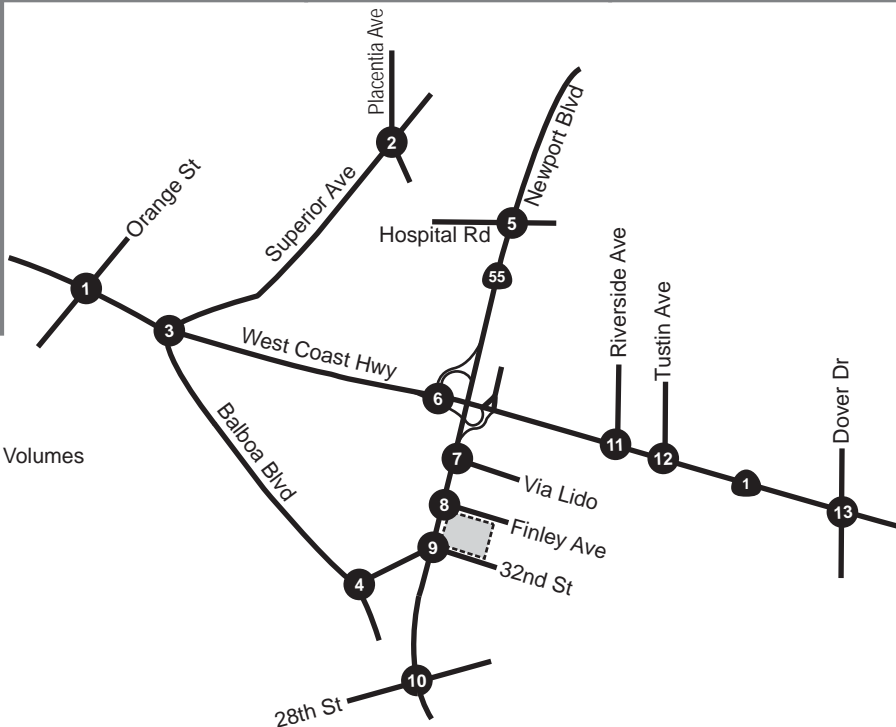
Table 2 summarizes existing conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

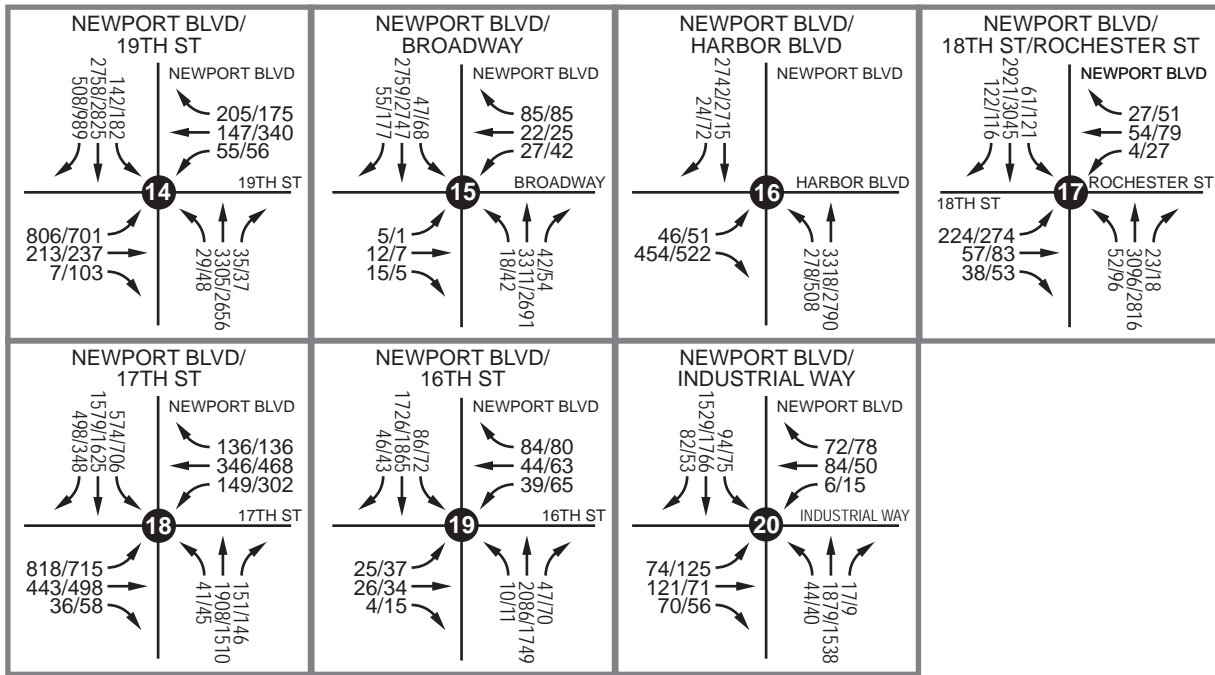


Legend:

XX/XX AM/PM Intersection Volumes

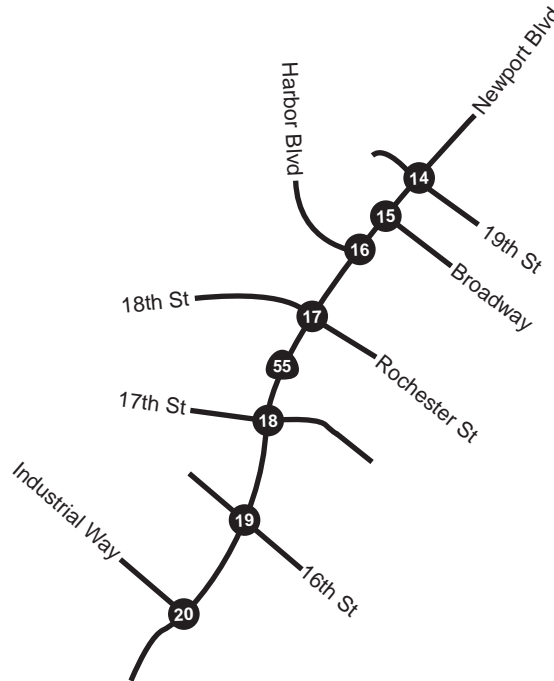
Project Site

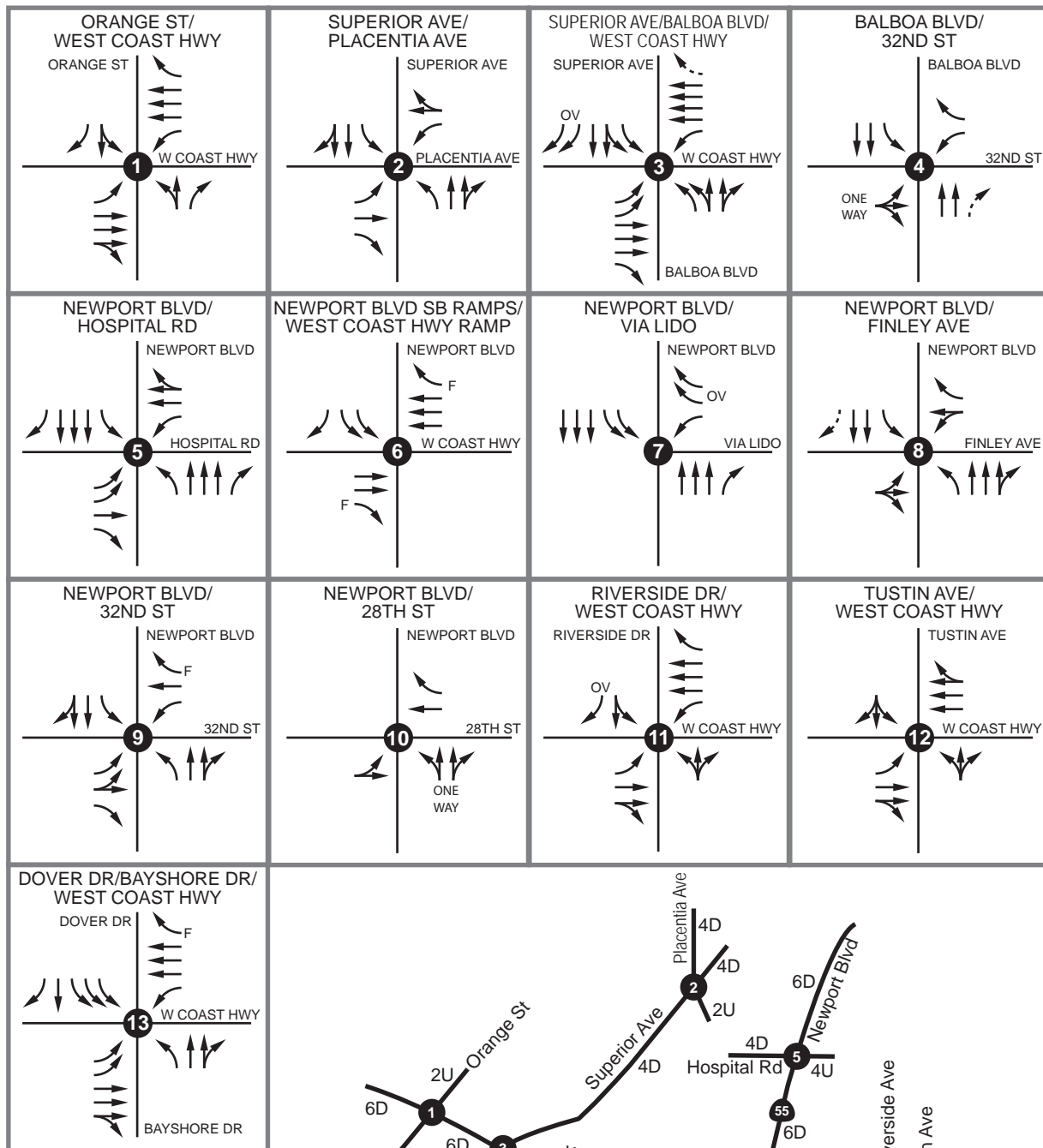




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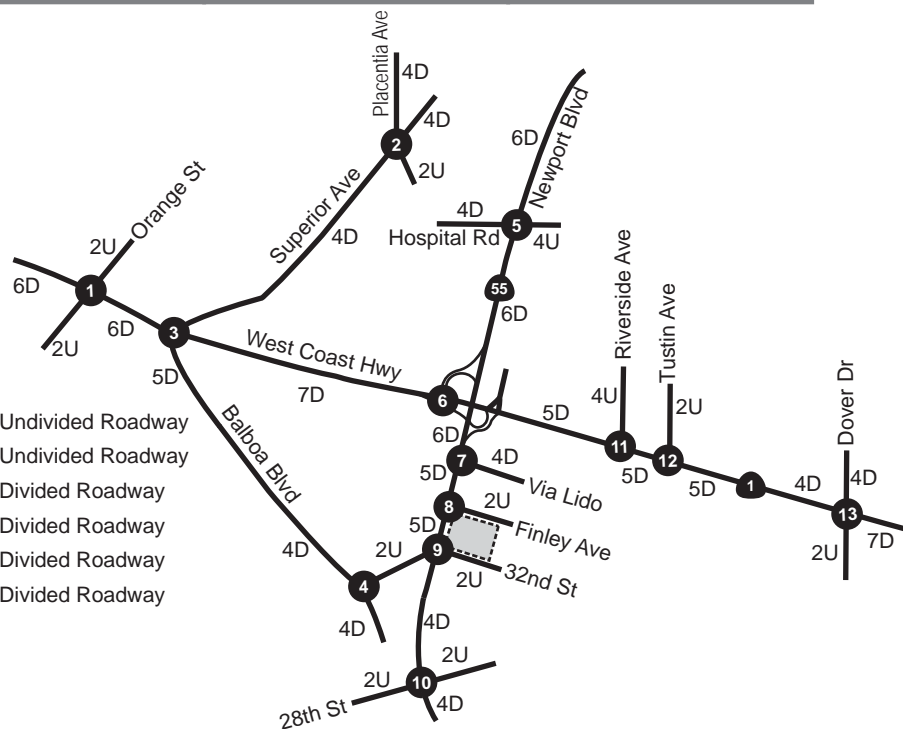
XX/XX AM/PM Intersection Volumes





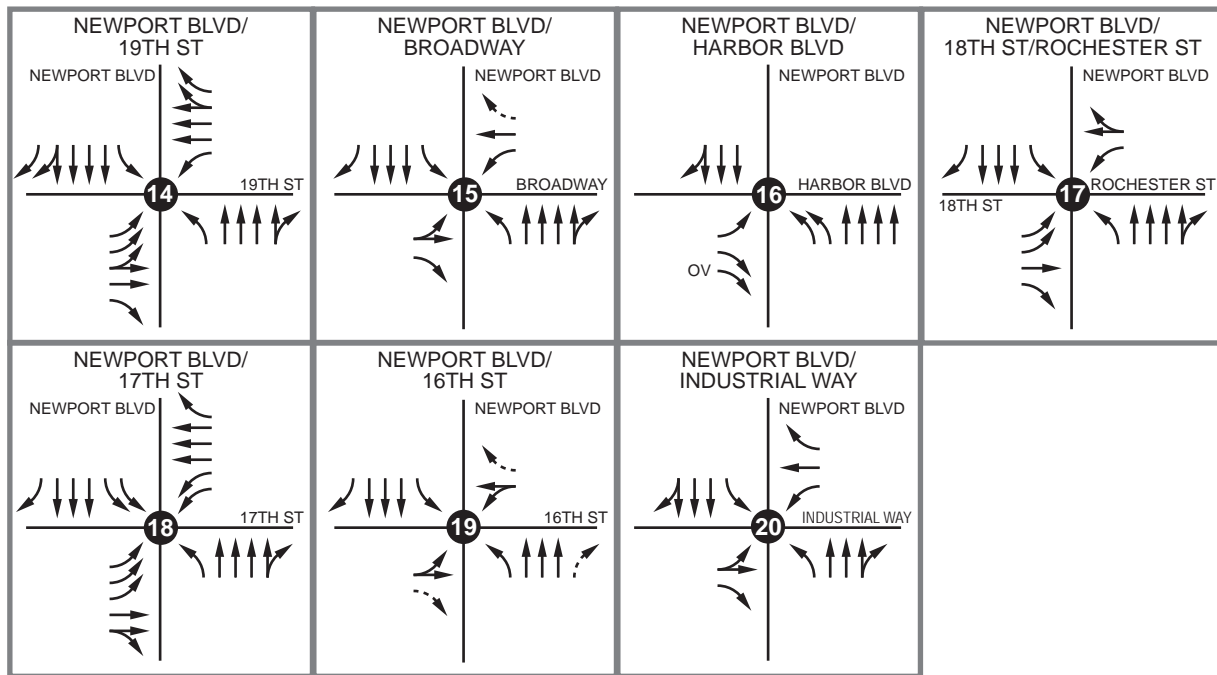
Legend:

- | | | | |
|--|--------------------------------|----|--------------------------|
| | Existing Lane | 2U | 2-lane Undivided Roadway |
| | Free Right-Turn Lane | 4U | 4-lane Undivided Roadway |
| | Defacto Right-Turn Lane | 4D | 4-lane Divided Roadway |
| | Right-Turn Overlap | 5D | 5-lane Divided Roadway |
| | Signal-Controlled Intersection | 6D | 6-lane Divided Roadway |
| | Stop-Controlled Approach | 7D | 7-lane Divided Roadway |
| | Project Site | | |



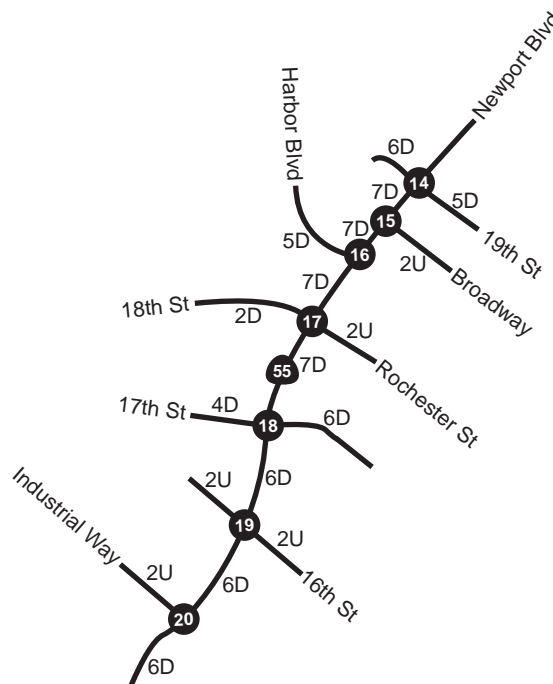
Not to Scale

Existing Study Intersection Geometry & Control (Study Area 1)



Legend:

- Existing Lane
- Free Right-Turn Lane
- Defacto Right-Turn Lane
- Right-Turn Overlap
- Signal-Controlled Intersection
- 2U 2-lane Undivided Roadway
- 2D 2-lane Divided Roadway
- 4D 4-lane Divided Roadway
- 5D 5-lane Divided Roadway
- 6D 6-lane Divided Roadway
- 7D 7-lane Divided Roadway



**Table 2
Existing Conditions AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	V/C – LOS	
		AM Peak Hour	PM Peak Hour
1	Orange St/West Coast Hwy (SR-1)	0.71 – C	0.66 – B
2	Superior Ave/Placentia Ave	0.62 – B	0.69 – B
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	0.83 – D	0.78 – C
4	Balboa Blvd/32nd Street	0.23 – A	0.25 – A
5	Newport Blvd (SR-55)/Hospital Rd	0.55 – A	0.61 – B
6	Newport Blvd (SR-55) SB Ramps/West Coast Hwy (SR-1)	0.88 – D	0.69 – B
7	Newport Blvd/Via Lido	0.37 – A	0.35 – A
8	Newport Blvd/Finley Ave	0.41 – A	0.46 – A
9	Newport Blvd/32nd St	0.44 – A	0.51 – A
10	Newport Blvd/28th St	0.29 – A	0.22 – A
11	Riverside Ave/West Coast Hwy (SR-1)	0.76 – C	0.71 – C
12	Tustin Ave/West Coast Hwy (SR-1)	0.75 – C	0.57 – A
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	0.69 – B	0.71 – C
14	Newport Blvd (SR-55)/19th St	0.84 – D	0.76 – C
15	Newport Blvd (SR-55)/Broadway	0.64 – B	0.65 – B
16	Newport Blvd (SR-55)/Harbor Blvd	0.72 – C	0.77 – C
17	Newport Blvd (SR-55)/18th St-Rochester St	0.76 – C	0.86 – D
18	Newport Blvd (SR-55)/17th St	0.76 – C	0.75 – C
19	Newport Blvd (SR-55)/16th St	0.56 – A	0.50 – A
20	Newport Blvd (SR-55)/Industrial Way	0.58 – A	0.53 – A

Notes: V/C = volume to capacity ratio; SB = southbound.

As shown in Table 2, the study intersections are currently operating at an acceptable LOS (LOS D or better) according to agency performance criteria.

PROPOSED PROJECT

This study analyzes the forecast traffic conditions associated with the proposed Lido House Hotel project in the City of Newport Beach. The proposed project site is located at the northeast corner of the Newport Boulevard/32nd Street intersection. The proposed project involves the development of a 130-room Lido House Hotel. Other ancillary uses within the proposed hotel include a food/beverage area, meeting space, retail, and a spa/fitness room. Primary vehicular access to the project site is provided at Newport Boulevard via the Finley Avenue intersection. Gated service and guest access is also planned to be provided at 32nd Street.

The project site is currently developed with administrative office buildings of the former Newport Beach City Hall Complex (now vacated) and the existing Newport Beach Fire Department Fire Station No. 2 (Fire Station No. 2). The former Newport Beach City Hall Complex would be redeveloped and the Fire Station No. 2 would remain in operation with the proposed project. The existing fire station access from Finley Avenue would be relocated to Via Oporto.

The proposed project is planned to open in 2017; therefore, in accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), traffic conditions are measured during forecast year 2018 conditions.

Exhibit 6 shows the proposed project site plan.

Project Trip Generation

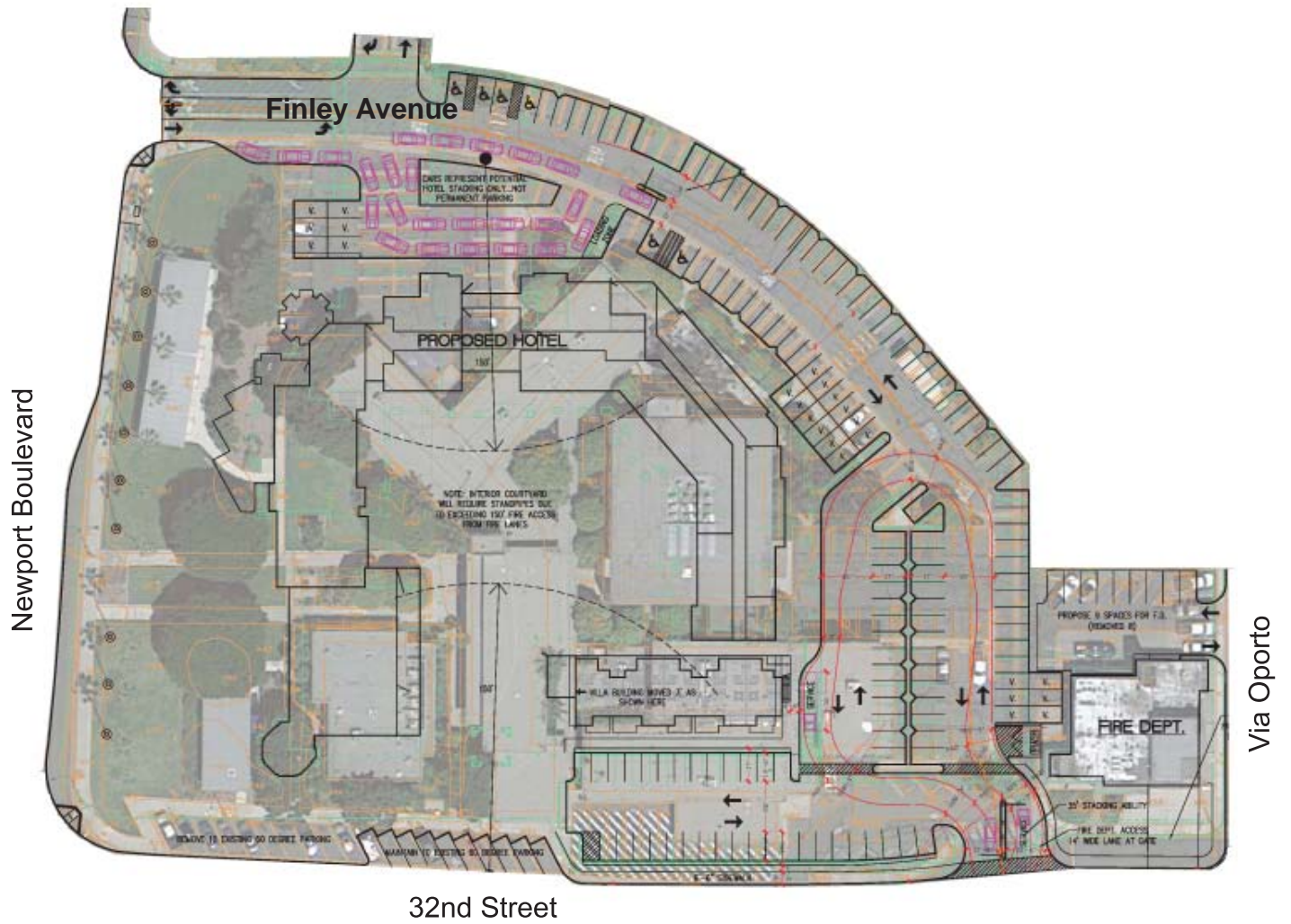
To calculate trips forecast to be generated by the proposed project, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. Table 3 summarizes the *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

**Table 3
Proposed Project Trip Generation Rates**

Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Hotel (310)	Room	0.31	0.22	0.53	0.31	0.29	0.60	8.17

Source: *ITE Trip Generation Manual, 9th Edition, 2012.*

Table 4 summarizes the trips forecast to be generated by the proposed project utilizing the *ITE* trip generation rates shown in Table 3.



**Table 4
Proposed Project Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
130-room Hotel	40	29	69	40	38	78	1,062

As shown in Table 4, the proposed project is forecast to generate approximately 1,062 daily trips, which includes approximately 69 a.m. peak hour trips and approximately 78 p.m. peak hour trips.

Project Trip Distribution

Exhibit 7 shows the forecast trip percent distribution of project-generated peak hour trips.

Project Trip Assignment

Exhibit 8 shows the corresponding assignment of project-generated a.m. and p.m. peak hour trips assuming the trip percent distributions shown in Exhibit 7.

EXISTING PLUS PROJECT CONDITIONS

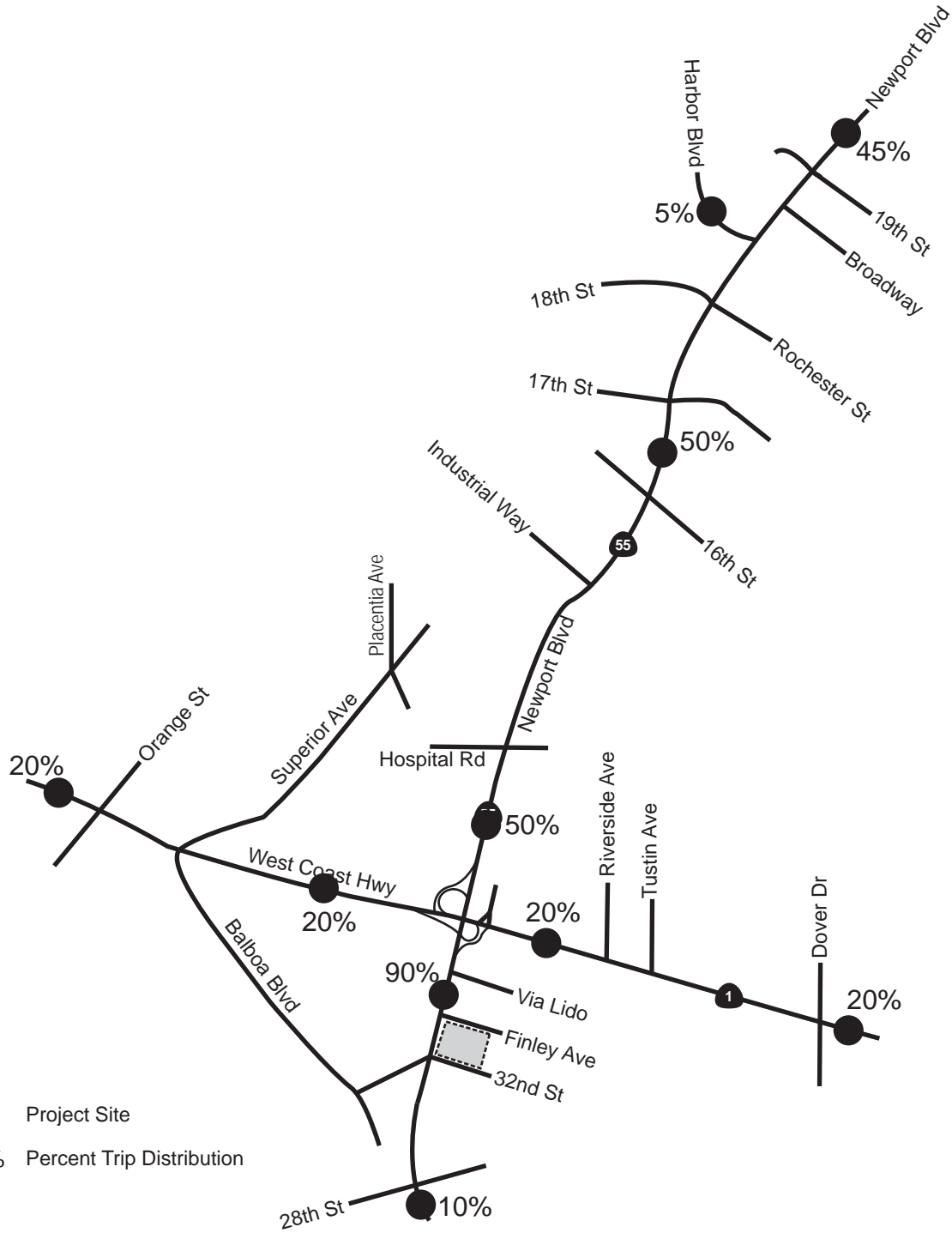
Existing plus project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes.



Existing Plus Project Traffic Volumes

Exhibit 9 shows existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections.

Existing Plus Project Conditions Level of Service

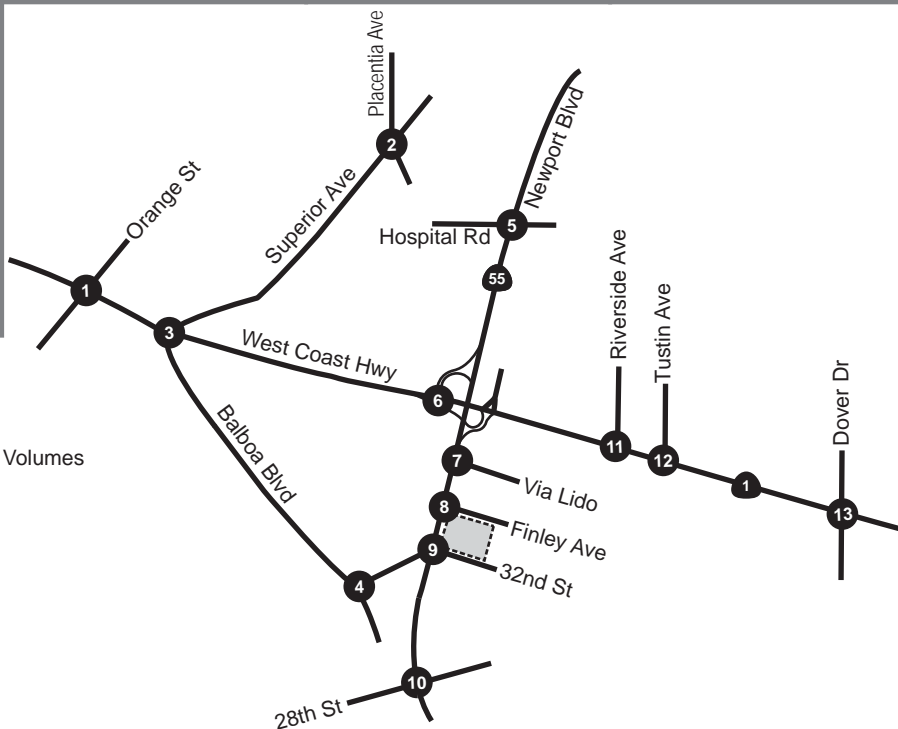
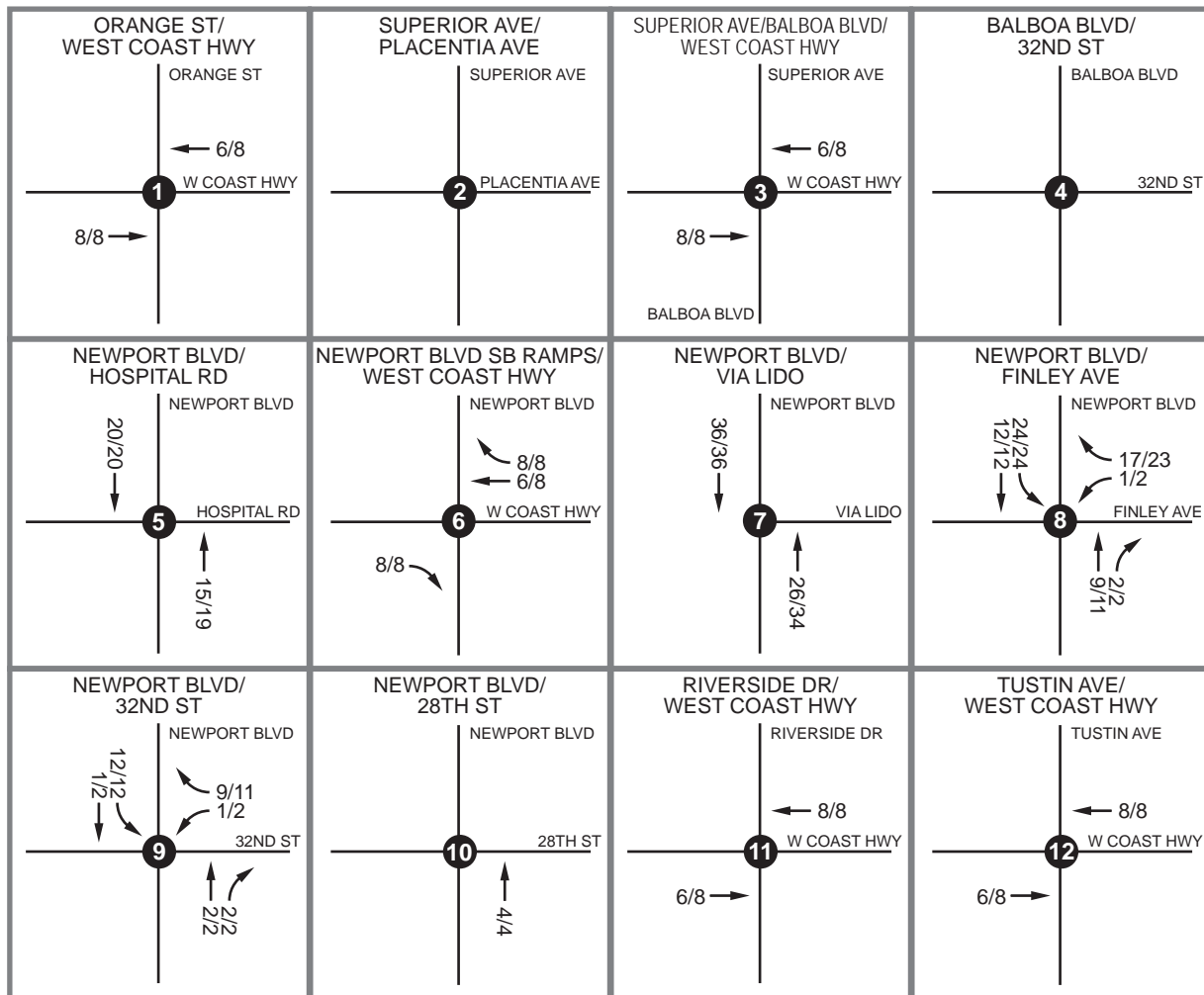
Table 5 summarizes existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



Legend:
 Project Site
 XX% Percent Trip Distribution



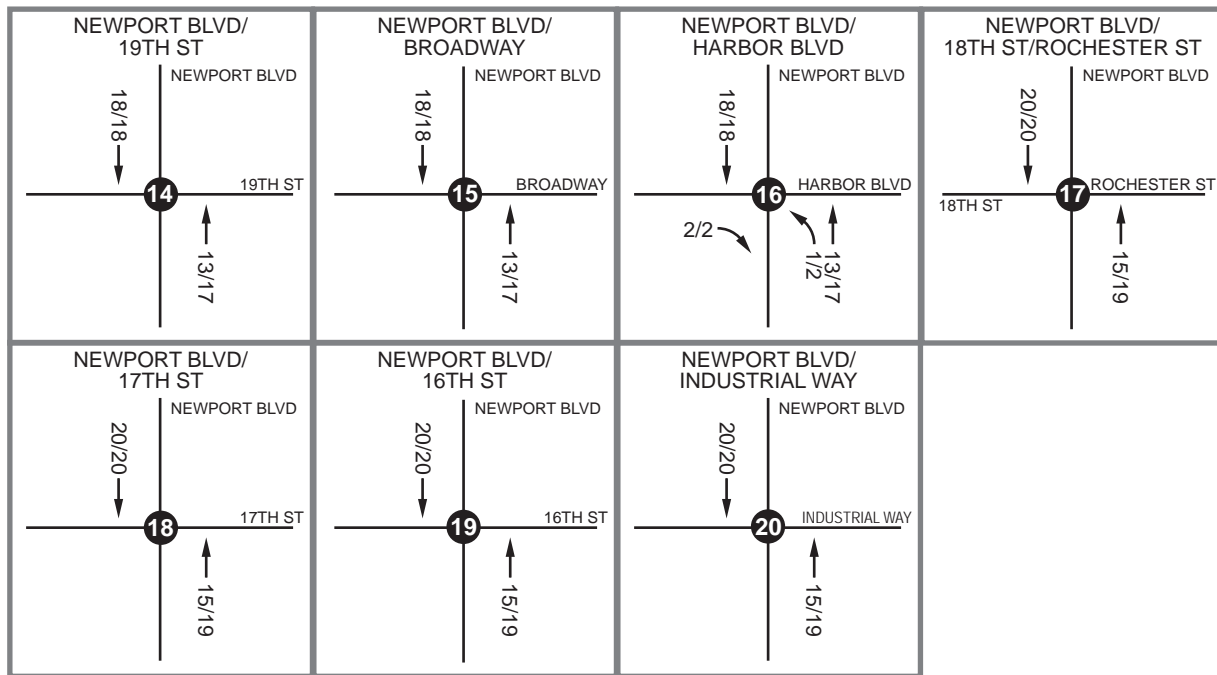
Forecast Percent Trip Distribution of Proposed Project



Legend:

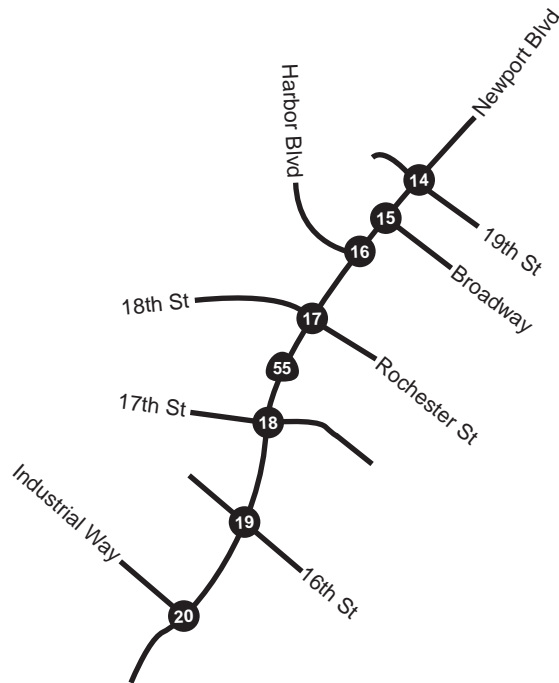
XX/XX AM/PM Intersection Volumes

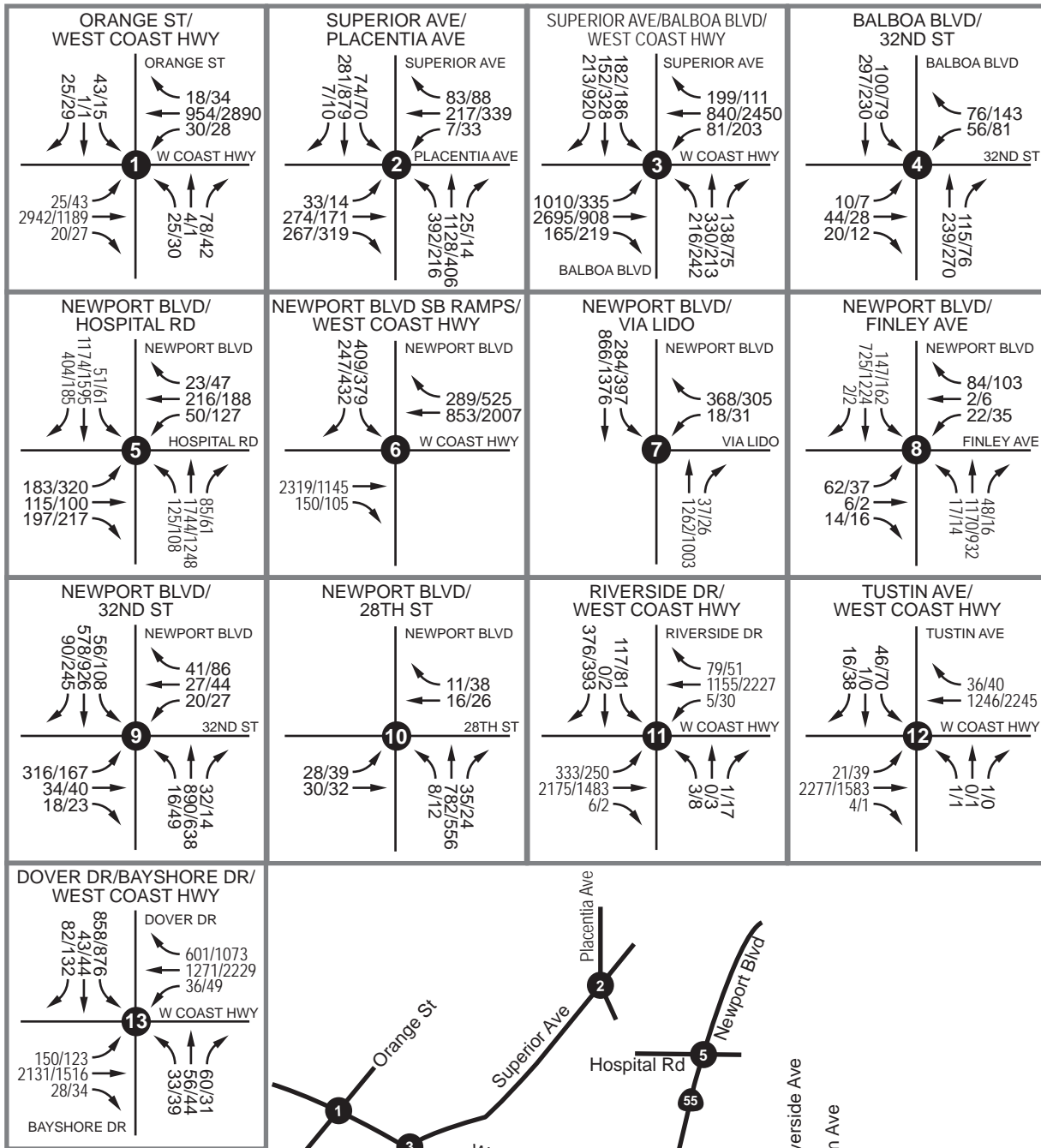
 Project Site



Legend:

XX/XX AM/PM Intersection Volumes

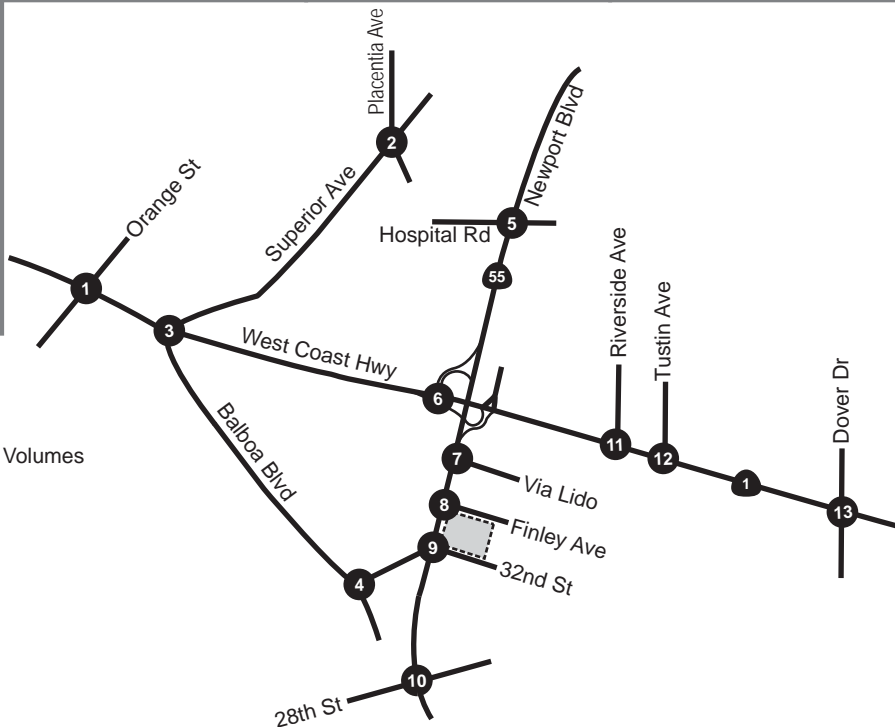


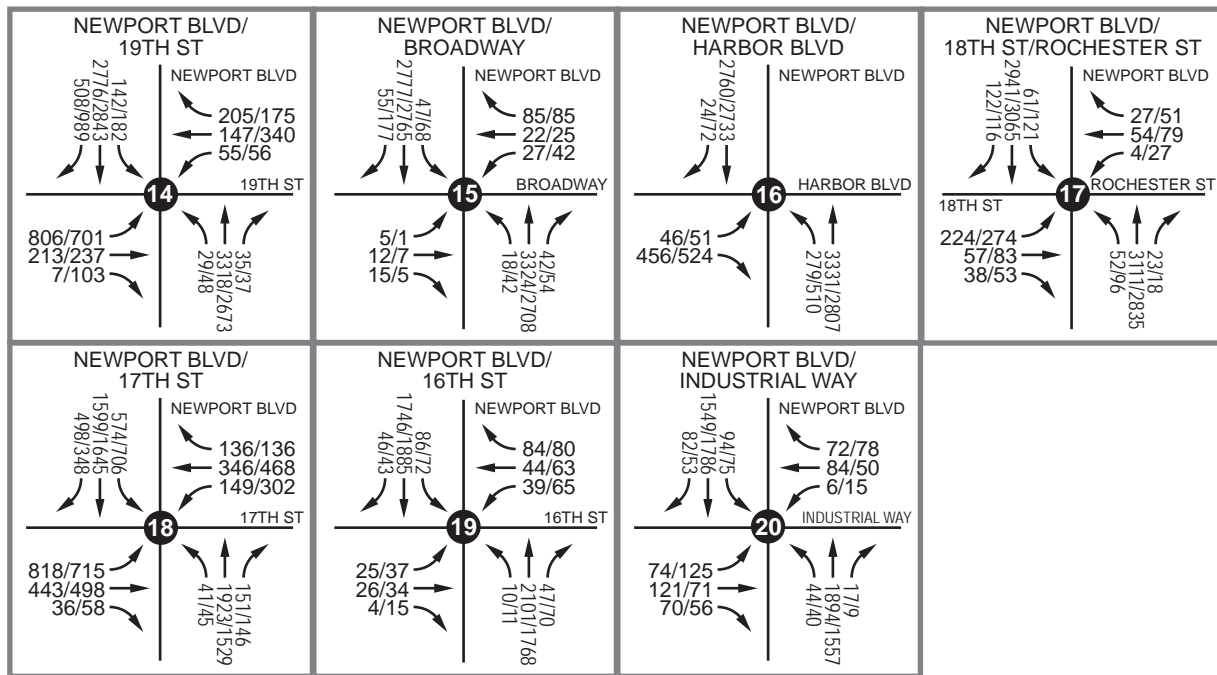


Legend:

XX/XX AM/PM Intersection Volumes

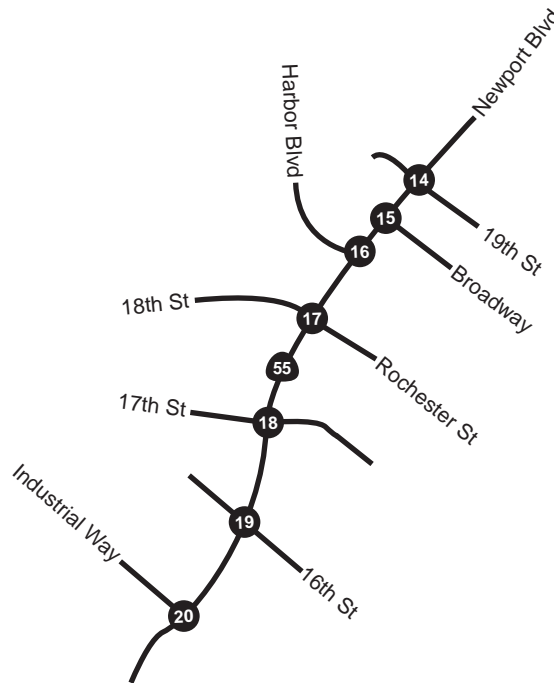
Project Site





Legend:

XX/XX AM/PM Intersection Volumes



**Table 5
Existing Plus Project Conditions AM & PM Peak Hour LOS**

Int. No.	Study Intersection	Existing Conditions		Existing Plus Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
1	Orange St/West Coast Hwy (SR-1)	0.710 – C	0.664 – B	0.711 – C	0.666 – B	0.001	0.002	No
2	Superior Ave/Placentia Ave	0.615 – B	0.688 – B	0.615 – B	0.688 – B	0.000	0.000	No
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	0.828 – D	0.780 – C	0.830 – D	0.781 – C	0.002	0.001	No
4	Balboa Blvd/32nd Street	0.231 – A	0.253 – A	0.231 – A	0.253 – A	0.000	0.000	No
5	Newport Blvd (SR-55)/Hospital Rd	0.546 – A	0.611 – B	0.550 – A	0.615 – B	0.004	0.004	No
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)	0.879 – D	0.686 – B	0.879 – D	0.688 – B	0.000	0.002	No
7	Newport Blvd/Via Lido	0.373 – A	0.345 – A	0.378 – A	0.352 – A	0.005	0.007	No
8	Newport Blvd/Finley Ave	0.409 – A	0.461 – A	0.437 – A	0.479 – A	0.028	0.018	No
9	Newport Blvd/32nd St	0.441 – A	0.488 – A	0.449 – A	0.489 – A	0.008	0.001	No
10	Newport Blvd/28th St	0.293 – A	0.224 – A	0.294 – A	0.226 – A	0.001	0.002	No
11	Riverside Ave/West Coast Hwy (SR-1)	0.756 – C	0.713 – C	0.758 – C	0.715 – C	0.002	0.002	No
12	Tustin Ave/West Coast Hwy (SR-1)	0.751 – C	0.567 – A	0.753 – C	0.569 – A	0.002	0.002	No
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	0.687 – B	0.708 – C	0.689 – B	0.710 – C	0.002	0.002	No
14	Newport Blvd (SR-55)/19th St	0.843 – D	0.762 – C	0.845 – D	0.764 – C	0.002	0.002	No
15	Newport Blvd (SR-55)/Broadway	0.642 – B	0.652 – B	0.646 – B	0.656 – B	0.004	0.004	No
16	Newport Blvd (SR-55)/Harbor Blvd	0.718 – C	0.771 – C	0.722 – C	0.776 – C	0.004	0.005	No
17	Newport Blvd (SR-55)/18th St-Rochester St	0.762 – C	0.861 – D	0.766 – C	0.865 – D	0.004	0.004	No
18	Newport Blvd (SR-55)/17th St	0.757 – C	0.748 – C	0.759 – C	0.750 – C	0.002	0.002	No
19	Newport Blvd (SR-55)/16th St	0.556 – A	0.499 – A	0.559 – A	0.516 – A	0.003	0.017	No
20	Newport Blvd (SR-55)/Industrial Way	0.579 – A	0.531 – A	0.583 – A	0.535 – A	0.004	0.004	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 5, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for existing plus project conditions according to agency performance criteria.

As also shown in Table 5, based on agency-established thresholds of significance, the addition of project-generated trips to the study intersections is forecast to result in no significant impacts for existing plus project conditions.

TRAFFIC PHASING ORDINANCE (TPO) ANALYSIS

The proposed project is planned to open in 2017. In accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), the analysis year is 2018. Forecast year 2018 without project conditions are analyzed first at the City of Newport Beach study intersections to measure potential project impacts against.

Forecast Year 2018 Without Project Conditions Peak Hour Traffic Volumes

Existing traffic volumes were increased by the applicable regional traffic annual growth rates for arterial roadways in the City of Newport Beach as directed by City staff to account for ambient traffic growth at study intersections.

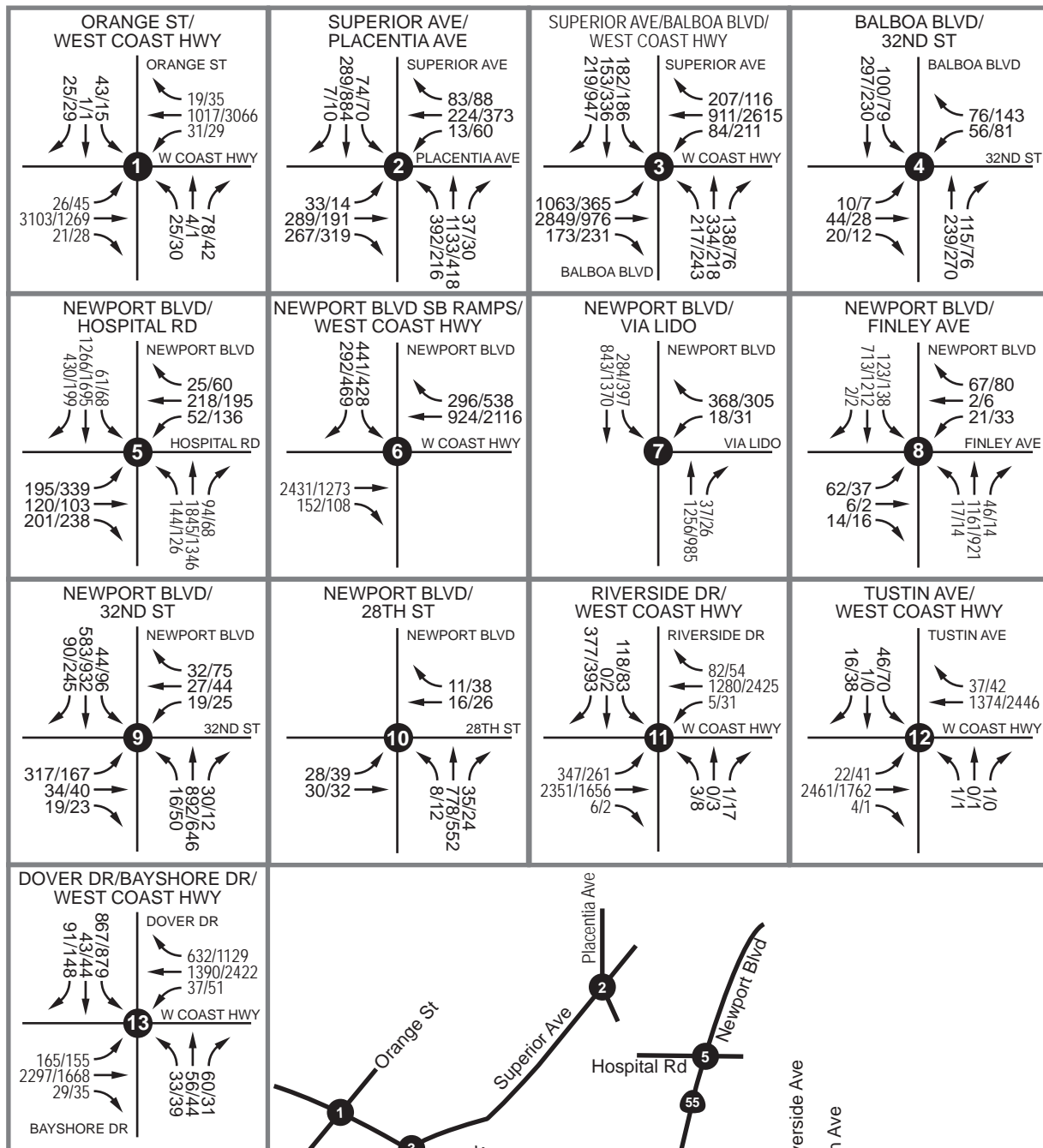
Additionally, trips were added from eighteen (18) approved projects in the project vicinity identified by City staff, which have already been approved, but have not yet been constructed. These approved projects are expected to be built and generating trips by year 2018. Approved project trip assignment data was provided by the City of Newport Beach and is contained in Appendix C.

The eighteen (18) approved projects identified by City staff consist of:

- Fashion Island Expansion;
- Temple Bat Yahm Expansion;
- Ciosa-Irvine Project;
- Newport Dunes;
- Hoag Hospital Phase III;
- St. Marks Presbyterian Church;
- 2300 Newport Boulevard;
- Newport Executive Court;
- Hoag Health Center;
- North Newport Center
- Santa Barbara Condo;
- 328 Old Newport Medical Office;
- Bayview Medical Office;
- Mariner's Pointe;
- 4221 Dolphin Striker;
- San Joaquin Hills Plaza;
- Uptown Newport Phase 1 & 2; and
- Marina Park.

Exhibit 10 shows forecast year 2018 without project conditions a.m. and p.m. peak hour volumes at the study intersections.

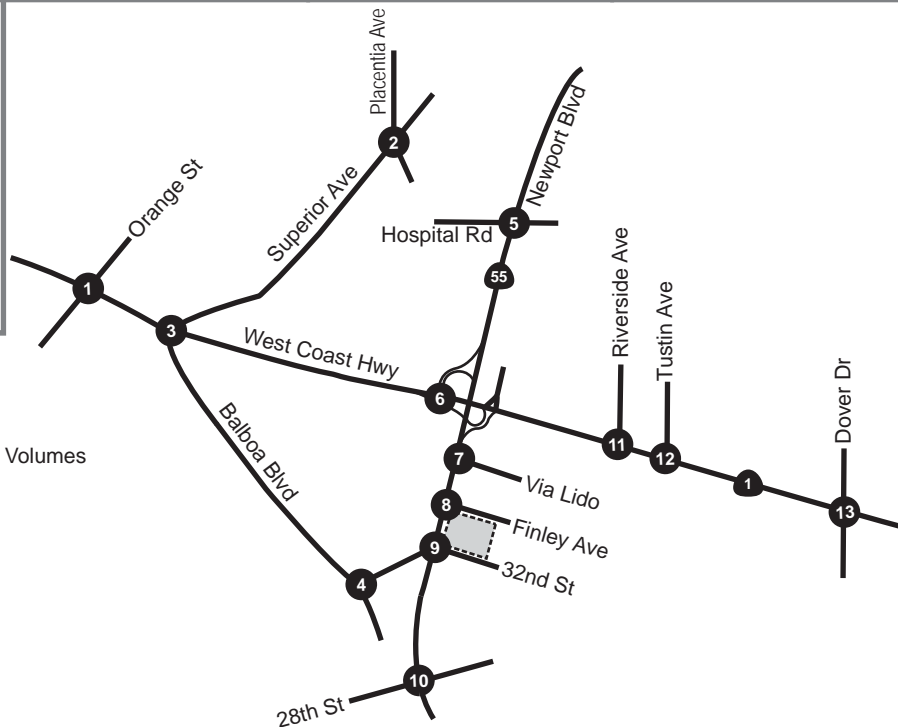
The initial stage of the TPO analysis consists of a one percent analysis at each study intersection. The one percent analysis compares proposed project traffic with the projected forecast year 2018 without project peak hour traffic volumes. If forecast peak hour traffic from the proposed project is less than one percent of the projected background traffic on each leg of

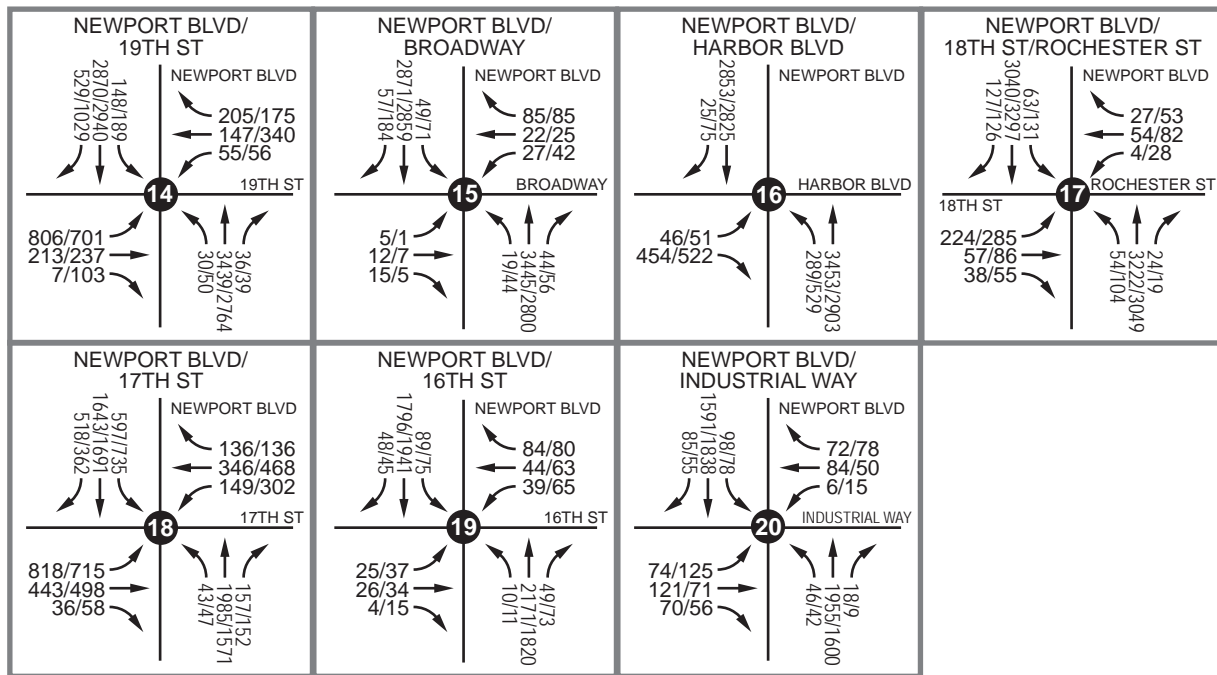


Legend:

XX/XX AM/PM Intersection Volumes

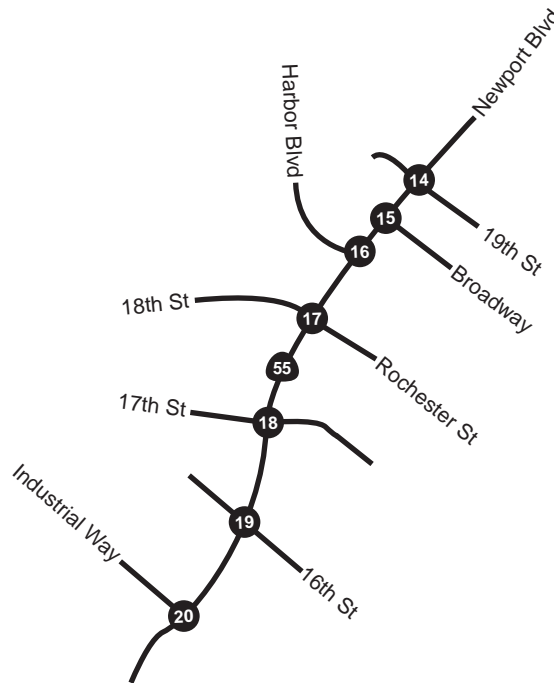
 Project Site





Legend:

XX/XX AM/PM Intersection Volumes



the intersection then further ICU analysis is not required. If the proposed project is forecast to add more than one percent of the background traffic on any leg of the intersection then ICU analysis is required.

Table 6 summarizes the results of the one percent analysis for forecast year 2018 with projects conditions at the study intersections. Detailed one percent analysis worksheets are contained in Appendix D.

**Table 6
One Percent Volume Analysis Forecast Year 2018 With Projects**

Int. No.	Study Intersection	AM Peak Hour				PM Peak Hour			
		NB	SB	EB	WB	NB	SB	EB	WB
1	Orange St/West Coast Hwy (SR-1)								
2	Superior Ave/Placentia Ave								
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)								
4	Balboa Blvd/32nd Street								
5	Newport Blvd (SR-55)/Hospital Rd		X			X	X		
6	Newport Blvd (SR-55) SB Ramps/West Coast Hwy (SR-1)				X				
7	Newport Blvd/Via Lido	X	X			X	X		
8	Newport Blvd/Finley Ave		X		X	X	X		X
9	Newport Blvd/32nd St		X		X		X		X
10	Newport Blvd/28th St								
11	Riverside Ave/West Coast Hwy (SR-1)								
12	Tustin Ave/West Coast Hwy (SR-1)								
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)								
14	Newport Blvd (SR-55)/19th St								
15	Newport Blvd (SR-55)/Broadway								
16	Newport Blvd (SR-55)/Harbor Blvd								
17	Newport Blvd (SR-55)/18th St-Rochester St								
18	Newport Blvd (SR-55)/17th St					X			
19	Newport Blvd (SR-55)/16th St		X			X			
20	Newport Blvd (SR-55)/Industrial Way		X			X	X		

Notes: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
X = Project peak hour traffic volume greater than one percent of projected background traffic.

As shown in Table 6, the following study intersections exceed the one percent test and thus require further ICU analysis for forecast year 2018 with project conditions:

- Newport Boulevard (SR-55)/Hospital Road;
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1);
- Newport Boulevard/Via Lido;
- Newport Boulevard/Finley;
- Newport Boulevard/32nd Street;
- Newport Boulevard/17th Street;
- Newport Boulevard/16th Street; and
- Newport Boulevard/Industrial Way.

In addition to median and bike lane improvements, the Newport Boulevard widening project is a City project that will change the intersection geometry of Newport Boulevard/Finley Avenue and Newport Boulevard/32nd Street. At Newport Boulevard/Finley Avenue, the widening project will add one exclusive northbound right-turn lane and one southbound shared through/right-turn lane. At Newport Boulevard/32nd Street, the widening project will add one northbound shared through/right-turn lane and one exclusive southbound right-turn lane; the existing westbound free right-turn lane will be removed so the ultimate westbound approach will consist of one left-turn lane and one shared through/right-turn lane.

A sensitivity analysis summarizing conditions without and with the Newport Boulevard widening project at the Newport Boulevard/Finley Avenue and Newport Boulevard/32nd Street study intersections has been included in forecast year 2018 without project and subsequent analysis scenarios.

Forecast Year 2018 Without Project Conditions Level of Service

Table 7 summarizes forecast year 2018 without project conditions a.m. and p.m. peak hour LOS of the study intersections. Detailed LOS analysis sheets are contained in Appendix B.

**Table 7
Forecast Year 2018 Without Project Conditions
AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		V/C – LOS	V/C – LOS
5	Newport Blvd (SR-55)/Hospital Rd	0.58 – A	0.67 – B
6	Newport Blvd (SR-55) SB Ramps/West Coast Hwy (SR-1)	0.94 – E	0.73 – C
7	Newport Blvd/Via Lido	0.38 – A	0.35 – A
8	Newport Blvd/Finley Ave - Without Newport Blvd Widening - With Newport Blvd Widening	0.41 – A	0.46 – A
		0.40 – A	0.35 – A
9	Newport Blvd/32nd St - Without Newport Blvd Widening - With Newport Blvd Widening	0.44 – A	0.49 – A
		0.37 – A	0.46 – A
14	Newport Blvd (SR-55)/19th St	0.87 – D	0.78 – C
15	Newport Blvd (SR-55)/Broadway	0.67 – B	0.68 – B
16	Newport Blvd (SR-55)/Harbor Blvd	0.74 – C	0.80 – C
17	Newport Blvd (SR-55)/18th St-Rochester St	0.79 – C	0.93 – E
18	Newport Blvd (SR-55)/17th St	0.78 – C	0.77 – C
19	Newport Blvd (SR-55)/16th St	0.58 – A	0.53 – A
20	Newport Blvd (SR-55)/Industrial Way	0.60 – A	0.55 – A

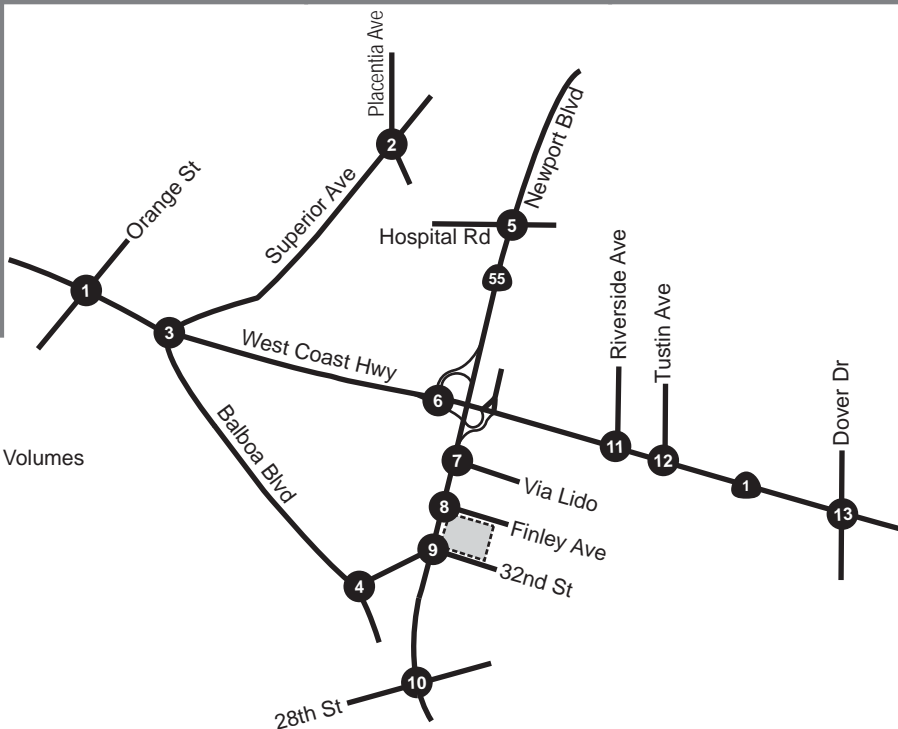
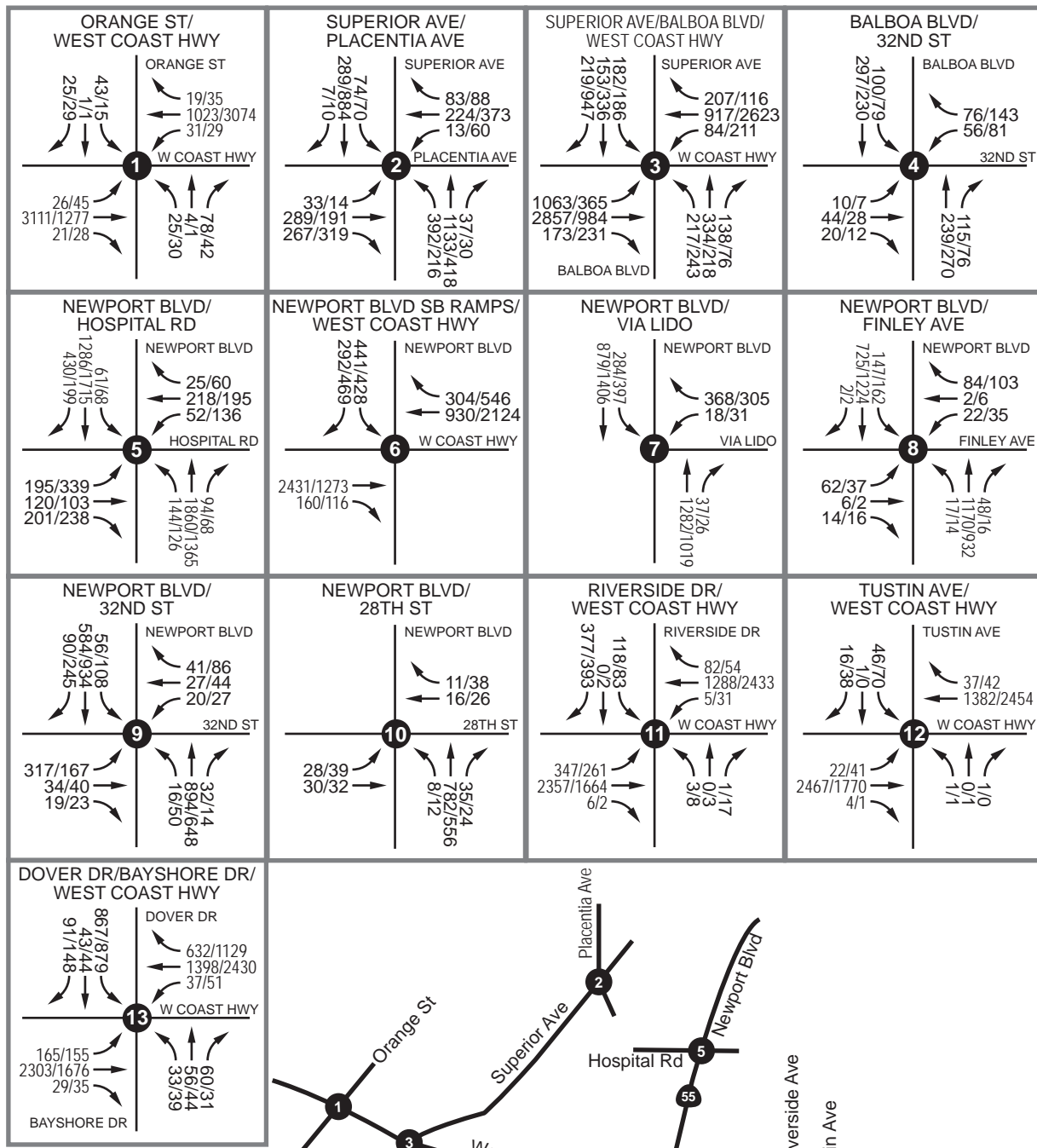
Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 7, with the addition of trips forecast to be generated by the approved projects, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to Cities of Newport Beach and Costa Mesa performance criteria for forecast year 2018 without project conditions, with the exception of the Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) study intersection which is forecast to operate at LOS E during the a.m. peak hour.

Forecast Year 2018 With Project Conditions Peak Hour Traffic Volumes

Forecast year 2018 with project conditions were derived by adding the proposed project-generated trips to forecast year 2018 without project conditions.

Exhibit 11 shows forecast year 2018 with project conditions a.m. and p.m. peak hour traffic volumes at the study intersections.

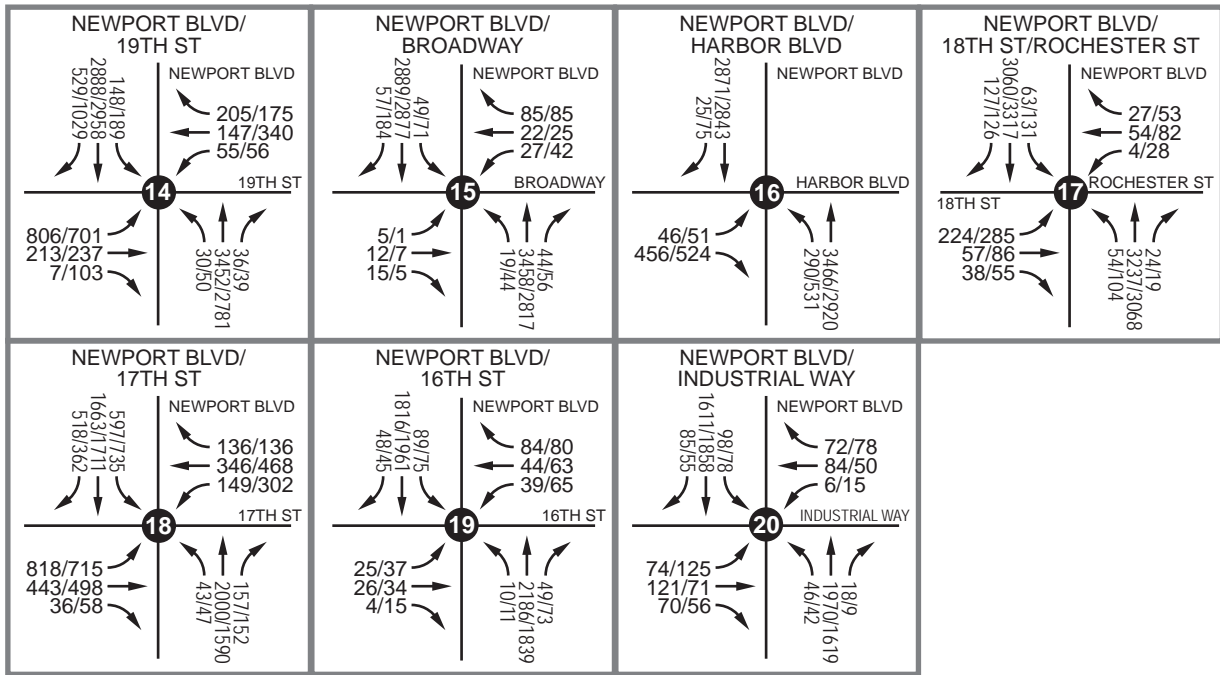


Legend:

XX/XX AM/PM Intersection Volumes

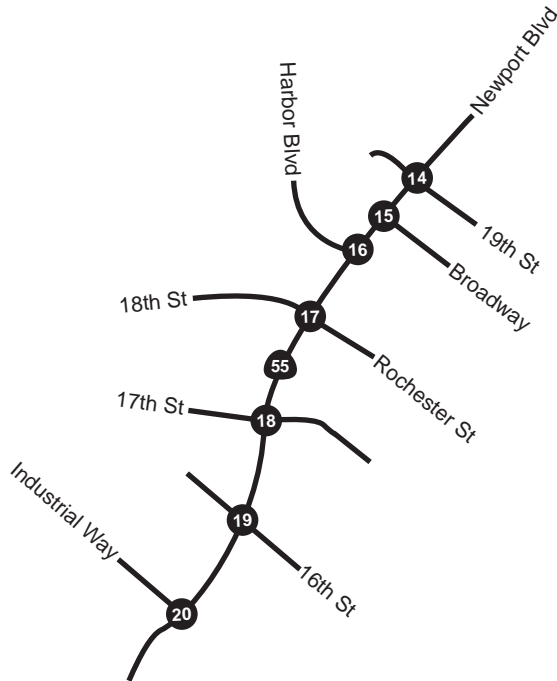
Project Site

Forecast Year 2018 With Project Conditions (TPO) AM/PM Peak Hour Study Intersection Volumes



Legend:

XX/XX AM/PM Intersection Volumes



Forecast Year 2018 With Project Conditions Level of Service

Table 8 summarizes the forecast year 2018 with project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 8
Forecast Year 2018 With Project Conditions AM/PM Peak Hour Intersection LOS

Int. No.	Study Intersection	Forecast Year 2018 Without Project Conditions		Forecast Year 2018 With Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
5	Newport Blvd (SR-55)/Hospital Rd	0.58 – A	0.67 – B	0.58 – A	0.67 – B	0.00	0.00	No
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)	0.94 – E	0.73 – C	0.94 – E	0.74 – C	0.00	0.01	No
7	Newport Blvd/Via Lido	0.38 – A	0.35 – A	0.38 – A	0.36 – A	0.00	0.01	No
8	Newport Blvd/Finley Ave							
	- Without Newport Blvd Widening	0.41 – A	0.46 – A	0.44 – A	0.48 – A	0.03	0.02	No
	- With Newport Blvd Widening	0.40 – A	0.35 – A	0.43 – A	0.38 – A	0.03	0.03	No
9	Newport Blvd/32nd St							
	- Without Newport Blvd Widening	0.44 – A	0.49 – A	0.45 – A	0.49 – A	0.01	0.00	No
	- With Newport Blvd Widening	0.37 – A	0.46 – A	0.38 – A	0.47 – A	0.01	0.01	No
14	Newport Blvd (SR-55)/19th St	0.87 – D	0.78 – C	0.87 – D	0.79 – C	0.00	0.01	No
15	Newport Blvd (SR-55)/Broadway	0.67 – B	0.68 – B	0.67 – B	0.68 – B	0.00	0.00	No
16	Newport Blvd (SR-55)/Harbor Blvd	0.74 – C	0.80 – C	0.75 – C	0.81 – D	0.01	0.01	No
17	Newport Blvd (SR-55)/18th St- Rochester St	0.79 – C	0.93 – E	0.79 – C	0.93 – E	0.00	0.00	No
18	Newport Blvd (SR-55)/17th St	0.78 – C	0.77 – C	0.78 – C	0.77 – C	0.00	0.00	No
19	Newport Blvd (SR-55)/16th St	0.58 – A	0.53 – A	0.58 – A	0.53 – A	0.00	0.00	No
20	Newport Blvd (SR-55)/Industrial Way	0.60 – A	0.55 – A	0.60 – A	0.55 – A	0.00	0.00	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 8, with the addition of project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to Cities of Newport Beach and Costa Mesa performance criteria for forecast year 2018 with project conditions, with the exception of the following study intersections:

- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (a.m. peak hour only); and
- Newport Boulevard (SR-55)/18th Street-Rochester Street (p.m. peak hour only).

As also shown in Table 8, based on Cities of Newport Beach and Costa Mesa established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast year 2018 with project conditions.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

Forecast cumulative without project conditions were derived by adding cumulative projects identified by the City of Newport Beach and the City of Costa Mesa to forecast year 2018 without project conditions to comply with CEQA requirements.

Forecast Cumulative Without Project Conditions Peak Hour Traffic Volumes

Cumulative project trips were added from five (5) additional projects in the project vicinity identified by City of Newport Beach staff that are considered foreseeable, but have not yet been approved and therefore are not currently generating trips. This section analyzes the impact of adding trips forecast to be generated by these five cumulative projects to forecast year 2018 without project conditions to reflect cumulative without project conditions. Cumulative project trip generation and trip distribution data was provided by the City of Newport Beach for use in this analysis and is contained in Appendix E.

The City of Newport Beach provided data for the following six (6) forecast cumulative projects:

- Koll;
- Back Bay Landing;
- Balboa Marina West Expansion;
- Banning Ranch;
- Sunset Ridge Park; and
- Newport Coast.

It should be noted, the Newport Beach Country Club is not included in the above list of cumulative projects because it will not result in an increase in traffic generation; therefore, it has been excluded from the traffic impact analysis.

City of Costa Mesa cumulative projects were identified by City of Costa Mesa staff. Cumulative project trip generation and trip distribution data was obtained from the City of Costa Mesa website and is contained in Appendix E.

The City of Costa Mesa identified the following three (3) forecast cumulative projects in the vicinity of the study area:

- 17th/Superior Live-Work;
- Anchor Live-Work; and
- Pacific Gateway Residences.

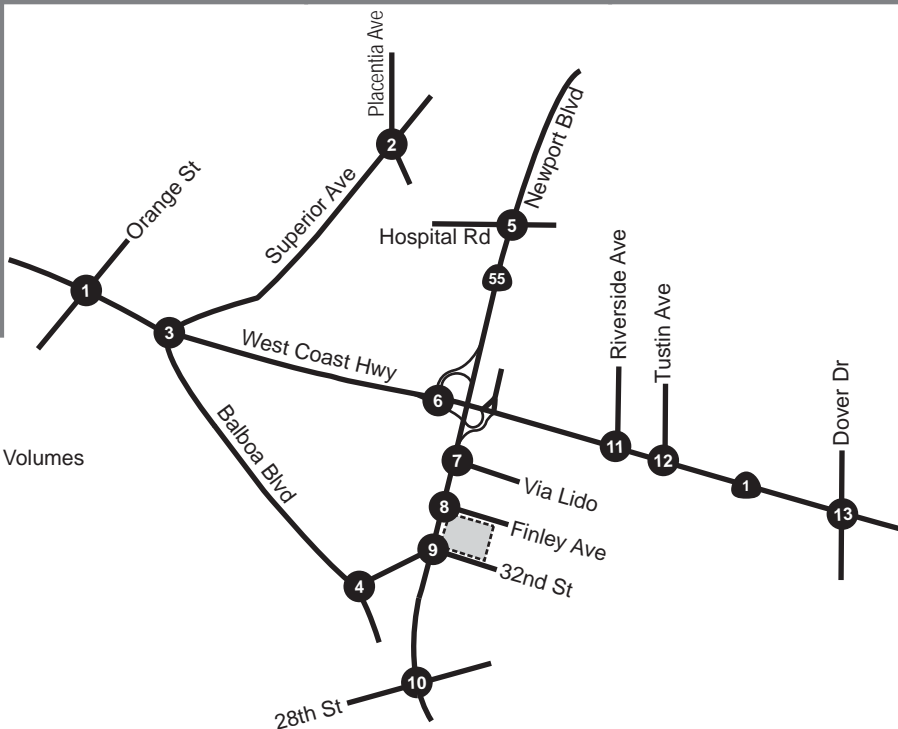
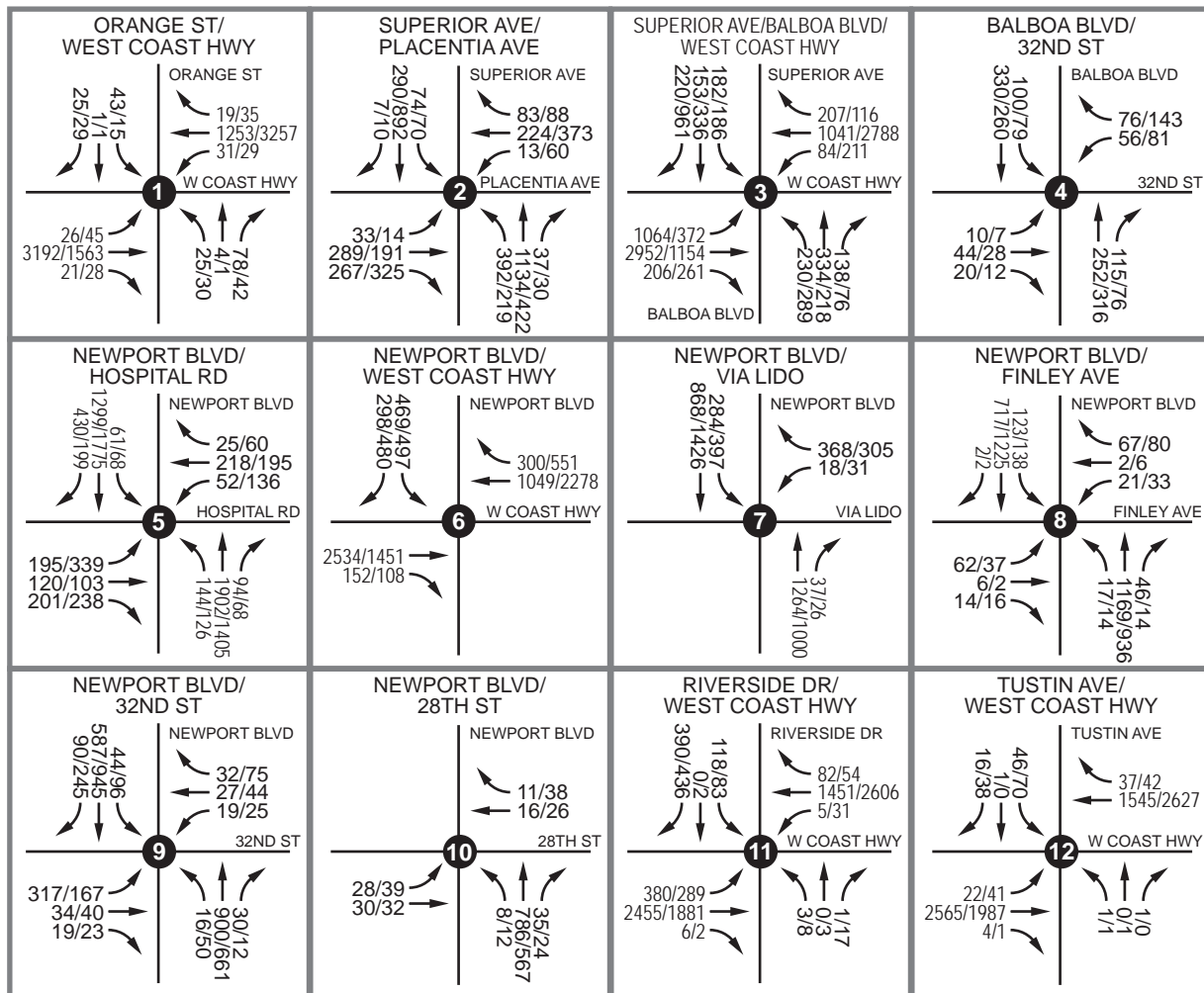
In addition to the sensitivity analysis for the Newport Boulevard widening project, forecast cumulative without project conditions and subsequent analysis scenarios include a sensitivity analysis summarizing conditions without and with the following improvements required as mitigation for the Banning Ranch cumulative project in accordance with City of Newport Beach staff direction:

- **Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1) –** Restripe the southbound approach on Newport Boulevard to provide one exclusive right-turn lane, one exclusive left-turn lane, and one shared right/left-turn lane.

Exhibit 12 shows forecast cumulative without project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Cumulative Without Project Conditions Level of Service

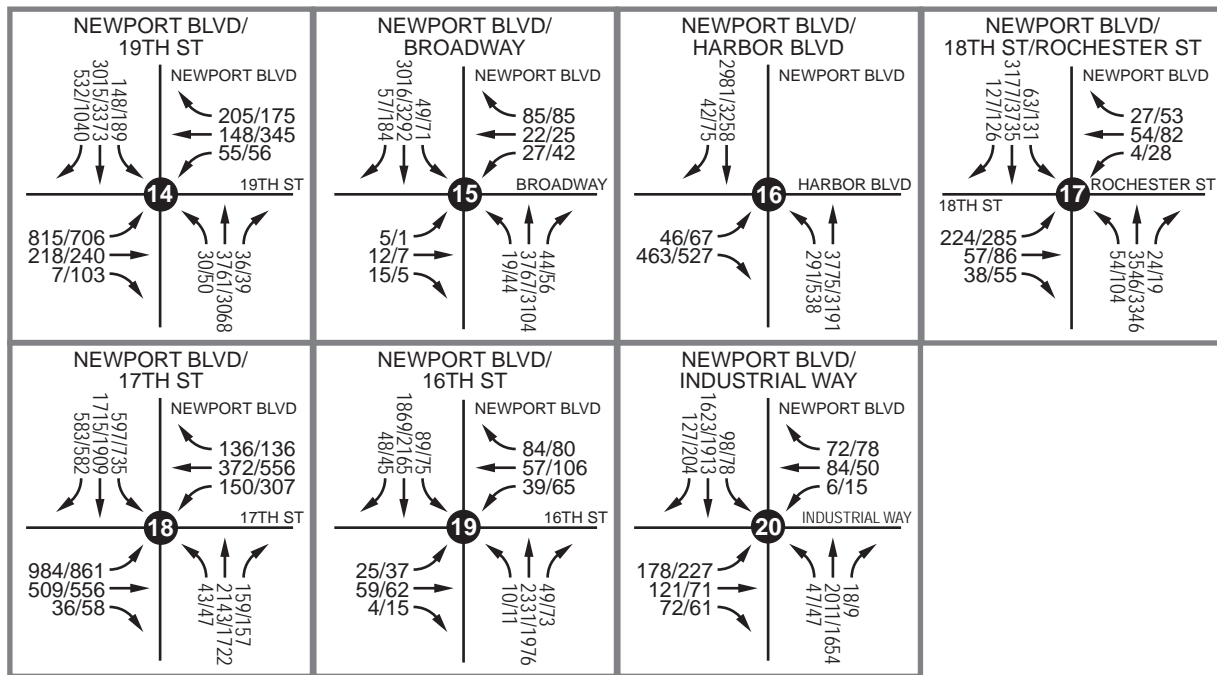
Table 9 summarizes forecast cumulative without project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



Legend:

XX/XX AM/PM Intersection Volumes

 Project Site



Legend:

XX/XX AM/PM Intersection Volumes

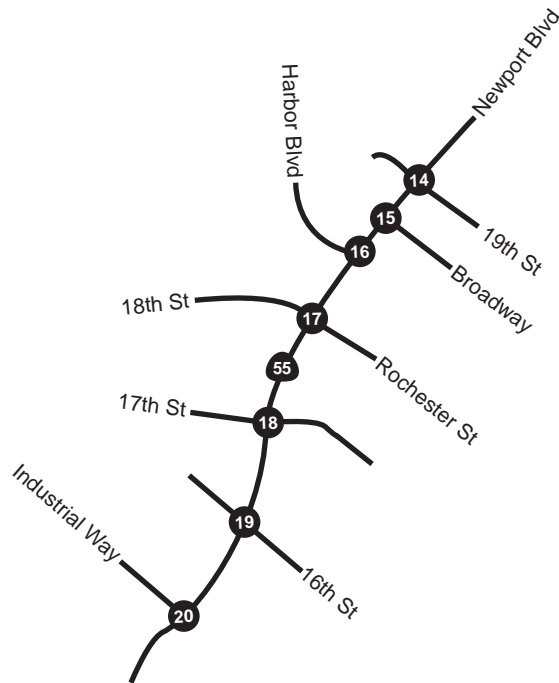


Table 9
Forecast Cumulative Without Project Conditions
AM/PM Peak Hour Intersection LOS

Int. No.	Study Intersection	V/C – LOS	
		AM Peak Hour	PM Peak Hour
1	Orange St/West Coast Hwy (SR-1)	0.764 – C	0.743 – C
2	Superior Ave/Placentia Ave	0.625 – B	0.716 – C
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	0.885 – D	0.858 – D
4	Balboa Blvd/32nd Street	0.235 – A	0.267 – A
5	Newport Blvd (SR-55)/Hospital Rd	0.593 – A	0.683 – B
6	Newport Blvd (SR-55) SB Ramps/West Coast Hwy (SR-1) - Without Banning Ranch Mitigation - With Banning Ranch Mitigation	0.978 – E	0.774 – C
		0.952 – E	0.678 – B
7	Newport Blvd/Via Lido	0.378 – A	0.352 – A
8	Newport Blvd/Finley Ave - Without Newport Blvd Widening - With Newport Blvd Widening	0.411 – A	0.465 – A
		0.401 – A	0.354 – A
9	Newport Blvd/32nd St - Without Newport Blvd Widening - With Newport Blvd Widening	0.445 – A	0.495 – A
		0.368 – A	0.466 – A
10	Newport Blvd/28th St	0.295 – A	0.229 – A
11	Riverside Ave/West Coast Hwy (SR-1)	0.846 – D	0.820 – D
12	Tustin Ave/West Coast Hwy (SR-1)	0.843 – D	0.689 – B
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	0.757 – C	0.819 – D
14	Newport Blvd (SR-55)/19th St	0.920 – E	0.833 – D
15	Newport Blvd (SR-55)/Broadway	0.696 – B	0.767 – C
16	Newport Blvd (SR-55)/Harbor Blvd	0.775 – C	0.904 – E
17	Newport Blvd (SR-55)/18th St-Rochester St	0.816 – D	1.017 – F
18	Newport Blvd (SR-55)/17th St	0.829 – D	0.818 – D
19	Newport Blvd (SR-55)/16th St	0.617 – B	0.588 – A
20	Newport Blvd (SR-55)/Industrial Way	0.674 – B	0.666 – B

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 9, with the addition of cumulative project-generated trips, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast cumulative without project conditions, with the exception of the following four (4) study intersections:

- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (a.m. peak hour only; both without and with Banning Ranch mitigation);
- Newport Boulevard (SR-55)/19th Street (a.m. peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (p.m. peak hour only); and
- Newport Boulevard (SR-55)/18th Street-Rochester Street (p.m. peak hour only).

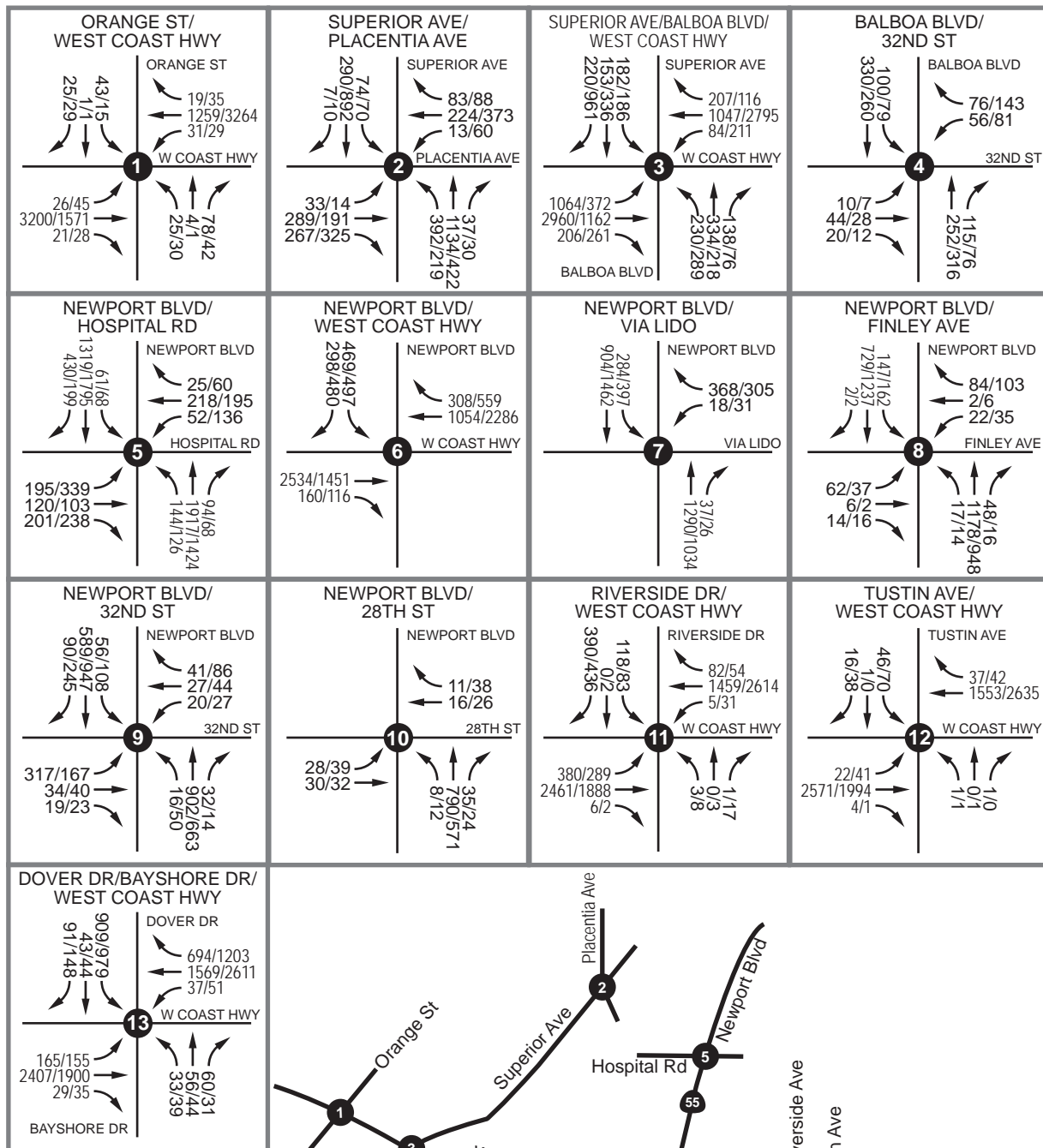
Forecast Cumulative With Project Conditions Peak Hour Traffic Volumes

Forecast cumulative with project conditions traffic volumes were derived by adding proposed project generated trips to forecast cumulative without project conditions scenario to comply with CEQA requirements.

Exhibit 13 shows forecast cumulative with project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Cumulative With Project Conditions Level of Service

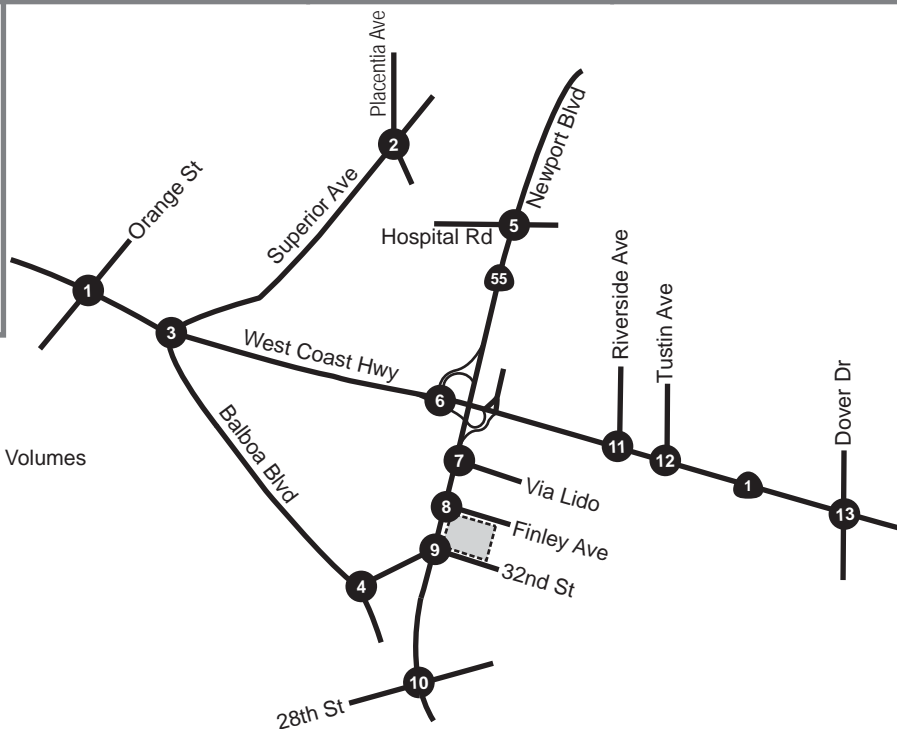
Table 10 summarizes forecast cumulative with project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



Legend:

XX/XX AM/PM Intersection Volumes

Project Site

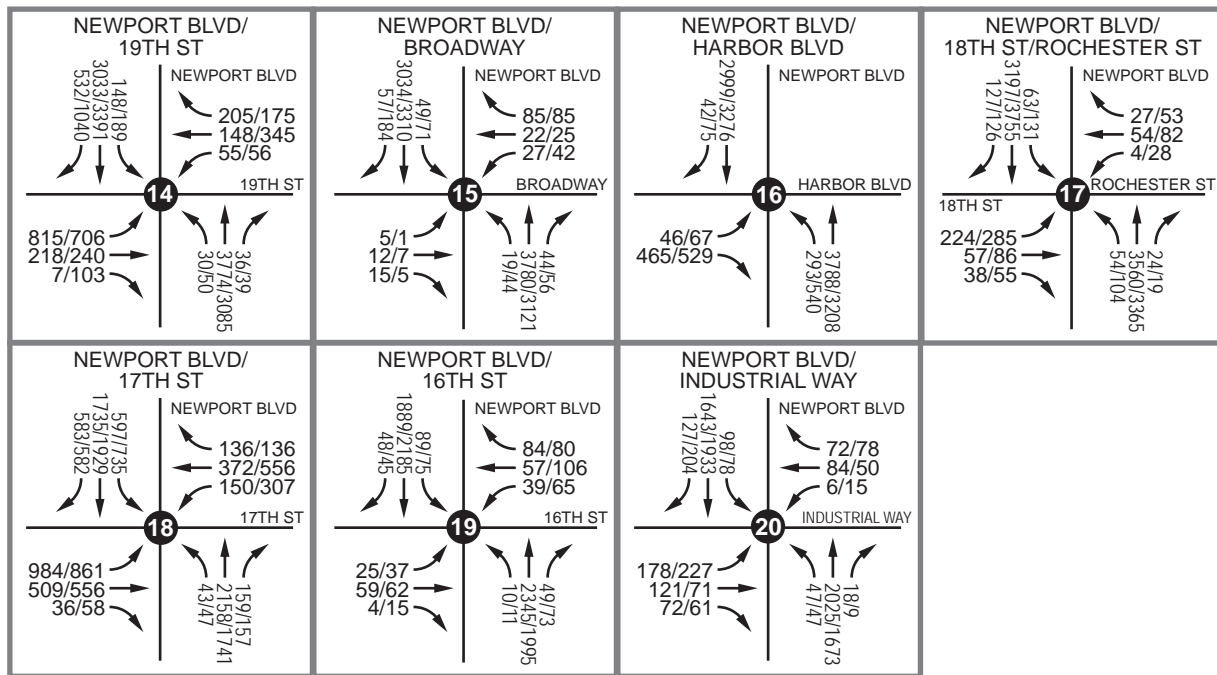


Not to Scale



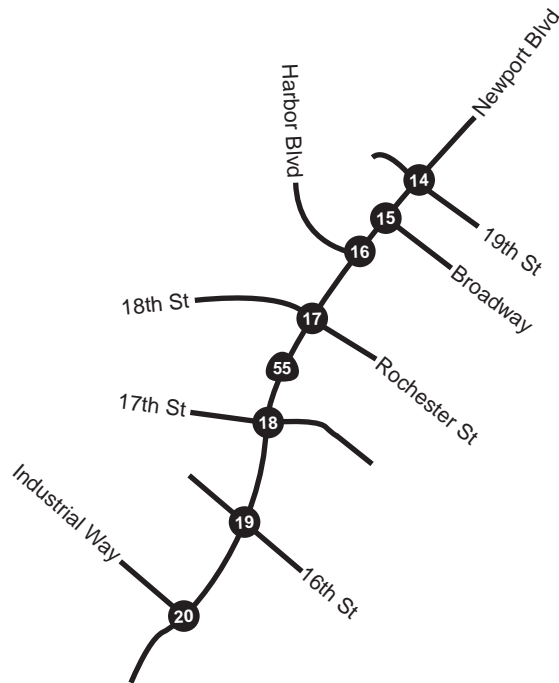
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Forecast Cumulative With Project Conditions AM/PM Peak Hour Study Intersection Volumes (Study Area 1)



Legend:

XX/XX AM/PM Intersection Volumes



**Table 10
Forecast Cumulative With Project Conditions AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	Forecast Cumulative Without Project Conditions		Forecast Cumulative With Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
1	Orange St/West Coast Hwy (SR-1)	0.764 – C	0.743 – C	0.766 – C	0.745 – C	0.002	0.002	No
2	Superior Ave/Placentia Ave	0.625 – B	0.716 – C	0.625 – B	0.716 – C	0.000	0.000	No
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	0.885 – D	0.858 – D	0.887 – D	0.859 – D	0.002	0.001	No
4	Balboa Blvd/32nd Street	0.235 – A	0.267 – A	0.235 – A	0.267 – A	0.000	0.000	No
5	Newport Blvd (SR-55)/Hospital Rd	0.593 – A	0.683 – B	0.596 – A	0.687 – B	0.003	0.004	No
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1) - Without Banning Ranch Mitigation - With Banning Ranch Mitigation	0.978 – E	0.774 – C	0.978 – E	0.776 – C	0.000	0.002	No
		0.952 – E	0.678 – B	0.952 – E	0.680 – B	0.000	0.002	No
7	Newport Blvd/Via Lido	0.378 – A	0.352 – A	0.384 – A	0.359 – A	0.006	0.007	No
8	Newport Blvd/Finley Ave - Without Newport Blvd Widening - With Newport Blvd Widening	0.411 – A	0.465 – A	0.439 – A	0.483 – A	0.028	0.018	No
		0.401 – A	0.354 – A	0.429 – A	0.386 – A	0.028	0.032	No
9	Newport Blvd/32nd St - Without Newport Blvd Widening - With Newport Blvd Widening	0.445 – A	0.495 – A	0.453 – A	0.496 – A	0.008	0.001	No
		0.368 – A	0.466 – A	0.382 – A	0.473 – A	0.014	0.007	No
10	Newport Blvd/28th St	0.295 – A	0.229 – A	0.297 – A	0.230 – A	0.002	0.001	No
11	Riverside Ave/West Coast Hwy (SR-1)	0.846 – D	0.820 – D	0.848 – D	0.822 – D	0.002	0.002	No
12	Tustin Ave/West Coast Hwy (SR-1)	0.843 – D	0.689 – B	0.845 – D	0.692 – B	0.002	0.003	No
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	0.757 – C	0.819 – D	0.758 – C	0.821 – D	0.001	0.002	No
14	Newport Blvd (SR-55)/19th St	0.920 – E	0.833 – D	0.922 – E	0.835 – D	0.002	0.002	No
15	Newport Blvd (SR-55)/Broadway	0.696 – B	0.767 – C	0.700 – B	0.771 – C	0.004	0.004	No
16	Newport Blvd (SR-55)/Harbor Blvd	0.775 – C	0.904 – E	0.779 – C	0.909 – E	0.004	0.005	No
17	Newport Blvd (SR-55)/18th St-Rochester St	0.816 – D	1.017 – F	0.820 – D	1.021 – F	0.004	0.004	No
18	Newport Blvd (SR-55)/17th St	0.829 – D	0.818 – D	0.831 – D	0.821 – D	0.002	0.003	No
19	Newport Blvd (SR-55)/16th St	0.617 – B	0.588 – A	0.620 – B	0.592 – A	0.003	0.004	No
20	Newport Blvd (SR-55)/Industrial Way	0.674 – B	0.666 – B	0.677 – B	0.670 – B	0.003	0.004	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 10, with the addition of proposed project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast cumulative with project conditions, with the exception of the following four (4) study intersections:

- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (a.m. peak hour only; both without and with Banning Ranch mitigation);
- Newport Boulevard (SR-55)/19th Street (a.m. peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (p.m. peak hour only); and
- Newport Boulevard (SR-55)/18th Street-Rochester Street (p.m. peak hour only).

As also shown in Table 10, based on agency-established thresholds of significance, the addition of proposed project-generated trips to the study intersections is forecast to result in no significant impacts for forecast cumulative with project conditions.

FORECAST GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS

To determine potential traffic impacts of the proposed project at forecast General Plan buildout conditions (post-2035), forecast General Plan buildout without project conditions are examined prior to forecast General Plan buildout with project conditions.

The forecast traffic data utilized for General Plan buildout without project conditions is based on a.m. peak hour and p.m. peak hour intersection volumes developed utilizing the updated 2014 Newport Beach Traffic Analysis Model (NBTAM). Appendix F includes the NBTAM traffic forecast data provided by *Urban Crossroads*.

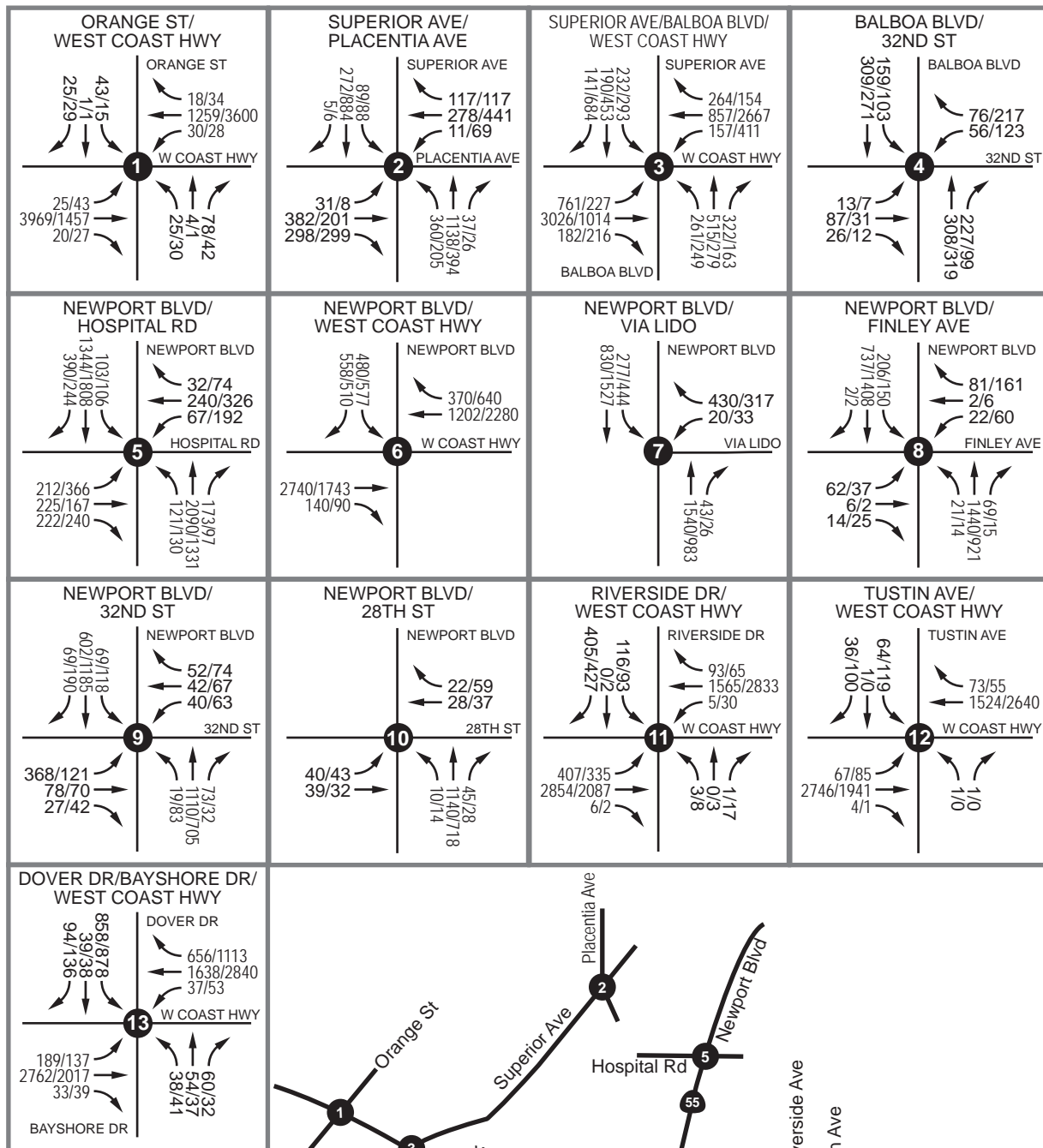
Forecast General Plan buildout without project conditions assume the intersection improvements at Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1) are installed as required mitigation for the Banning Ranch cumulative project in accordance with City of Newport Beach staff direction.

Forecast General Plan Buildout Without Project Conditions Peak Hour Traffic Volumes

Exhibit 14 shows forecast General Plan buildout without project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast General Plan Buildout Without Project Conditions Level of Service

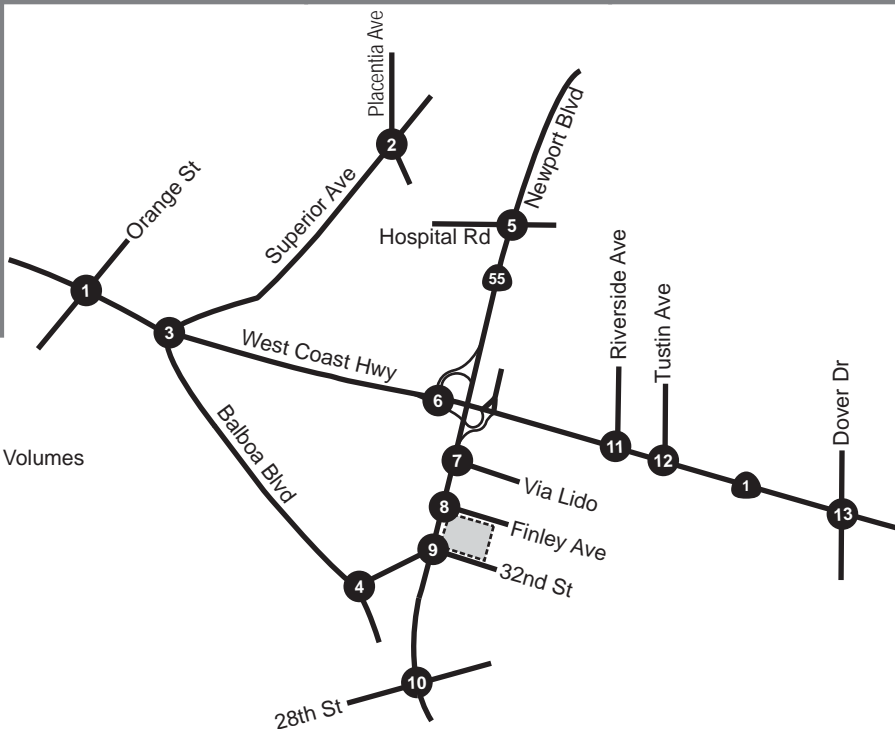
Table 11 summarizes forecast General Plan buildout without project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



Legend:

XX/XX AM/PM Intersection Volumes

Project Site

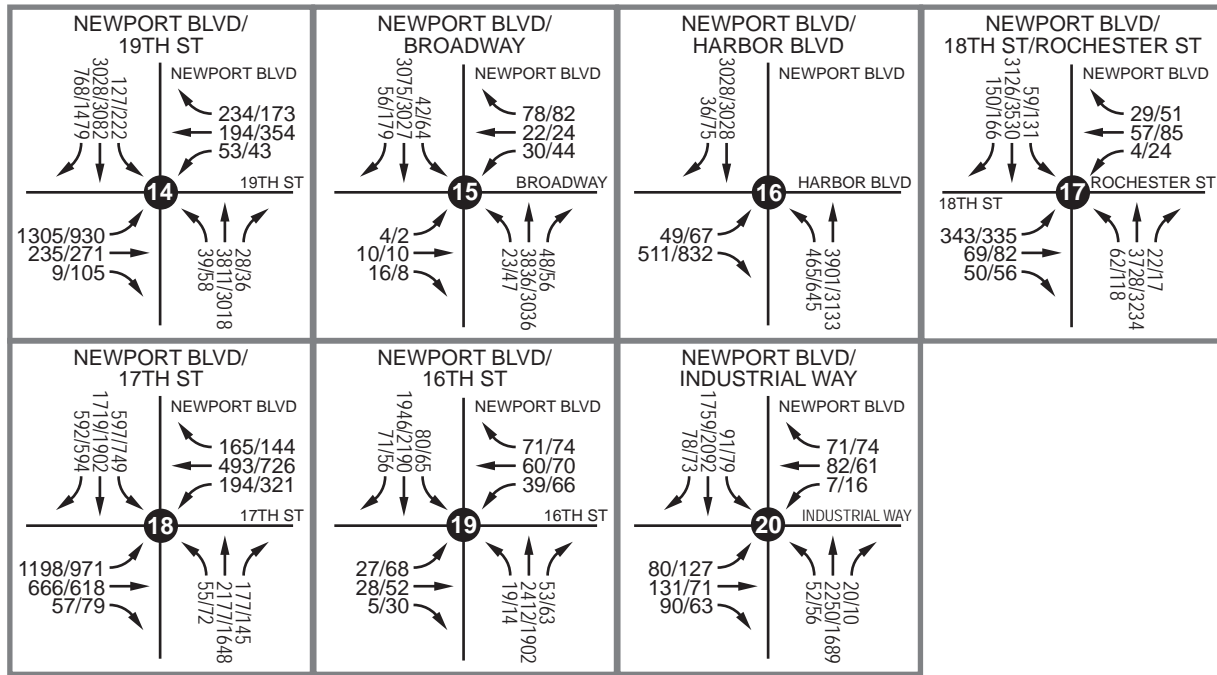


Not to Scale



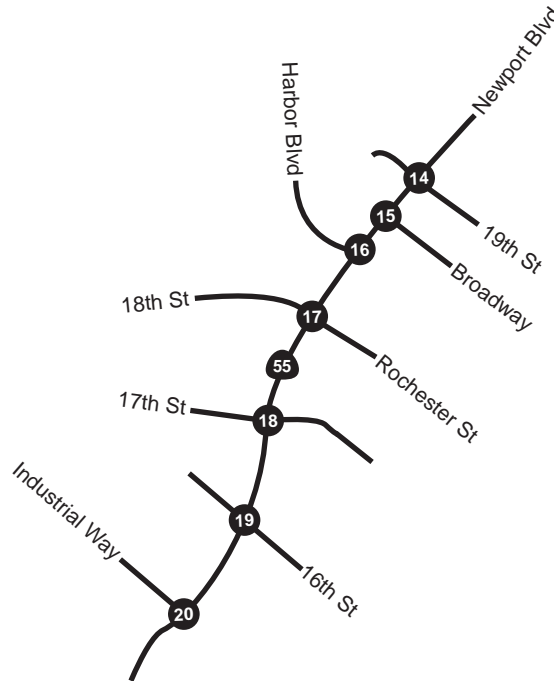
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Forecast General Plan Buildout Without Project Conditions AM/PM Peak Hour Study Intersection Volumes (Study Area 1)



Legend:

XX/XX AM/PM Intersection Volumes



**Table 11
Forecast General Plan Buildout Without
Project Conditions AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	V/C – LOS	
		AM Peak Hour	PM Peak Hour
1	Orange St/West Coast Hwy (SR-1)	0.925 – E	0.814 – D
2	Superior Ave/Placentia Ave	0.689 – B	0.760 – C
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	1.102 – F	0.787 – C
4	Balboa Blvd/32nd Street	0.368 – A	0.331 – A
5	Newport Blvd (SR-55)/Hospital Rd	0.682 – B	0.728 – C
6	Newport Blvd (SR-55) SB Ramps/West Coast Hwy (SR-1) - Without Banning Ranch Mitigation - With Banning Ranch Mitigation	1.205 – F 1.073 – F	0.863 – D 0.771 – C
7	Newport Blvd/Via Lido	0.455 – A	0.364 – A
8	Newport Blvd/Finley Ave - Without Newport Blvd Widening - With Newport Blvd Widening	0.532 – A 0.518 – A	0.573 – A 0.426 – A
9	Newport Blvd/32nd St - Without Newport Blvd Widening - With Newport Blvd Widening	0.578 – A 0.488 – A	0.583 – A 0.570 – A
10	Newport Blvd/28th St	0.423 – A	0.301 – A
11	Riverside Ave/West Coast Hwy (SR-1)	0.969 – E	0.875 – D
12	Tustin Ave/West Coast Hwy (SR-1)	0.923 – E	0.751 – C
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	0.822 – D	0.843 – D
14	Newport Blvd (SR-55)/19th St	1.024 – F	0.892 – D
15	Newport Blvd (SR-55)/Broadway	0.706 – C	0.713 – C
16	Newport Blvd (SR-55)/Harbor Blvd	0.814 – D	0.906 – E
17	Newport Blvd (SR-55)/18th St-Rochester St	0.851 – D	0.999 – E
18	Newport Blvd (SR-55)/17th St	0.907 – E	0.868 – D
19	Newport Blvd (SR-55)/16th St	0.631 – B	0.593 – A
20	Newport Blvd (SR-55)/Industrial Way	0.666 – B	0.612 – B

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 11, the study intersections are forecast to operate at an acceptable LOS according to agency performance criteria for forecast General Plan buildout without project conditions, with the exception of the following nine (9) study intersections:

- Orange Street/West Coast Highway (SR-1) (a.m. peak hour only);
- Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) (a.m. peak hour only);
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (a.m. peak hour only; both without and with Banning Ranch mitigation);
- Riverside Avenue/West Coast Highway (SR-1) (a.m. peak hour only);
- Tustin Avenue/West Coast Highway (SR-1) (a.m. peak hour only);
- Newport Boulevard (SR-55)/19th Street (a.m. peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (p.m. peak hour only);
- Newport Boulevard (SR-55)/18th Street-Rochester Street (p.m. peak hour only); and
- Newport Boulevard (SR-55)/17th Street (a.m. peak hour only).

FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS

This section analyzes the potential impact of the addition of trips forecast to be generated by the proposed project to forecast General Plan buildout without project conditions.

The forecast traffic data utilized for General Plan buildout with project conditions is based on a.m. peak hour and p.m. peak hour intersection volumes developed utilizing the updated 2014 Newport Beach Traffic Analysis Model (NBTAM) last updated in early 2014. Appendix F includes the NBTAM traffic forecast data provided by *Urban Crossroads*.

Table 12 shows the project site trip generation comparison for the former City Hall Complex (prior to relocation of City Hall activities) and proposed project conditions.

**Table 12
Project Trip Generation Comparison**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
City Hall Complex ¹	118	20	138	17	116	133	1,121
130-room Hotel ²	40	29	69	40	38	78	1,062
Net Trip Generation	-78	9	-69	23	-78	-55	-59

¹ Source: City of Newport Beach City Hall Reuse Project, Keeton Kreitzer Consulting, November 2012.

² Source: see Table 4.

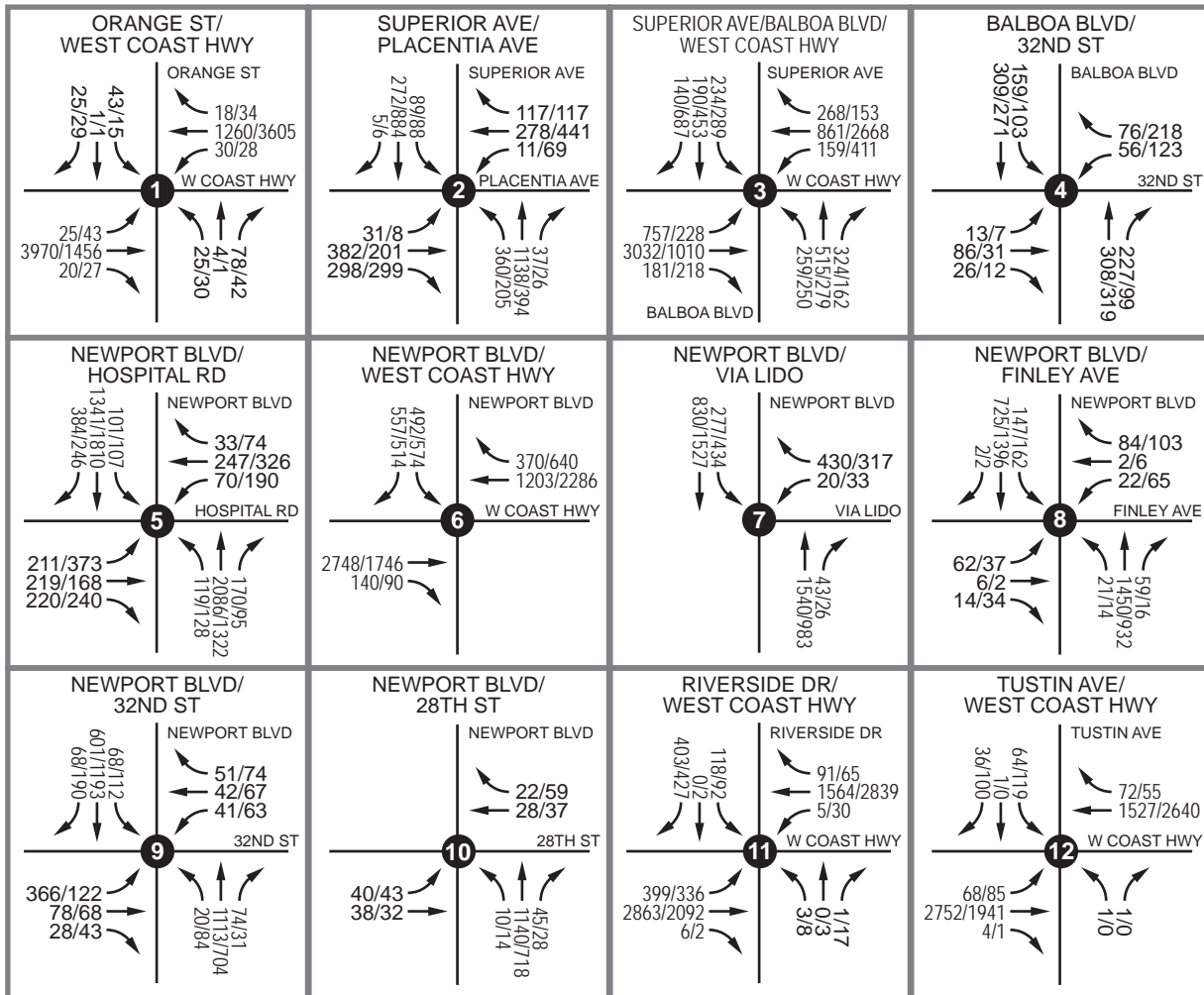
As shown in Table 12, the proposed project is forecast to generate approximately 59 less daily trips than the City Hall Complex land use, which includes approximately 69 less a.m. peak hour trips and approximately 55 less p.m. peak hour trips.

Forecast General Plan Buildout With Project Conditions Peak Hour Traffic Volumes

Exhibit 15 shows forecast General Plan buildout with project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast General Plan Buildout With Project Conditions Level of Service

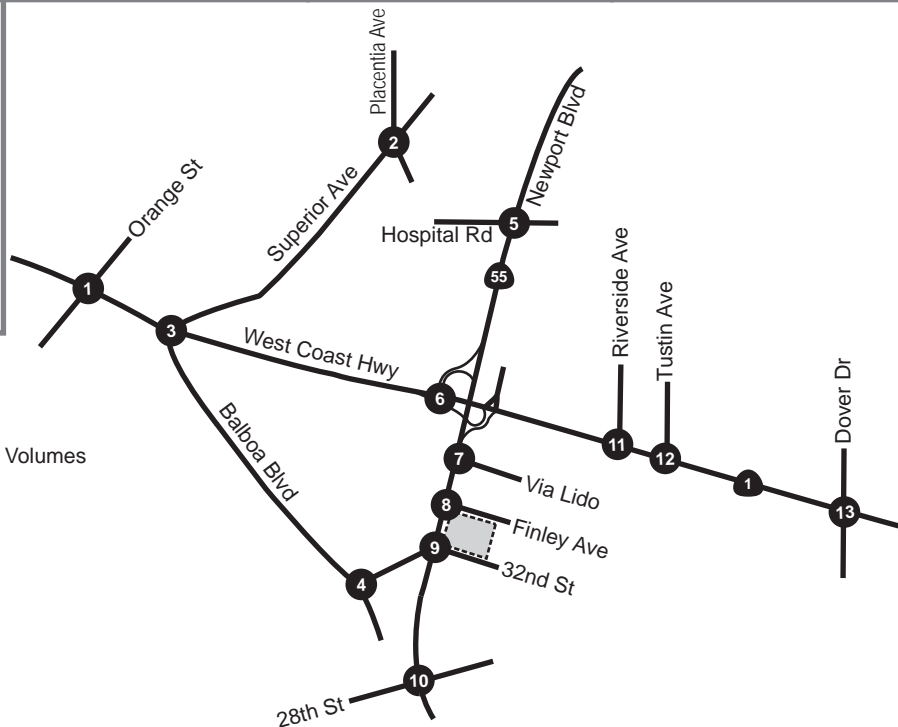
Table 13 summarizes forecast General Plan buildout with project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



Legend:

XX/XX AM/PM Intersection Volumes

Project Site

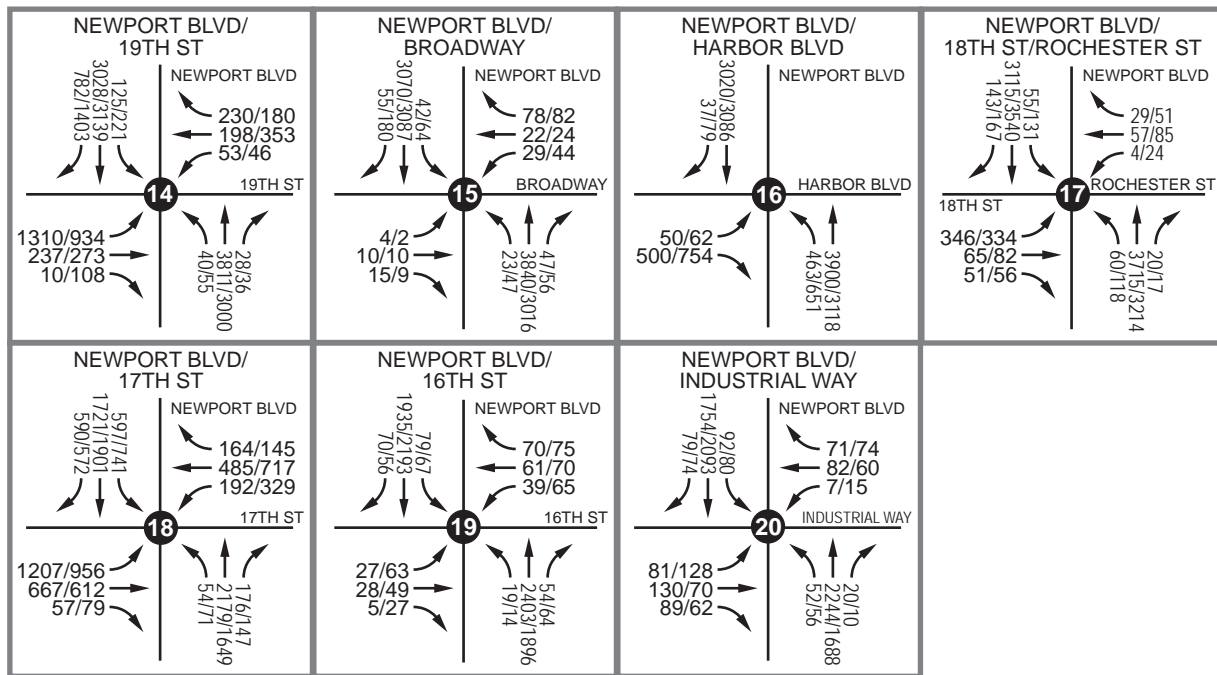


Not to Scale



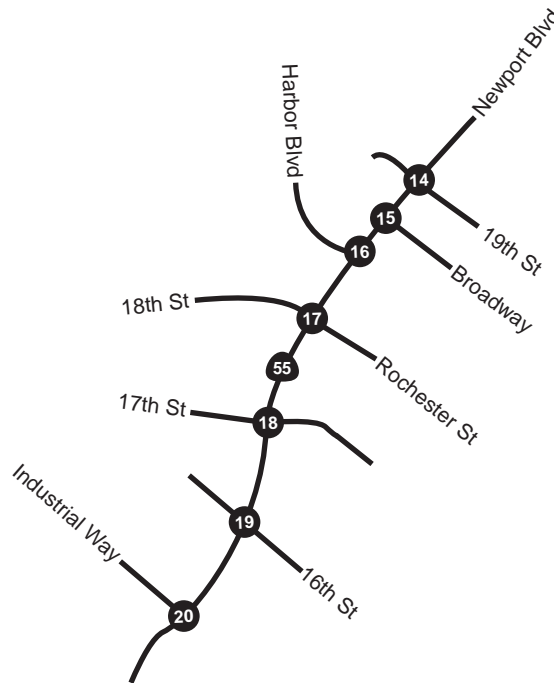
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Forecast General Plan Buildout With Project Conditions AM/PM Peak Hour Study Intersection Volumes (Study Area 1)



Legend:

XX/XX AM/PM Intersection Volumes



**Table 13
Forecast General Plan Buildout With
Project Conditions AM/PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	Forecast General Plan Buildout Without Project Conditions		Forecast General Plan Buildout With Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM	PM	
		V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
1	Orange St/West Coast Hwy (SR-1)	0.925 – E	0.814 – D	0.926 – E	0.815 – D	0.001	0.001	No
2	Superior Ave/Placentia Ave	0.689 – B	0.760 – C	0.689 – B	0.760 – C	0.000	0.000	No
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	1.102 – F	0.787 – C	1.109 – F	0.787 – C	0.007	0.000	No
4	Balboa Blvd/32nd Street	0.368 – A	0.331 – A	0.367 – A	0.332 – A	-0.001	0.001	No
5	Newport Blvd (SR-55)/Hospital Rd	0.682 – B	0.728 – C	0.678 – B	0.726 – C	-0.004	-0.002	No
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)							
	- Without Banning Ranch Mitigation	1.205 – F	0.863 – D	1.207 – F	0.867 – D	0.002	0.004	No
	- With Banning Ranch Mitigation	1.073 – F	0.771 – C	1.077 – F	0.772 – C	0.004	0.001	No
7	Newport Blvd/Via Lido	0.455 – A	0.364 – A	0.455 – A	0.361 – A	0.000	-0.003	No
8	Newport Blvd/Finley Ave							
	- Without Newport Blvd Widening	0.532 – A	0.573 – A	0.498 – A	0.531 – A	-0.034	-0.042	No
	- With Newport Blvd Widening	0.518 – A	0.426 – A	0.485 – A	0.386 – A	-0.033	-0.040	No
9	Newport Blvd/32nd St							
	- Without Newport Blvd Widening	0.578 – A	0.583 – A	0.578 – A	0.586 – A	0.000	0.003	No
	- With Newport Blvd Widening	0.488 – A	0.570 – A	0.487 – A	0.573 – A	-0.001	0.003	No
10	Newport Blvd/28th St	0.423 – A	0.301 – A	0.422 – A	0.301 – A	-0.001	0.000	No
11	Riverside Ave/West Coast Hwy (SR-1)	0.969 – E	0.875 – D	0.973 – E	0.876 – D	0.004	0.001	No
12	Tustin Ave/West Coast Hwy (SR-1)	0.923 – E	0.751 – C	0.925 – E	0.751 – C	0.002	0.000	No
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	0.822 – D	0.843 – D	0.822 – D	0.844 – D	0.000	0.001	No
14	Newport Blvd (SR-55)/19th St	1.024 – F	0.892 – D	1.023 – F	0.890 – D	-0.001	-0.002	No
15	Newport Blvd (SR-55)/Broadway	0.706 – C	0.713 – C	0.705 – C	0.725 – C	-0.001	0.012	No
16	Newport Blvd (SR-55)/Harbor Blvd	0.814 – D	0.906 – E	0.813 – D	0.902 – E	-0.001	-0.004	No
17	Newport Blvd (SR-55)/18th St-Rochester St	0.851 – D	0.999 – E	0.848 – D	1.001 – F	-0.003	0.002	No
18	Newport Blvd (SR-55)/17th St	0.907 – E	0.868 – D	0.907 – E	0.861 – D	0.000	-0.007	No
19	Newport Blvd (SR-55)/16th St	0.631 – B	0.593 – A	0.629 – B	0.589 – A	-0.002	-0.004	No
20	Newport Blvd (SR-55)/Industrial Way	0.666 – B	0.612 – B	0.665 – B	0.613 – B	-0.001	0.001	No

Notes: V/C = volume to capacity ratio; SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 13, with the addition of proposed project-generated trips, the study intersections are forecast to continue operate at an acceptable LOS according to agency performance criteria) for forecast General Plan buildout with project conditions, with the exception of the following nine (9) study intersections:

- Orange Street/West Coast Highway (SR-1) (a.m. peak hour only);
- Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) (a.m. peak hour only);
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1) (a.m. peak hour only; both without and with Banning Ranch mitigation);
- Riverside Avenue/West Coast Highway (SR-1) (a.m. peak hour only);
- Tustin Avenue/West Coast Highway (SR-1) (a.m. peak hour only);
- Newport Boulevard (SR-55)/19th Street (a.m. peak hour only);
- Newport Boulevard (SR-55)/Harbor Boulevard (p.m. peak hour only);
- Newport Boulevard (SR-55)/18th Street-Rochester Street (p.m. peak hour only); and
- Newport Boulevard (SR-55)/17th Street (a.m. peak hour only).

As also shown in Table 13, based on agency-established thresholds of significance, the addition of proposed project-generated trips to the study intersections is forecast to result in no significant impacts for forecast General Plan buildout with project conditions.

ORANGE COUNTY CONGESTION MANAGEMENT PROGRAM

The Orange County Congestion Management Program (CMP) states that if a project generating 1,600 or more trips/day will directly access, or is in close proximity to, a CMP Highway System link, a CMP traffic impact analysis is required. The proposed project is forecast to generate 1,062 trips per day; therefore, no CMP traffic impact analysis is required for the proposed project.

STATE HIGHWAY INTERSECTION ANALYSIS

This section evaluates the forecast impact of project-generated trips at the following State Highway study intersections:

- Orange Street/West Coast Highway (SR-1);
- Superior Avenue-Balboa Avenue (SR-1);
- Newport Boulevard (SR-55)/Hospital Road;
- Newport Boulevard (SR-55) Southbound Ramps/West Coast Highway (SR-1);
- Riverside Avenue/West Coast Highway (SR-1);
- Tustin Avenue/West Coast Highway (SR-1);
- Dover Drive-Bayshore Dr/West Coast Highway (SR-1);
- Newport Boulevard (SR-55)/19th Street;
- Newport Boulevard (SR-55)/Broadway;
- Newport Boulevard (SR-55)/Harbor Boulevard;
- Newport Boulevard (SR-55)/18th Street-Rochester Street;
- Newport Boulevard (SR-55)/17th Street;
- Newport Boulevard (SR-55)/16th Street; and
- Newport Boulevard (SR-55)/Industrial Way.

State Highway Intersection Analysis Methodology

Caltrans advocates use of Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of signalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 14.

Table 14
State Highway Intersection LOS & Delay Ranges

LOS	Delay (in seconds)
	Signalized Intersections
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Source: Transportation Research Board, *Highway Capacity Manual*, HCM 2000 Edition (Washington D.C., 2000).

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections. The Caltrans target for peak hour intersection operation is LOS C or better.

State Highway Intersection Thresholds of Significance

While Caltrans has not established traffic thresholds of significance at State Highway intersections, this traffic analysis utilizes 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).

Existing Conditions

Table 15 summarizes existing a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix G.

**Table 15
State Highway
Existing Conditions AM & PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		Delay – LOS	Delay – LOS
1	Orange St/West Coast Hwy (SR-1)	6.0 – A	4.6 – A
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	26.6 – C	33.4 – C
5	Newport Blvd (SR-55)/Hospital Rd	19.6 – B	23.6 – C
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)	15.4 – B	18.1 – B
11	Riverside Ave/West Coast Hwy (SR-1)	13.7 – B	15.7 – B
12	Tustin Ave/West Coast Hwy (SR-1)	3.9 – A	5.9 – A
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	21.4 – C	20.8 – C
14	Newport Blvd (SR-55)/19th St	22.6 – C	24.0 – C
15	Newport Blvd (SR-55)/Broadway	5.1 – A	6.0 – A
16	Newport Blvd (SR-55)/Harbor Blvd	10.1 – B	11.9 – B
17	Newport Blvd (SR-55)/18th St-Rochester St	11.9 – B	18.8 – B
18	Newport Blvd (SR-55)/17th St	28.9 – C	31.0 – C
19	Newport Blvd (SR-55)/16th St	7.1 – A	9.1 – A
20	Newport Blvd (SR-55)/Industrial Way	13.3 – B	13.6 – B

Note: SB = southbound.

As shown in Table 15, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans performance criteria.

Existing Plus Project Conditions

Table 16 summarizes existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix G.

**Table 16
State Highway Existing Plus Project
Conditions AM & PM Peak Intersection Hour LOS**

Int. No.	Study Intersection	Existing Conditions		Existing Plus Project Conditions		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
		Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1	Orange St/West Coast Hwy (SR-1)	6.0 – A	4.6 – A	6.0 – A	4.6 – A	No
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	26.6 – C	33.4 – C	26.6 – C	33.4 – C	No
5	Newport Blvd (SR-55)/Hospital Rd	19.6 – B	23.6 – C	19.6 – B	23.5 – C	No
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)	15.4 – B	18.1 – B	15.4 – B	18.1 – B	No
11	Riverside Ave/West Coast Hwy (SR-1)	13.7 – B	15.7 – B	13.7 – B	15.7 – B	No
12	Tustin Ave/West Coast Hwy (SR-1)	3.9 – A	5.9 – A	3.9 – A	5.9 – A	No
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	21.4 – C	20.8 – C	21.4 – C	20.8 – C	No
14	Newport Blvd (SR-55)/19th St	22.6 – C	24.0 – C	22.6 – C	24.0 – C	No
15	Newport Blvd (SR-55)/Broadway	5.1 – A	6.0 – A	5.1 – A	6.0 – A	No
16	Newport Blvd (SR-55)/Harbor Blvd	10.1 – B	11.9 – B	10.1 – B	12.0 – B	No
17	Newport Blvd (SR-55)/18th St-Rochester St	11.9 – B	18.8 – B	11.9 – B	18.9 – B	No
18	Newport Blvd (SR-55)/17th St	28.9 – C	31.0 – C	28.9 – C	31.0 – C	No
19	Newport Blvd (SR-55)/16th St	7.1 – A	9.1 – A	7.0 – A	9.0 – A	No
20	Newport Blvd (SR-55)/Industrial Way	13.3 – B	13.6 – B	13.2 – B	13.5 – B	No

Note: SB = southbound.

As shown in Table 16, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for existing plus project conditions.

As also shown in Table 16, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for existing plus project conditions.

Forecast Cumulative Without Project Conditions

Table 17 summarizes forecast cumulative without project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix G.

**Table 17
State Highway Forecast Cumulative Without
Project Conditions AM & PM Peak Hour Intersection LOS**

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		Delay – LOS	Delay – LOS
1	Orange St/West Coast Hwy (SR-1)	6.0 – A	4.8 – A
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	28.5 – C	37.6 – D
5	Newport Blvd (SR-55)/Hospital Rd	20.0 – B	24.5 – C
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)	21.4 – C	20.2 – C
11	Riverside Ave/West Coast Hwy (SR-1)	15.1 – B	17.7 – B
12	Tustin Ave/West Coast Hwy (SR-1)	4.6 – A	6.0 – A
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	21.9 – C	23.0 – C
14	Newport Blvd (SR-55)/19th St	24.9 – C	25.0 – C
15	Newport Blvd (SR-55)/Broadway	5.4 – A	6.3 – A
16	Newport Blvd (SR-55)/Harbor Blvd	10.5 – B	14.7 – B
17	Newport Blvd (SR-55)/18th St-Rochester St	12.6 – B	30.0 – C
18	Newport Blvd (SR-55)/17th St	31.3 – C	33.0 – C
19	Newport Blvd (SR-55)/16th St	7.8 – A	10.4 – B
20	Newport Blvd (SR-55)/Industrial Way	18.6 – B	17.8 – B

Notes: SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 17, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast cumulative without project conditions, with the exception of Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) during the p.m. peak hour.

Forecast Cumulative With Project Conditions

Table 18 summarizes forecast cumulative with project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix G.

**Table 18
State Highway Forecast Cumulative With Project
Conditions AM & PM Peak Intersection Hour LOS**

Int. No.	Study Intersection	Forecast Cumulative Without Project Conditions		Forecast Cumulative With Project Conditions		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
		Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1	Orange St/West Coast Hwy (SR-1)	6.0 – A	4.8 – A	6.0 – A	4.8 – A	No
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	28.5 – C	37.6 – D	28.5 – C	37.6 – D	No
5	Newport Blvd (SR-55)/Hospital Rd	20.0 – B	24.5 – C	19.9 – B	24.5 – C	No
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)	21.4 – C	20.2 – C	21.4 – C	20.2 – C	No
11	Riverside Ave/West Coast Hwy (SR-1)	15.1 – B	17.7 – B	15.1 – B	17.7 – B	No
12	Tustin Ave/West Coast Hwy (SR-1)	4.6 – A	6.0 – A	4.6 – A	6.0 – A	No
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	21.9 – C	23.0 – C	21.9 – C	23.1 – C	No
14	Newport Blvd (SR-55)/19th St	24.9 – C	25.0 – C	25.0 – C	25.0 – C	No
15	Newport Blvd (SR-55)/Broadway	5.4 – A	6.3 – A	5.4 – A	6.4 – A	No
16	Newport Blvd (SR-55)/Harbor Blvd	10.5 – B	14.7 – B	10.6 – B	14.9 – B	No
17	Newport Blvd (SR-55)/18th St-Rochester St	12.6 – B	30.0 – C	12.6 – B	30.6 – C	No
18	Newport Blvd (SR-55)/17th St	31.3 – C	33.0 – C	31.3 – C	33.1 – C	No
19	Newport Blvd (SR-55)/16th St	7.8 – A	10.4 – B	7.8 – A	10.4 – B	No
20	Newport Blvd (SR-55)/Industrial Way	18.6 – B	17.8 – B	18.6 – B	17.8 – B	No

Notes: SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 18, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast cumulative with project conditions, with the exception of Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) which is forecast to operate at LOS D during the p.m. peak hour.

As also shown in Table 18, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for forecast cumulative with project conditions.

Forecast General Plan Buildout Without Project Conditions

Table 19 summarizes forecast General Plan buildout without project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix G.

Table 19
State Highway Forecast General Plan Buildout Without
Project Conditions AM & PM Peak Hour Intersection LOS

Int. No.	Study Intersection	AM Peak Hour	PM Peak Hour
		Delay – LOS	Delay – LOS
1	Orange St/West Coast Hwy (SR-1)	8.6 – A	5.4 – A
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	61.2 – E	34.3 – C
5	Newport Blvd (SR-55)/Hospital Rd	21.8 – C	27.9 – C
6	Newport Blvd (SR-55) SB Ramps/ West Coast Hwy (SR-1)	75.6 – E	22.1 – C
11	Riverside Ave/West Coast Hwy (SR-1)	18.5 – B	18.3 – B
12	Tustin Ave/West Coast Hwy (SR-1)	8.8 – A	12.8 – B
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	22.1 – C	21.9 – C
14	Newport Blvd (SR-55)/19th St	43.2 – D	30.8 – C
15	Newport Blvd (SR-55)/Broadway	5.1 – A	6.0 – A
16	Newport Blvd (SR-55)/Harbor Blvd	11.3 – B	22.1 – C
17	Newport Blvd (SR-55)/18th St-Rochester St	16.1 – B	28.8 – C
18	Newport Blvd (SR-55)/17th St	37.5 – D	36.7 – D
19	Newport Blvd (SR-55)/16th St	7.2 – A	9.7 – A
20	Newport Blvd (SR-55)/Industrial Way	13.4 – B	13.6 – B

Notes: SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 19, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast General Plan buildout without project conditions, with the exception of the following intersections:

- Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) (a.m. peak hour only);
- Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1) (a.m. peak hour only);
- Newport Boulevard (SR-55)/19th Street (a.m. peak hour only); and
- Newport Boulevard (SR-55)/17th Street (both a.m. peak hour and p.m. peak hour).

Forecast General Plan Buildout With Project Conditions

Table 20 summarizes forecast General Plan buildout with project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix G.

Table 20
State Highway Forecast General Plan Buildout
With Project Conditions AM & PM Peak Intersection Hour LOS

Int. No.	Study Intersection	Forecast General Plan Buildout Without Project Conditions		Forecast General Plan Buildout With Project Conditions		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
		Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1	Orange St/West Coast Hwy (SR-1)	8.6 – A	5.4 – A	8.6 – A	5.4 – A	No
3	Superior Ave-Balboa Blvd/West Coast Hwy (SR-1)	61.2 – E	34.3 – C	62.2 – E	34.4 – C	No
5	Newport Blvd (SR-55)/Hospital Rd	21.8 – C	27.9 – C	21.7 – C	27.9 – C	No
6	Newport Blvd (SR-55) SB Ramps/West Coast Hwy (SR-1)	75.6 – E	22.1 – C	76.0 – E	22.2 – C	No
11	Riverside Ave/West Coast Hwy (SR-1)	18.5 – B	18.3 – B	18.8 – B	18.3 – B	No
12	Tustin Ave/West Coast Hwy (SR-1)	8.8 – A	12.8 – B	8.8 – A	12.8 – B	No
13	Dover Dr-Bayshore Dr/West Coast Hwy (SR-1)	22.1 – C	21.9 – C	22.2 – C	21.9 – C	No
14	Newport Blvd (SR-55)/19th St	43.2 – D	30.8 – C	42.9 – D	30.6 – C	No
15	Newport Blvd (SR-55)/Broadway	5.1 – A	6.0 – A	5.1 – A	6.0 – A	No
16	Newport Blvd (SR-55)/Harbor Blvd	11.3 – B	22.1 – C	11.0 – B	19.8 – B	No
17	Newport Blvd (SR-55)/18th St-Rochester St	16.1 – B	28.8 – C	15.9 – B	29.0 – C	No
18	Newport Blvd (SR-55)/17th St	37.5 – D	36.7 – D	37.1 – D	36.3 – D	No
19	Newport Blvd (SR-55)/16th St	7.2 – A	9.7 – A	7.2 – A	9.5 – A	No
20	Newport Blvd (SR-55)/Industrial Way	13.4 – B	13.6 – B	13.5 – B	13.7 – B	No

Notes: SB = southbound; deficient intersection operation shown in **bold**.

As shown in Table 20, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast General Plan buildout with project conditions, with the exception of the following intersections:

- Superior Avenue-Balboa Boulevard/West Coast Highway (SR-1) (a.m. peak hour only);
- Newport Boulevard (SR-55) SB Ramps/West Coast Highway (SR-1) (a.m. peak hour only);

- Newport Boulevard (SR-55)/19th Street (a.m. peak hour only); and
- Newport Boulevard (SR-55)/17th Street (both a.m. peak hour and p.m. peak hour).

As also shown in Table 20, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for forecast General Plan buildout with project conditions.

SITE ACCESS AND CIRCULATION

As shown on project site plan, primary vehicular access to the project site is provided at Newport Boulevard via the Finley Avenue intersection. Gated service and guest access is also planned to be provided at 32nd Street.

The primary vehicular access provides a valet loading area with storage for approximately 18 vehicles. The valet loading area is removed from the travel way and appears adequate to prevent valet loading from blocking Finley Avenue.

A gated visitor and hotel service entry would also be provided off 32nd Street. The location of the control arms would be designed to allow storage for two vehicles without blocking travel on 32nd Street. Vehicular access to Fire Station No. 2 is proposed to occur from Via Oporto through a new curb cut and driveway and existing access on 32nd Street would remain unchanged. Internal circulation appears adequate to facilitate service vehicle maneuvers.

The dead end parking aisle parallel to 32nd Street appears to provide adequate hammerhead design to facilitate parked vehicle exit maneuvers.

MITIGATION MEASURES

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur based on agency thresholds of significance.

CONCLUSIONS

The proposed project is forecast to generate approximately 1,062 daily trips, which includes approximately 69 a.m. peak hour trips and approximately 78 p.m. peak hour trips.

Based on Cities of Newport Beach and Costa Mesa established thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for the following evaluated scenarios presented in this report:

- Existing Conditions;
- Existing Plus Project Conditions;
- Forecast Year 2018 Without Project Conditions (TPO);
- Forecast Year 2018 With Project Conditions (TPO);

- Forecast Cumulative Without Project Conditions (CEQA);
- Forecast Cumulative With Project Conditions (CEQA);
- Forecast General Plan Buildout Without Project Conditions; and
- Forecast General Plan Buildout With Project Conditions.

Based on Caltrans established thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for the evaluated scenarios.

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur based on agency thresholds of significance.

APPENDIX A
Existing Count Data

City of Newport Beach
 N/S: Orange Street
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_ORANGE_W COAST HWY AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

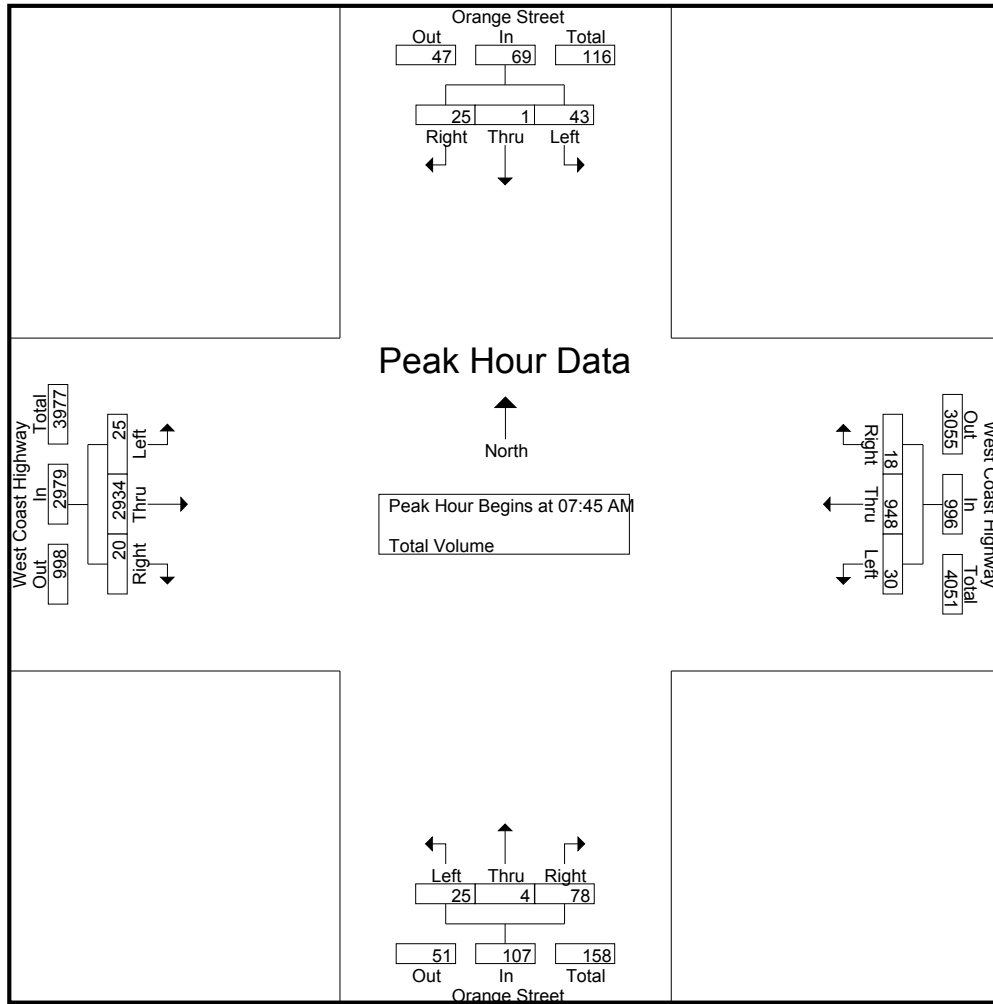
Start Time	Orange Street Southbound				West Coast Highway Westbound				Orange Street Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	0	5	12	9	155	1	165	9	1	9	19	3	395	3	401	597
07:15 AM	12	3	5	20	8	172	8	188	10	0	16	26	1	534	3	538	772
07:30 AM	15	0	7	22	4	230	3	237	8	1	27	36	2	649	4	655	950
07:45 AM	12	0	7	19	9	243	4	256	4	0	21	25	8	750	5	763	1063
Total	46	3	24	73	30	800	16	846	31	2	73	106	14	2328	15	2357	3382
08:00 AM	7	0	7	14	7	251	9	267	5	0	23	28	8	696	6	710	1019
08:15 AM	15	1	6	22	6	227	2	235	3	3	18	24	5	722	1	728	1009
08:30 AM	9	0	5	14	8	227	3	238	13	1	16	30	4	766	8	778	1060
08:45 AM	7	0	2	9	3	233	3	239	12	0	18	30	3	710	2	715	993
Total	38	1	20	59	24	938	17	979	33	4	75	112	20	2894	17	2931	4081
Grand Total	84	4	44	132	54	1738	33	1825	64	6	148	218	34	5222	32	5288	7463
Apprch %	63.6	3	33.3		3	95.2	1.8		29.4	2.8	67.9		0.6	98.8	0.6		
Total %	1.1	0.1	0.6	1.8	0.7	23.3	0.4	24.5	0.9	0.1	2	2.9	0.5	70	0.4	70.9	

Start Time	Orange Street Southbound				West Coast Highway Westbound				Orange Street Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	12	0	7	19	9	243	4	256	4	0	21	25	8	750	5	763	1063
08:00 AM	7	0	7	14	7	251	9	267	5	0	23	28	8	696	6	710	1019
08:15 AM	15	1	6	22	6	227	2	235	3	3	18	24	5	722	1	728	1009
08:30 AM	9	0	5	14	8	227	3	238	13	1	16	30	4	766	8	778	1060
Total Volume	43	1	25	69	30	948	18	996	25	4	78	107	25	2934	20	2979	4151
% App. Total	62.3	1.4	36.2		3	95.2	1.8		23.4	3.7	72.9		0.8	98.5	0.7		
PHF	.717	.250	.893	.784	.833	.944	.500	.933	.481	.333	.848	.892	.781	.958	.625	.957	.976

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Newport Beach
 N/S: Orange Street
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_ORANGE_W COAST HWY AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	15	0	7	22	9	243	4	256	10	0	16	26	8	750	5	763
+15 mins.	12	0	7	19	7	251	9	267	8	1	27	36	8	696	6	710
+30 mins.	7	0	7	14	6	227	2	235	4	0	21	25	5	722	1	728
+45 mins.	15	1	6	22	8	227	3	238	5	0	23	28	4	766	8	778
Total Volume	49	1	27	77	30	948	18	996	27	1	87	115	25	2934	20	2979
% App. Total	63.6	1.3	35.1		3	95.2	1.8		23.5	0.9	75.7		0.8	98.5	0.7	
PHF	.817	.250	.964	.875	.833	.944	.500	.933	.675	.250	.806	.799	.781	.958	.625	.957

City of Newport Beach
 N/S: Orange Street
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_ORANGE_W COAST HWY PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Orange Street Southbound				West Coast Highway Westbound				Orange Street Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	5	7	9	539	3	551	5	0	7	12	15	274	7	296	866
04:15 PM	6	0	6	12	9	621	7	637	5	1	6	12	8	237	4	249	910
04:30 PM	6	0	4	10	7	576	5	588	3	1	10	14	8	295	6	309	921
04:45 PM	3	0	9	12	5	662	4	671	6	1	15	22	8	297	9	314	1019
Total	17	0	24	41	30	2398	19	2447	19	3	38	60	39	1103	26	1168	3716
05:00 PM	5	1	6	12	9	699	10	718	8	0	11	19	15	313	4	332	1081
05:15 PM	6	0	9	15	9	766	8	783	7	0	13	20	13	278	5	296	1114
05:30 PM	1	0	5	6	5	755	12	772	9	0	3	12	7	293	9	309	1099
05:45 PM	5	0	6	11	10	623	11	644	8	1	13	22	10	292	9	311	988
Total	17	1	26	44	33	2843	41	2917	32	1	40	73	45	1176	27	1248	4282
Grand Total	34	1	50	85	63	5241	60	5364	51	4	78	133	84	2279	53	2416	7998
Apprch %	40	1.2	58.8		1.2	97.7	1.1		38.3	3	58.6		3.5	94.3	2.2		
Total %	0.4	0	0.6	1.1	0.8	65.5	0.8	67.1	0.6	0.1	1	1.7	1.1	28.5	0.7	30.2	

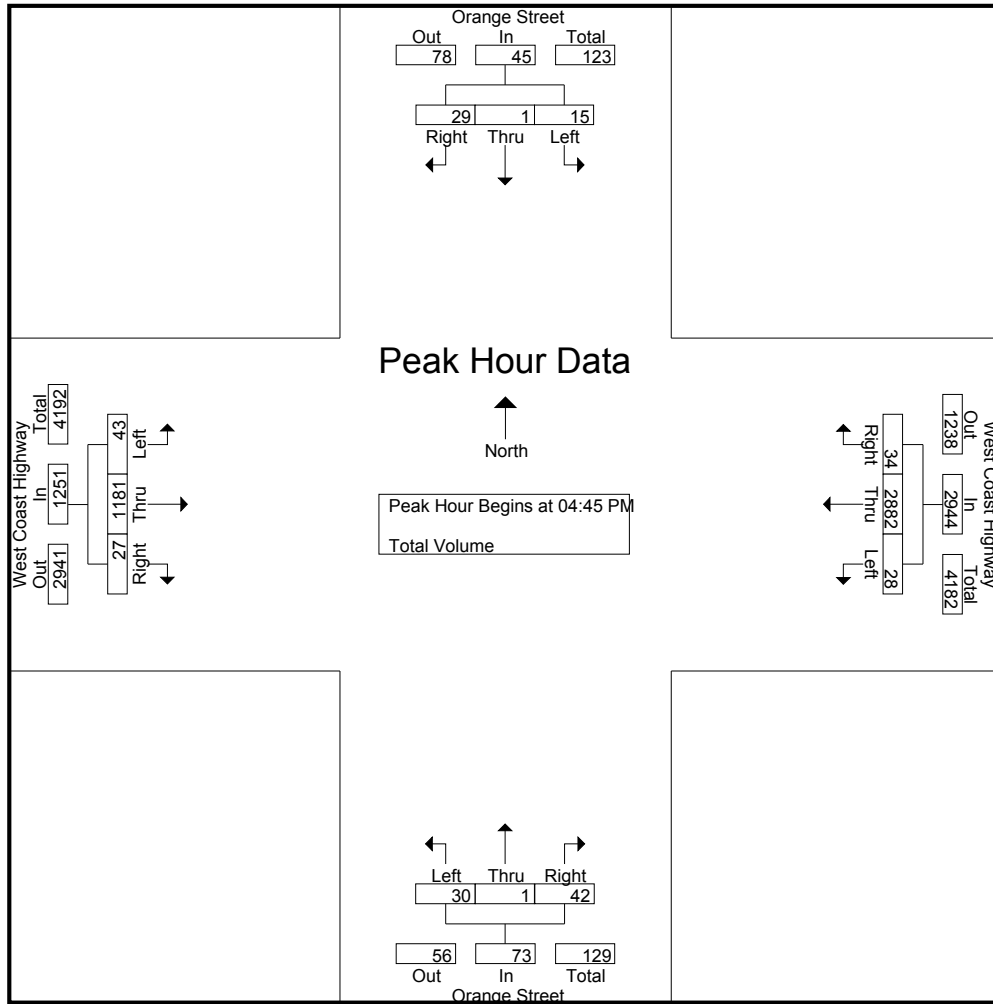
Start Time	Orange Street Southbound				West Coast Highway Westbound				Orange Street Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	3	0	9	12	5	662	4	671	6	1	15	22	8	297	9	314	1019
05:00 PM	5	1	6	12	9	699	10	718	8	0	11	19	15	313	4	332	1081
05:15 PM	6	0	9	15	9	766	8	783	7	0	13	20	13	278	5	296	1114
05:30 PM	1	0	5	6	5	755	12	772	9	0	3	12	7	293	9	309	1099
Total Volume	15	1	29	45	28	2882	34	2944	30	1	42	73	43	1181	27	1251	4313
% App. Total	33.3	2.2	64.4		1	97.9	1.2		41.1	1.4	57.5		3.4	94.4	2.2		
PHF	.625	.250	.806	.750	.778	.941	.708	.940	.833	.250	.700	.830	.717	.943	.750	.942	.968

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Newport Beach
 N/S: Orange Street
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_ORANGE_W COAST HWY PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	6	0	4	10	5	662	4	671	3	1	10	14	8	295	6	309
+15 mins.	3	0	9	12	9	699	10	718	6	1	15	22	8	297	9	314
+30 mins.	5	1	6	12	9	766	8	783	8	0	11	19	15	313	4	332
+45 mins.	6	0	9	15	5	755	12	772	7	0	13	20	13	278	5	296
Total Volume	20	1	28	49	28	2882	34	2944	24	2	49	75	44	1183	24	1251
% App. Total	40.8	2	57.1		1	97.9	1.2		32	2.7	65.3		3.5	94.6	1.9	
PHF	.833	.250	.778	.817	.778	.941	.708	.940	.750	.500	.817	.852	.733	.945	.667	.942

City of Newport Beach
 N/S: Superior Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : NPB_Superior_Placentia AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

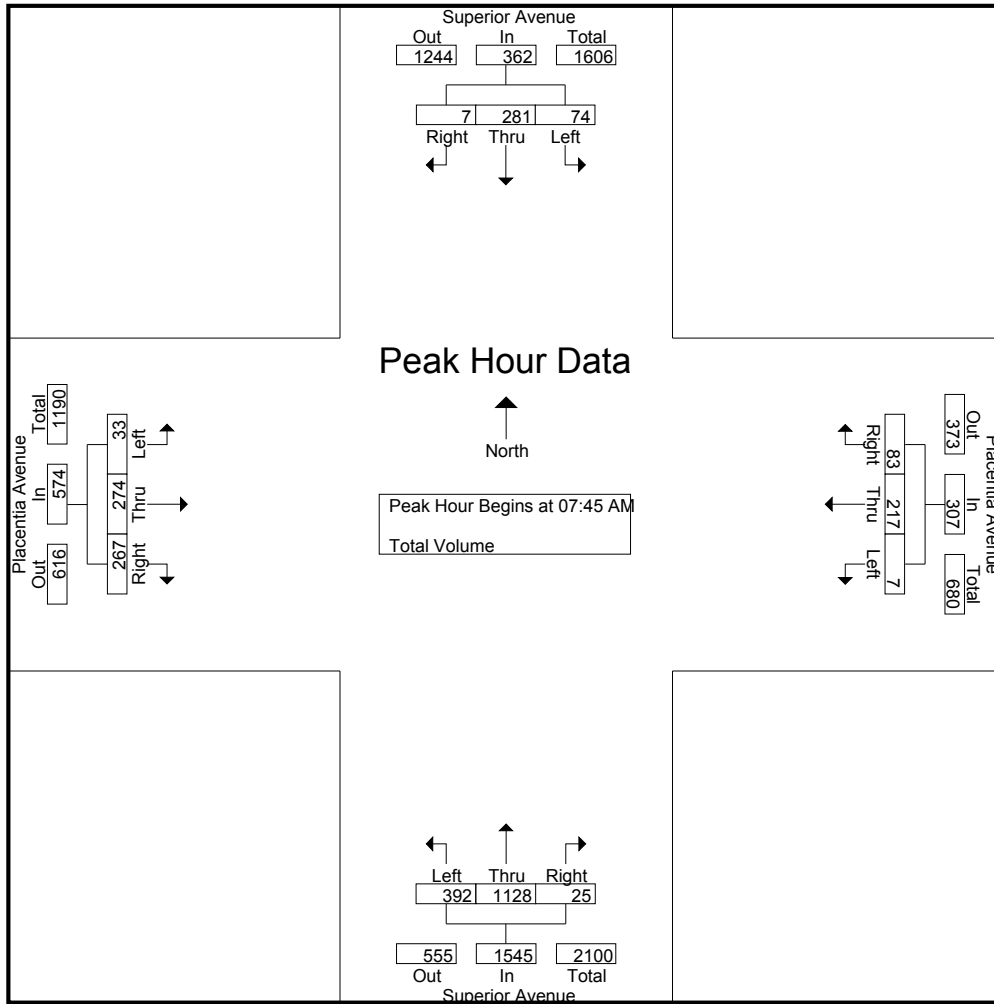
Start Time	Superior Avenue Southbound				Placentia Avenue Westbound				Superior Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	48	1	57	0	28	9	37	34	137	2	173	4	41	66	111	378
07:15 AM	10	53	1	64	2	29	13	44	53	198	1	252	9	60	75	144	504
07:30 AM	10	60	2	72	4	40	23	67	85	222	9	316	7	62	70	139	594
07:45 AM	13	71	0	84	0	50	21	71	133	285	6	424	8	93	82	183	762
Total	41	232	4	277	6	147	66	219	305	842	18	1165	28	256	293	577	2238
08:00 AM	13	67	7	87	3	65	14	82	74	244	6	324	5	54	68	127	620
08:15 AM	22	63	0	85	3	54	23	80	99	287	5	391	9	60	58	127	683
08:30 AM	26	80	0	106	1	48	25	74	86	312	8	406	11	67	59	137	723
08:45 AM	12	57	2	71	4	53	39	96	91	259	7	357	5	52	48	105	629
Total	73	267	9	349	11	220	101	332	350	1102	26	1478	30	233	233	496	2655
Grand Total	114	499	13	626	17	367	167	551	655	1944	44	2643	58	489	526	1073	4893
Apprch %	18.2	79.7	2.1		3.1	66.6	30.3		24.8	73.6	1.7		5.4	45.6	49		
Total %	2.3	10.2	0.3	12.8	0.3	7.5	3.4	11.3	13.4	39.7	0.9	54	1.2	10	10.8	21.9	

Start Time	Superior Avenue Southbound				Placentia Avenue Westbound				Superior Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	13	71	0	84	0	50	21	71	133	285	6	424	8	93	82	183	762
08:00 AM	13	67	7	87	3	65	14	82	74	244	6	324	5	54	68	127	620
08:15 AM	22	63	0	85	3	54	23	80	99	287	5	391	9	60	58	127	683
08:30 AM	26	80	0	106	1	48	25	74	86	312	8	406	11	67	59	137	723
Total Volume	74	281	7	362	7	217	83	307	392	1128	25	1545	33	274	267	574	2788
% App. Total	20.4	77.6	1.9		2.3	70.7	27		25.4	73	1.6		5.7	47.7	46.5		
PHF	.712	.878	.250	.854	.583	.835	.830	.936	.737	.904	.781	.911	.750	.737	.814	.784	.915

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Newport Beach
 N/S: Superior Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : NPB_Superior_Placentia AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				07:15 AM			
+0 mins.	13	71	0	84	3	65	14	82	133	285	6	424	9	60	75	144
+15 mins.	13	67	7	87	3	54	23	80	74	244	6	324	7	62	70	139
+30 mins.	22	63	0	85	1	48	25	74	99	287	5	391	8	93	82	183
+45 mins.	26	80	0	106	4	53	39	96	86	312	8	406	5	54	68	127
Total Volume	74	281	7	362	11	220	101	332	392	1128	25	1545	29	269	295	593
% App. Total	20.4	77.6	1.9		3.3	66.3	30.4		25.4	73	1.6		4.9	45.4	49.7	
PHF	.712	.878	.250	.854	.688	.846	.647	.865	.737	.904	.781	.911	.806	.723	.899	.810

City of Newport Beach
 N/S: Superior Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : NPB_Superior_Placentia PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

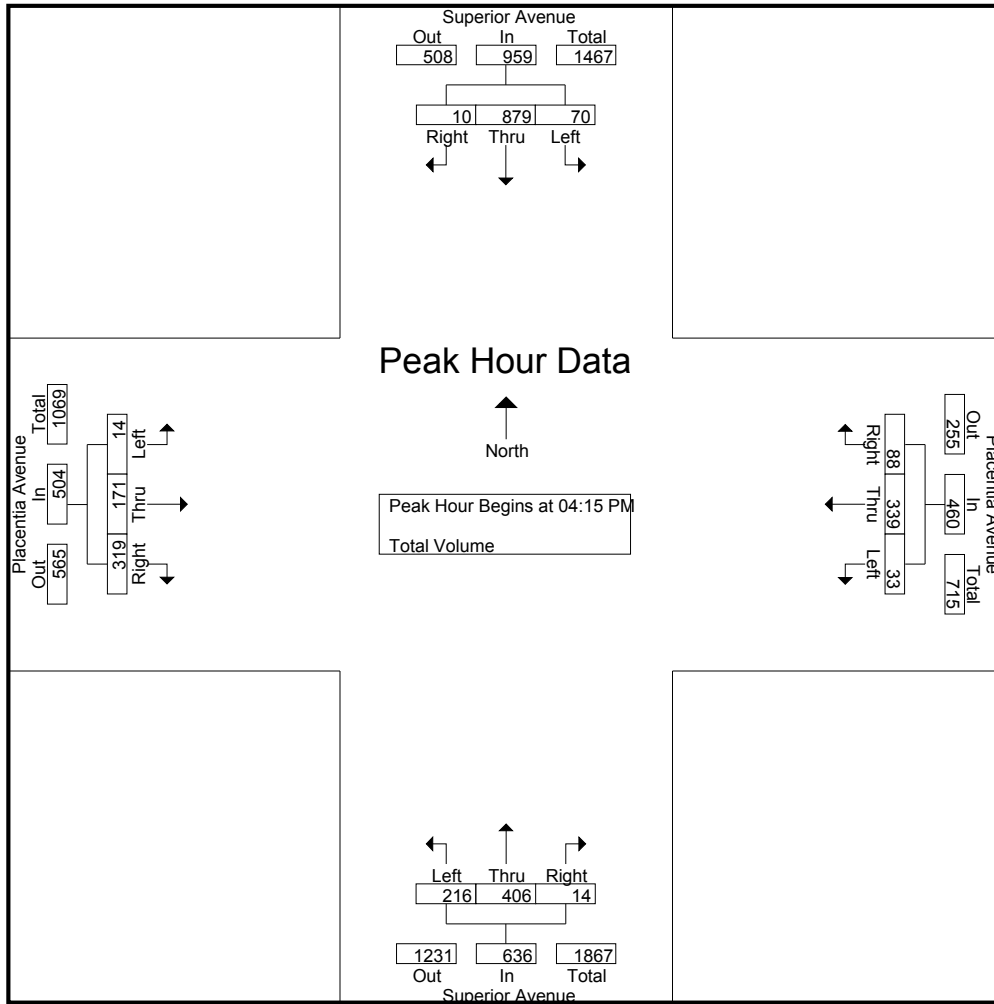
Groups Printed- Total Volume

Start Time	Superior Avenue Southbound				Placentia Avenue Westbound				Superior Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	27	200	0	227	9	87	22	118	69	108	5	182	7	41	91	139	666
04:15 PM	24	203	7	234	6	99	16	121	58	102	4	164	2	47	91	140	659
04:30 PM	17	223	0	240	8	87	31	126	52	71	2	125	7	44	84	135	626
04:45 PM	19	206	0	225	9	74	22	105	46	104	4	154	4	47	59	110	594
Total	87	832	7	926	32	347	91	470	225	385	15	625	20	179	325	524	2545
05:00 PM	10	247	3	260	10	79	19	108	60	129	4	193	1	33	85	119	680
05:15 PM	17	214	1	232	6	72	18	96	55	116	3	174	4	46	73	123	625
05:30 PM	13	263	1	277	6	57	16	79	65	91	3	159	4	47	74	125	640
05:45 PM	8	253	2	263	3	33	8	44	49	100	2	151	6	36	72	114	572
Total	48	977	7	1032	25	241	61	327	229	436	12	677	15	162	304	481	2517
Grand Total	135	1809	14	1958	57	588	152	797	454	821	27	1302	35	341	629	1005	5062
Apprch %	6.9	92.4	0.7		7.2	73.8	19.1		34.9	63.1	2.1		3.5	33.9	62.6		
Total %	2.7	35.7	0.3	38.7	1.1	11.6	3	15.7	9	16.2	0.5	25.7	0.7	6.7	12.4	19.9	

Start Time	Superior Avenue Southbound				Placentia Avenue Westbound				Superior Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	24	203	7	234	6	99	16	121	58	102	4	164	2	47	91	140	659
04:30 PM	17	223	0	240	8	87	31	126	52	71	2	125	7	44	84	135	626
04:45 PM	19	206	0	225	9	74	22	105	46	104	4	154	4	47	59	110	594
05:00 PM	10	247	3	260	10	79	19	108	60	129	4	193	1	33	85	119	680
Total Volume	70	879	10	959	33	339	88	460	216	406	14	636	14	171	319	504	2559
% App. Total	7.3	91.7	1		7.2	73.7	19.1		34	63.8	2.2		2.8	33.9	63.3		
PHF	.729	.890	.357	.922	.825	.856	.710	.913	.900	.787	.875	.824	.500	.910	.876	.900	.941

City of Newport Beach
 N/S: Superior Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : NPB_Superior_Placentia PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	10	247	3	260	9	87	22	118	46	104	4	154	7	41	91	139
+15 mins.	17	214	1	232	6	99	16	121	60	129	4	193	2	47	91	140
+30 mins.	13	263	1	277	8	87	31	126	55	116	3	174	7	44	84	135
+45 mins.	8	253	2	263	9	74	22	105	65	91	3	159	4	47	59	110
Total Volume	48	977	7	1032	32	347	91	470	226	440	14	680	20	179	325	524
% App. Total	4.7	94.7	0.7		6.8	73.8	19.4		33.2	64.7	2.1		3.8	34.2	62	
PHF	.706	.929	.583	.931	.889	.876	.734	.933	.869	.853	.875	.881	.714	.952	.893	.936

City of Newport Beach
 N/S: Superior Avenue / Balboa Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Superior_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

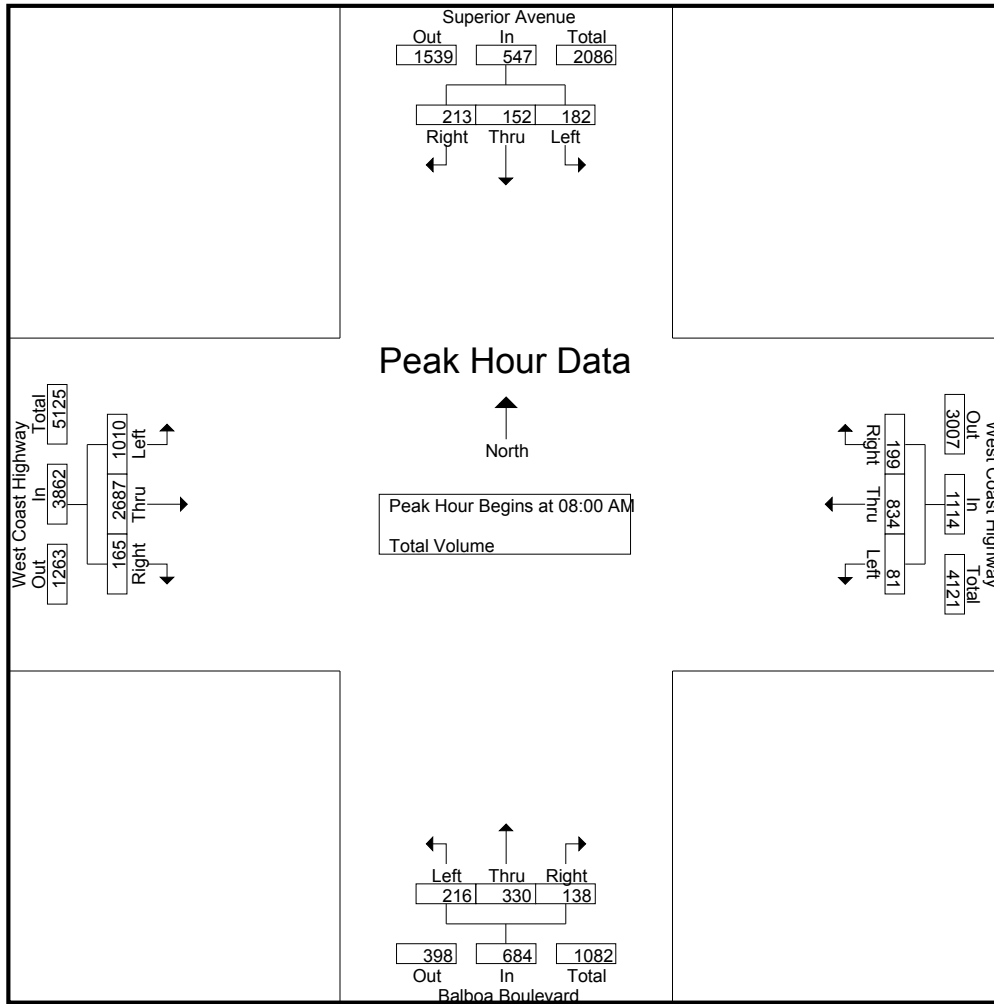
Start Time	Superior Avenue Southbound				West Coast Highway Westbound				Balboa Boulevard Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	47	40	52	139	23	84	5	112	26	39	25	90	89	332	31	452	793
07:15 AM	39	34	48	121	7	135	14	156	34	66	36	136	151	466	34	651	1064
07:30 AM	64	26	62	152	14	196	38	248	29	82	24	135	241	572	79	892	1427
07:45 AM	60	42	68	170	17	169	44	230	47	97	25	169	246	570	97	913	1482
Total	210	142	230	582	61	584	101	746	136	284	110	530	727	1940	241	2908	4766
08:00 AM	50	42	50	142	17	194	32	243	79	78	37	194	217	639	36	892	1471
08:15 AM	41	34	49	124	18	207	71	296	53	84	30	167	268	720	27	1015	1602
08:30 AM	48	32	75	155	24	182	39	245	46	85	40	171	212	660	40	912	1483
08:45 AM	43	44	39	126	22	251	57	330	38	83	31	152	313	668	62	1043	1651
Total	182	152	213	547	81	834	199	1114	216	330	138	684	1010	2687	165	3862	6207
Grand Total	392	294	443	1129	142	1418	300	1860	352	614	248	1214	1737	4627	406	6770	10973
Apprch %	34.7	26	39.2		7.6	76.2	16.1		29	50.6	20.4		25.7	68.3	6		
Total %	3.6	2.7	4	10.3	1.3	12.9	2.7	17	3.2	5.6	2.3	11.1	15.8	42.2	3.7	61.7	

Start Time	Superior Avenue Southbound				West Coast Highway Westbound				Balboa Boulevard Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	50	42	50	142	17	194	32	243	79	78	37	194	217	639	36	892	1471
08:15 AM	41	34	49	124	18	207	71	296	53	84	30	167	268	720	27	1015	1602
08:30 AM	48	32	75	155	24	182	39	245	46	85	40	171	212	660	40	912	1483
08:45 AM	43	44	39	126	22	251	57	330	38	83	31	152	313	668	62	1043	1651
Total Volume	182	152	213	547	81	834	199	1114	216	330	138	684	1010	2687	165	3862	6207
% App. Total	33.3	27.8	38.9		7.3	74.9	17.9		31.6	48.2	20.2		26.2	69.6	4.3		
PHF	.910	.864	.710	.882	.844	.831	.701	.844	.684	.971	.863	.881	.807	.933	.665	.926	.940

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Newport Beach
 N/S: Superior Avenue / Balboa Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Superior_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	60	42	68	170	17	194	32	243	47	97	25	169	217	639	36	892
+15 mins.	50	42	50	142	18	207	71	296	79	78	37	194	268	720	27	1015
+30 mins.	41	34	49	124	24	182	39	245	53	84	30	167	212	660	40	912
+45 mins.	48	32	75	155	22	251	57	330	46	85	40	171	313	668	62	1043
Total Volume	199	150	242	591	81	834	199	1114	225	344	132	701	1010	2687	165	3862
% App. Total	33.7	25.4	40.9		7.3	74.9	17.9		32.1	49.1	18.8		26.2	69.6	4.3	
PHF	.829	.893	.807	.869	.844	.831	.701	.844	.712	.887	.825	.903	.807	.933	.665	.926

City of Newport Beach
 N/S: Superior Avenue / Balboa Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Superior_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

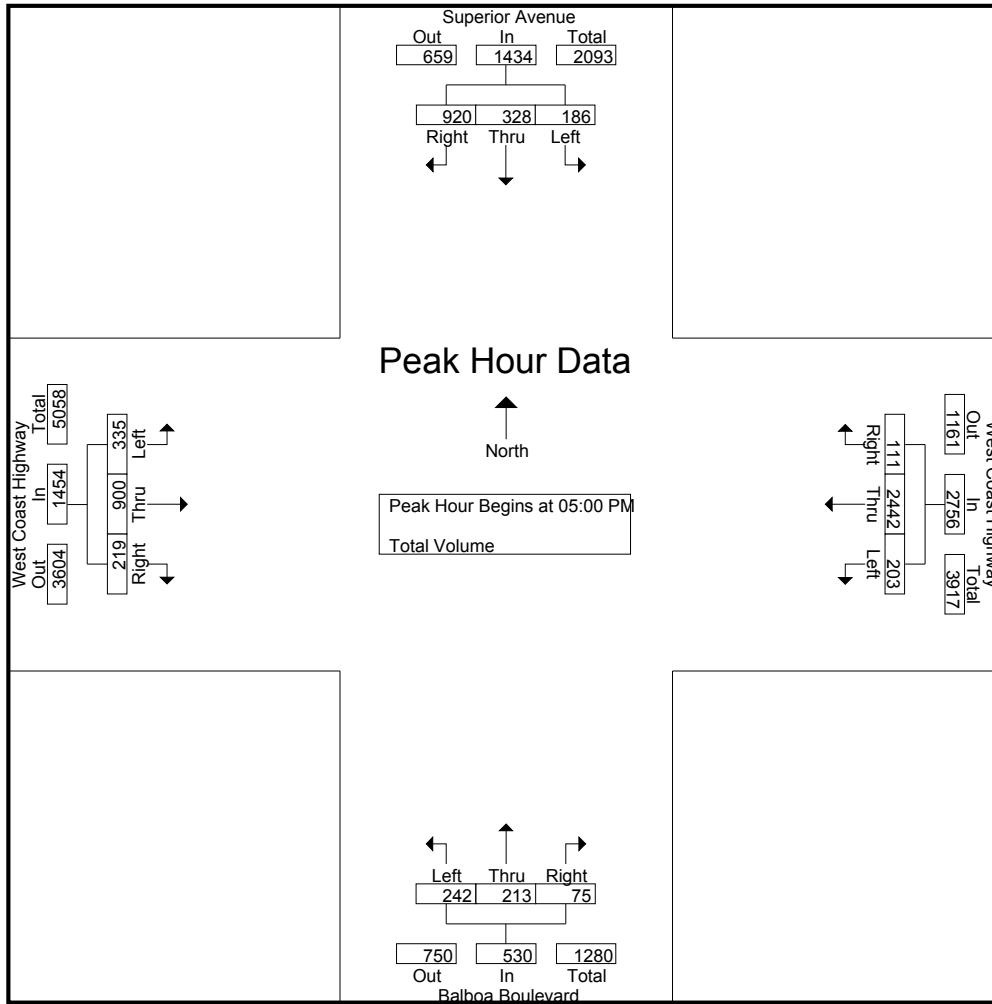
Start Time	Superior Avenue Southbound				West Coast Highway Westbound				Balboa Boulevard Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	48	165	253	42	512	53	607	63	64	18	145	82	211	28	321	1326
04:15 PM	70	83	215	368	34	456	26	516	61	42	28	131	64	212	45	321	1336
04:30 PM	46	117	214	377	42	424	32	498	51	29	24	104	56	229	26	311	1290
04:45 PM	51	55	213	319	49	533	31	613	64	46	14	124	78	246	37	361	1417
Total	207	303	807	1317	167	1925	142	2234	239	181	84	504	280	898	136	1314	5369
05:00 PM	42	78	329	449	57	564	26	647	58	60	17	135	89	279	60	428	1659
05:15 PM	50	78	210	338	47	624	30	701	71	58	15	144	91	195	47	333	1516
05:30 PM	53	89	202	344	49	680	24	753	57	50	17	124	80	209	62	351	1572
05:45 PM	41	83	179	303	50	574	31	655	56	45	26	127	75	217	50	342	1427
Total	186	328	920	1434	203	2442	111	2756	242	213	75	530	335	900	219	1454	6174
Grand Total	393	631	1727	2751	370	4367	253	4990	481	394	159	1034	615	1798	355	2768	11543
Apprch %	14.3	22.9	62.8		7.4	87.5	5.1		46.5	38.1	15.4		22.2	65	12.8		
Total %	3.4	5.5	15	23.8	3.2	37.8	2.2	43.2	4.2	3.4	1.4	9	5.3	15.6	3.1	24	

Start Time	Superior Avenue Southbound				West Coast Highway Westbound				Balboa Boulevard Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	42	78	329	449	57	564	26	647	58	60	17	135	89	279	60	428	1659
05:15 PM	50	78	210	338	47	624	30	701	71	58	15	144	91	195	47	333	1516
05:30 PM	53	89	202	344	49	680	24	753	57	50	17	124	80	209	62	351	1572
05:45 PM	41	83	179	303	50	574	31	655	56	45	26	127	75	217	50	342	1427
Total Volume	186	328	920	1434	203	2442	111	2756	242	213	75	530	335	900	219	1454	6174
% App. Total	13	22.9	64.2		7.4	88.6	4		45.7	40.2	14.2		23	61.9	15.1		
PHF	.877	.921	.699	.798	.890	.898	.895	.915	.852	.888	.721	.920	.920	.806	.883	.849	.930

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Newport Beach
 N/S: Superior Avenue / Balboa Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Superior_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	70	83	215	368	57	564	26	647	58	60	17	135	78	246	37	361
+15 mins.	46	117	214	377	47	624	30	701	71	58	15	144	89	279	60	428
+30 mins.	51	55	213	319	49	680	24	753	57	50	17	124	91	195	47	333
+45 mins.	42	78	329	449	50	574	31	655	56	45	26	127	80	209	62	351
Total Volume	209	333	971	1513	203	2442	111	2756	242	213	75	530	338	929	206	1473
% App. Total	13.8	22	64.2		7.4	88.6	4		45.7	40.2	14.2		22.9	63.1	14	
PHF	.746	.712	.738	.842	.890	.898	.895	.915	.852	.888	.721	.920	.929	.832	.831	.860

City of Newport Beach
 N/S: Balboa Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_32_Balboa AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Balboa Boulevard Southbound				32nd Street Westbound				Balboa Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	38	0	53	7	0	14	21	0	26	17	43	0	10	2	12	129
07:15 AM	13	35	0	48	10	0	9	19	0	36	23	59	1	3	2	6	132
07:30 AM	25	68	0	93	17	0	16	33	0	35	21	56	3	10	2	15	197
07:45 AM	20	141	0	161	18	0	17	35	0	82	32	114	2	13	9	24	334
Total	73	282	0	355	52	0	56	108	0	179	93	272	6	36	15	57	792
08:00 AM	31	43	0	74	10	0	21	31	0	82	27	109	1	8	5	14	228
08:15 AM	24	45	0	69	11	0	22	33	0	40	35	75	4	13	4	21	198
08:30 AM	22	55	0	77	10	0	17	27	0	49	28	77	3	6	2	11	192
08:45 AM	29	73	0	102	6	0	13	19	0	50	23	73	2	8	2	12	206
Total	106	216	0	322	37	0	73	110	0	221	113	334	10	35	13	58	824
Grand Total	179	498	0	677	89	0	129	218	0	400	206	606	16	71	28	115	1616
Apprch %	26.4	73.6	0		40.8	0	59.2		0	66	34		13.9	61.7	24.3		
Total %	11.1	30.8	0	41.9	5.5	0	8	13.5	0	24.8	12.7	37.5	1	4.4	1.7	7.1	

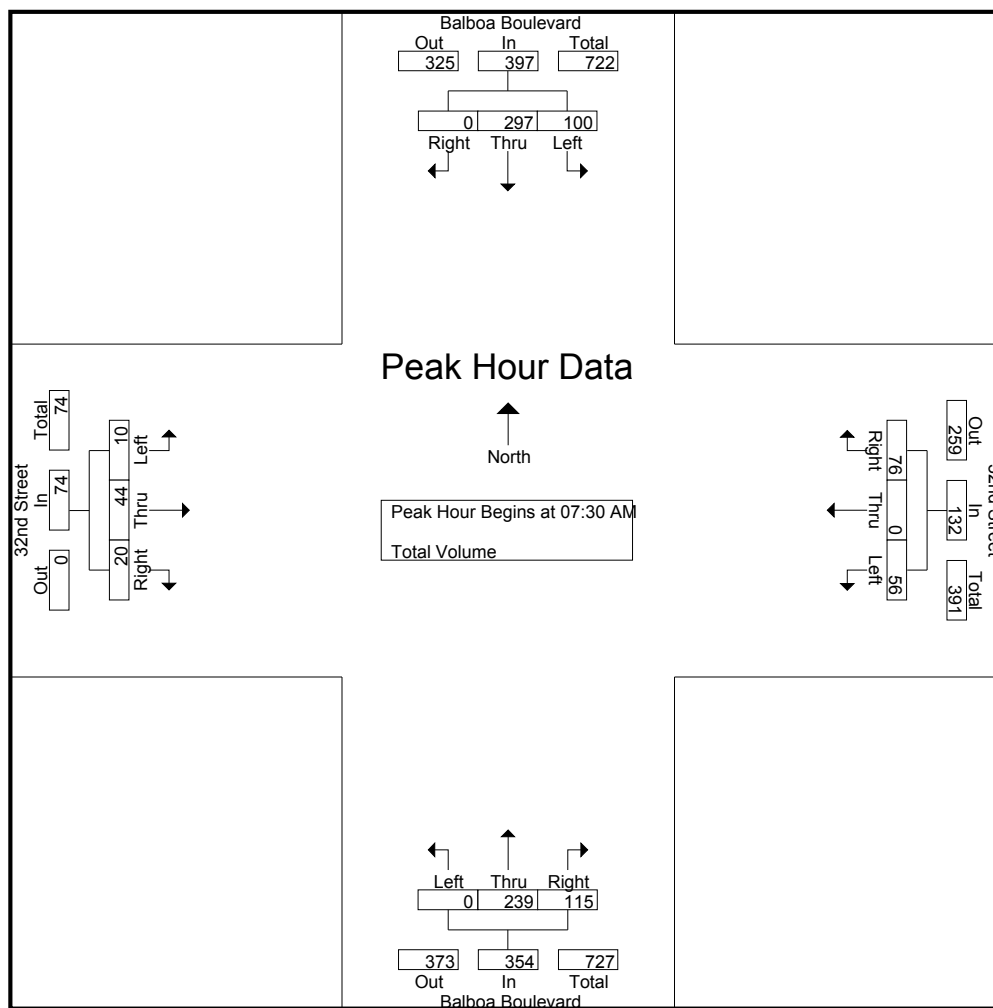
Start Time	Balboa Boulevard Southbound				32nd Street Westbound				Balboa Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	25	68	0	93	17	0	16	33	0	35	21	56	3	10	2	15	197
07:45 AM	20	141	0	161	18	0	17	35	0	82	32	114	2	13	9	24	334
08:00 AM	31	43	0	74	10	0	21	31	0	82	27	109	1	8	5	14	228
08:15 AM	24	45	0	69	11	0	22	33	0	40	35	75	4	13	4	21	198
Total Volume	100	297	0	397	56	0	76	132	0	239	115	354	10	44	20	74	957
% App. Total	25.2	74.8	0		42.4	0	57.6		0	67.5	32.5		13.5	59.5	27		
PHF	.806	.527	.000	.616	.778	.000	.864	.943	.000	.729	.821	.776	.625	.846	.556	.771	.716

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Newport Beach
 N/S: Balboa Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_32_Balboa AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	25	68	0	93	17	0	16	33	0	82	32	114	3	10	2	15
+15 mins.	20	141	0	161	18	0	17	35	0	82	27	109	2	13	9	24
+30 mins.	31	43	0	74	10	0	21	31	0	40	35	75	1	8	5	14
+45 mins.	24	45	0	69	11	0	22	33	0	49	28	77	4	13	4	21
Total Volume	100	297	0	397	56	0	76	132	0	253	122	375	10	44	20	74
% App. Total	25.2	74.8	0		42.4	0	57.6		0	67.5	32.5		13.5	59.5	27	
PHF	.806	.527	.000	.616	.778	.000	.864	.943	.000	.771	.871	.822	.625	.846	.556	.771

City of Newport Beach
 N/S: Balboa Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_32_Balboa PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Balboa Boulevard Southbound				32nd Street Westbound				Balboa Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	56	0	75	25	0	28	53	0	59	15	74	1	7	3	11	213
04:15 PM	17	45	0	62	15	0	31	46	0	61	16	77	1	9	4	14	199
04:30 PM	24	50	0	74	17	0	34	51	0	57	11	68	1	4	0	5	198
04:45 PM	15	51	0	66	12	0	33	45	0	54	12	66	2	4	0	6	183
Total	75	202	0	277	69	0	126	195	0	231	54	285	5	24	7	36	793
05:00 PM	17	65	0	82	18	0	33	51	0	92	20	112	2	10	2	14	259
05:15 PM	19	58	0	77	20	0	35	55	0	66	19	85	1	4	5	10	227
05:30 PM	23	50	0	73	22	0	35	57	0	60	19	79	2	7	3	12	221
05:45 PM	20	57	0	77	21	0	40	61	0	52	18	70	2	7	2	11	219
Total	79	230	0	309	81	0	143	224	0	270	76	346	7	28	12	47	926
Grand Total	154	432	0	586	150	0	269	419	0	501	130	631	12	52	19	83	1719
Apprch %	26.3	73.7	0		35.8	0	64.2		0	79.4	20.6		14.5	62.7	22.9		
Total %	9	25.1	0	34.1	8.7	0	15.6	24.4	0	29.1	7.6	36.7	0.7	3	1.1	4.8	

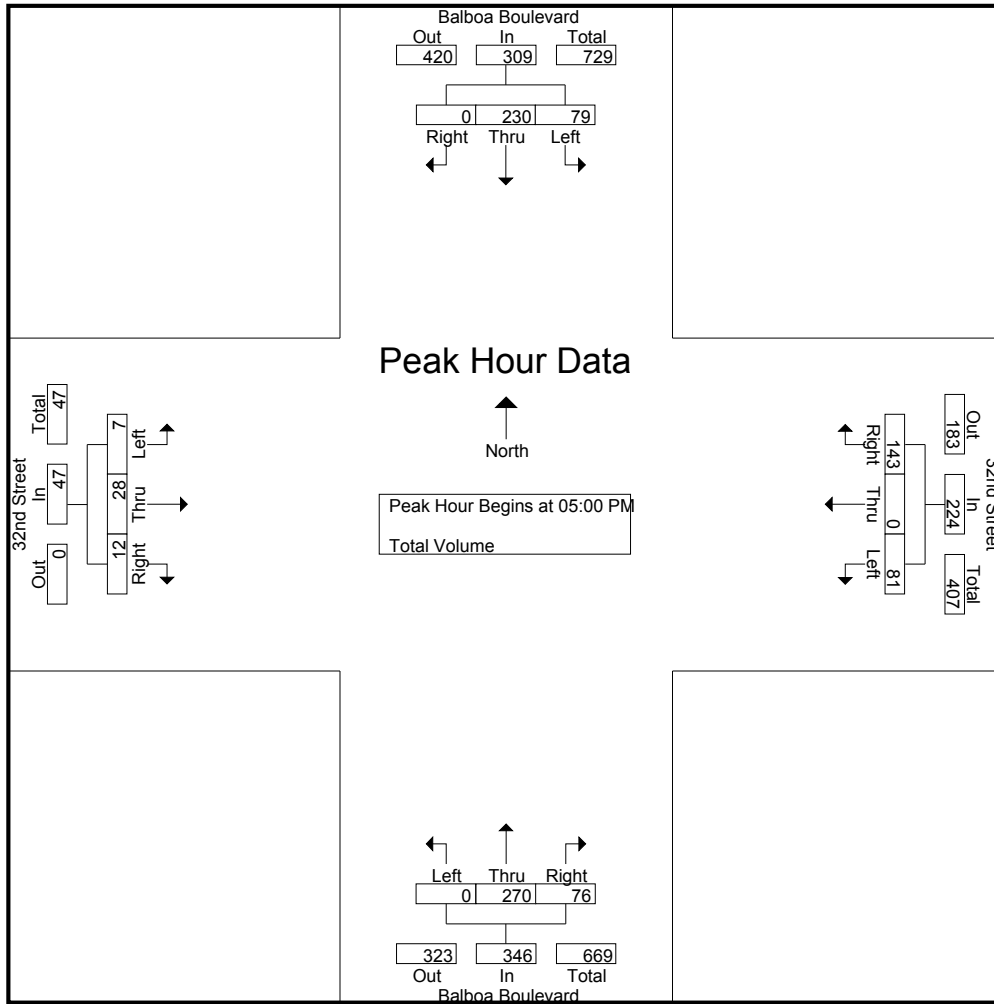
Start Time	Balboa Boulevard Southbound				32nd Street Westbound				Balboa Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	17	65	0	82	18	0	33	51	0	92	20	112	2	10	2	14	259
05:15 PM	19	58	0	77	20	0	35	55	0	66	19	85	1	4	5	10	227
05:30 PM	23	50	0	73	22	0	35	57	0	60	19	79	2	7	3	12	221
05:45 PM	20	57	0	77	21	0	40	61	0	52	18	70	2	7	2	11	219
Total Volume	79	230	0	309	81	0	143	224	0	270	76	346	7	28	12	47	926
% App. Total	25.6	74.4	0		36.2	0	63.8		0	78	22		14.9	59.6	25.5		
PHF	.859	.885	.000	.942	.920	.000	.894	.918	.000	.734	.950	.772	.875	.700	.600	.839	.894

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Newport Beach
 N/S: Balboa Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_32_Balboa PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	17	65	0	82	18	0	33	51	0	92	20	112	2	10	2	14
+15 mins.	19	58	0	77	20	0	35	55	0	66	19	85	1	4	5	10
+30 mins.	23	50	0	73	22	0	35	57	0	60	19	79	2	7	3	12
+45 mins.	20	57	0	77	21	0	40	61	0	52	18	70	2	7	2	11
Total Volume	79	230	0	309	81	0	143	224	0	270	76	346	7	28	12	47
% App. Total	25.6	74.4	0		36.2	0	63.8		0	78	22		14.9	59.6	25.5	
PHF	.859	.885	.000	.942	.920	.000	.894	.918	.000	.734	.950	.772	.875	.700	.600	.839

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Hospital Road
 Weather: Clear

File Name : NPB_NEWPORT_HOSPITAL AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

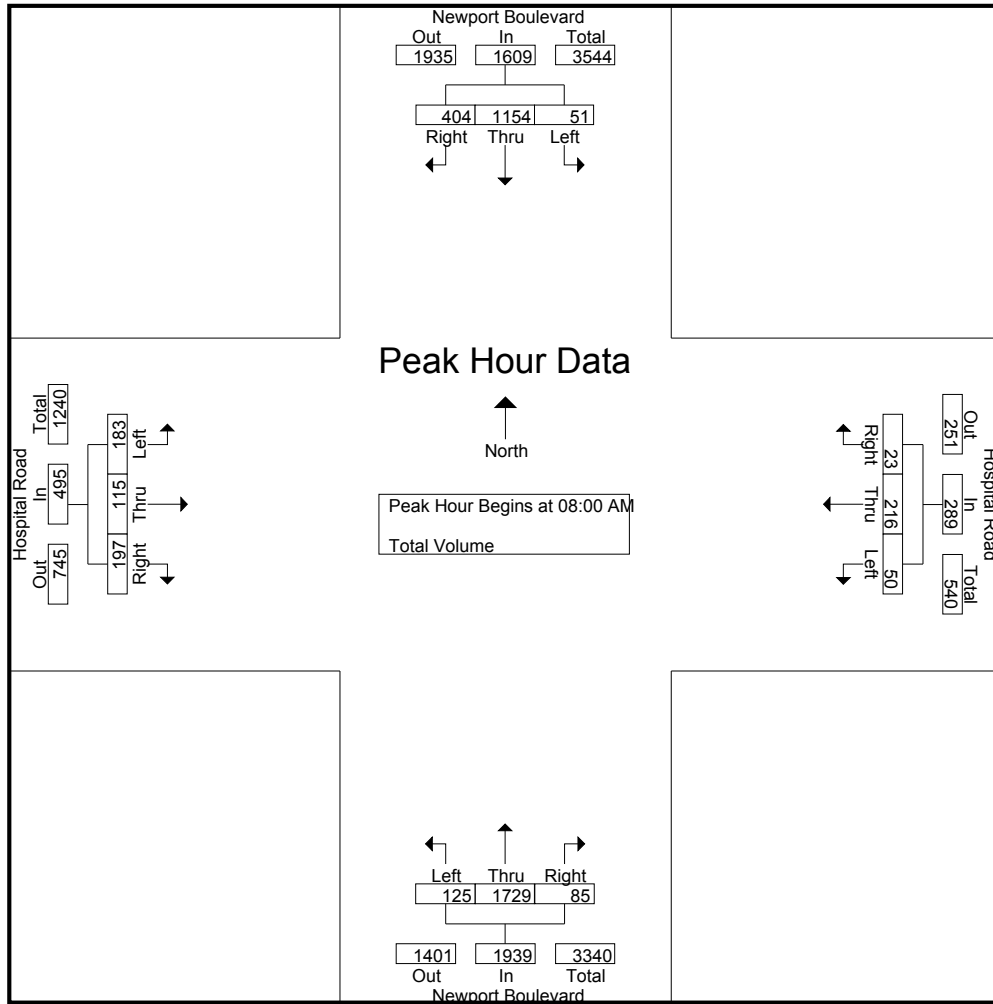
Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				Hospital Road Westbound				Newport Boulevard Northbound				Hospital Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	215	69	289	5	26	7	38	15	313	7	335	34	11	29	74	736
07:15 AM	5	220	59	284	10	30	8	48	10	335	8	353	36	13	42	91	776
07:30 AM	8	252	70	330	12	37	8	57	17	426	14	457	100	40	38	178	1022
07:45 AM	9	251	83	343	14	65	1	80	25	384	17	426	51	69	62	182	1031
Total	27	938	281	1246	41	158	24	223	67	1458	46	1571	221	133	171	525	3565
08:00 AM	9	301	83	393	15	54	5	74	30	469	21	520	58	18	49	125	1112
08:15 AM	12	297	109	418	11	52	5	68	32	401	21	454	35	20	52	107	1047
08:30 AM	11	281	97	389	13	61	6	80	27	402	19	448	41	46	50	137	1054
08:45 AM	19	275	115	409	11	49	7	67	36	457	24	517	49	31	46	126	1119
Total	51	1154	404	1609	50	216	23	289	125	1729	85	1939	183	115	197	495	4332
Grand Total	78	2092	685	2855	91	374	47	512	192	3187	131	3510	404	248	368	1020	7897
Apprch %	2.7	73.3	24		17.8	73	9.2		5.5	90.8	3.7		39.6	24.3	36.1		
Total %	1	26.5	8.7	36.2	1.2	4.7	0.6	6.5	2.4	40.4	1.7	44.4	5.1	3.1	4.7	12.9	

Start Time	Newport Boulevard Southbound				Hospital Road Westbound				Newport Boulevard Northbound				Hospital Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	9	301	83	393	15	54	5	74	30	469	21	520	58	18	49	125	1112
08:15 AM	12	297	109	418	11	52	5	68	32	401	21	454	35	20	52	107	1047
08:30 AM	11	281	97	389	13	61	6	80	27	402	19	448	41	46	50	137	1054
08:45 AM	19	275	115	409	11	49	7	67	36	457	24	517	49	31	46	126	1119
Total Volume	51	1154	404	1609	50	216	23	289	125	1729	85	1939	183	115	197	495	4332
% App. Total	3.2	71.7	25.1		17.3	74.7	8		6.4	89.2	4.4		37	23.2	39.8		
PHF	.671	.958	.878	.962	.833	.885	.821	.903	.868	.922	.885	.932	.789	.625	.947	.903	.968

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	9	301	83	393	14	65	1	80	30	469	21	520	100	40	38	178
+15 mins.	12	297	109	418	15	54	5	74	32	401	21	454	51	69	62	182
+30 mins.	11	281	97	389	11	52	5	68	27	402	19	448	58	18	49	125
+45 mins.	19	275	115	409	13	61	6	80	36	457	24	517	35	20	52	107
Total Volume	51	1154	404	1609	53	232	17	302	125	1729	85	1939	244	147	201	592
% App. Total	3.2	71.7	25.1		17.5	76.8	5.6		6.4	89.2	4.4		41.2	24.8	34	
PHF	.671	.958	.878	.962	.883	.892	.708	.944	.868	.922	.885	.932	.610	.533	.810	.813

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Hospital Road
 Weather: Clear

File Name : NPB_NEWPORT_HOSPITAL PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

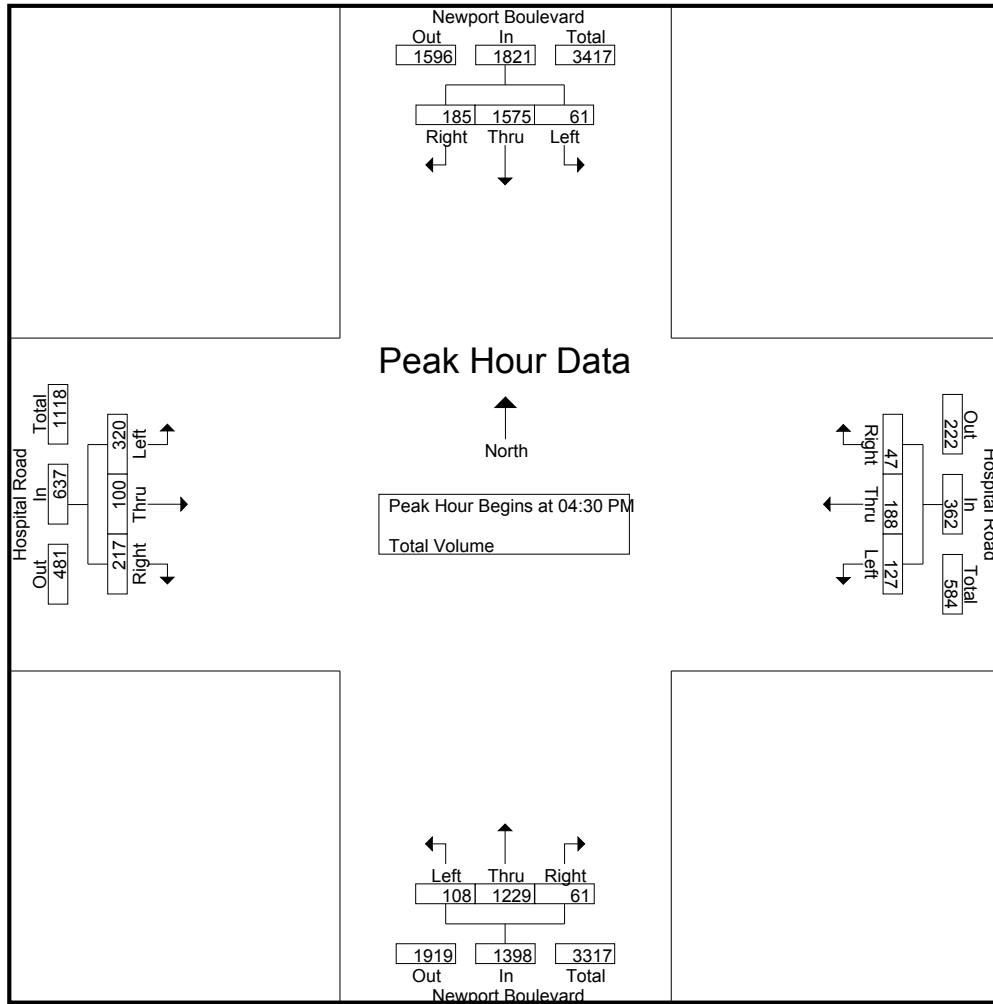
Start Time	Newport Boulevard Southbound				Hospital Road Westbound				Newport Boulevard Northbound				Hospital Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	377	49	441	21	43	9	73	35	293	11	339	73	19	45	137	990
04:15 PM	16	353	52	421	21	41	13	75	37	314	12	363	67	23	53	143	1002
04:30 PM	14	355	50	419	19	47	14	80	33	321	14	368	88	29	66	183	1050
04:45 PM	19	389	49	457	30	44	17	91	30	279	11	320	73	19	57	149	1017
Total	64	1474	200	1738	91	175	53	319	135	1207	48	1390	301	90	221	612	4059
05:00 PM	12	412	45	469	44	49	8	101	18	315	15	348	85	25	49	159	1077
05:15 PM	16	419	41	476	34	48	8	90	27	314	21	362	74	27	45	146	1074
05:30 PM	16	396	60	472	45	40	9	94	28	287	11	326	58	25	45	128	1020
05:45 PM	10	382	61	453	32	33	5	70	28	301	13	342	47	20	41	108	973
Total	54	1609	207	1870	155	170	30	355	101	1217	60	1378	264	97	180	541	4144
Grand Total	118	3083	407	3608	246	345	83	674	236	2424	108	2768	565	187	401	1153	8203
Apprch %	3.3	85.4	11.3		36.5	51.2	12.3		8.5	87.6	3.9		49	16.2	34.8		
Total %	1.4	37.6	5	44	3	4.2	1	8.2	2.9	29.6	1.3	33.7	6.9	2.3	4.9	14.1	

Start Time	Newport Boulevard Southbound				Hospital Road Westbound				Newport Boulevard Northbound				Hospital Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	14	355	50	419	19	47	14	80	33	321	14	368	88	29	66	183	1050
04:45 PM	19	389	49	457	30	44	17	91	30	279	11	320	73	19	57	149	1017
05:00 PM	12	412	45	469	44	49	8	101	18	315	15	348	85	25	49	159	1077
05:15 PM	16	419	41	476	34	48	8	90	27	314	21	362	74	27	45	146	1074
Total Volume	61	1575	185	1821	127	188	47	362	108	1229	61	1398	320	100	217	637	4218
% App. Total	3.3	86.5	10.2		35.1	51.9	13		7.7	87.9	4.4		50.2	15.7	34.1		
PHF	.803	.940	.925	.956	.722	.959	.691	.896	.818	.957	.726	.950	.909	.862	.822	.870	.979

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Hospital Road
 Weather: Clear

File Name : NPB_NEWPORT_HOSPITAL PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:15 PM				04:30 PM			
+0 mins.	19	389	49	457	30	44	17	91	37	314	12	363	88	29	66	183
+15 mins.	12	412	45	469	44	49	8	101	33	321	14	368	73	19	57	149
+30 mins.	16	419	41	476	34	48	8	90	30	279	11	320	85	25	49	159
+45 mins.	16	396	60	472	45	40	9	94	18	315	15	348	74	27	45	146
Total Volume	63	1616	195	1874	153	181	42	376	118	1229	52	1399	320	100	217	637
% App. Total	3.4	86.2	10.4		40.7	48.1	11.2		8.4	87.8	3.7		50.2	15.7	34.1	
PHF	.829	.964	.813	.984	.850	.923	.618	.931	.797	.957	.867	.950	.909	.862	.822	.870

City of Newport Beach
 N/S: Newport Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Newport_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

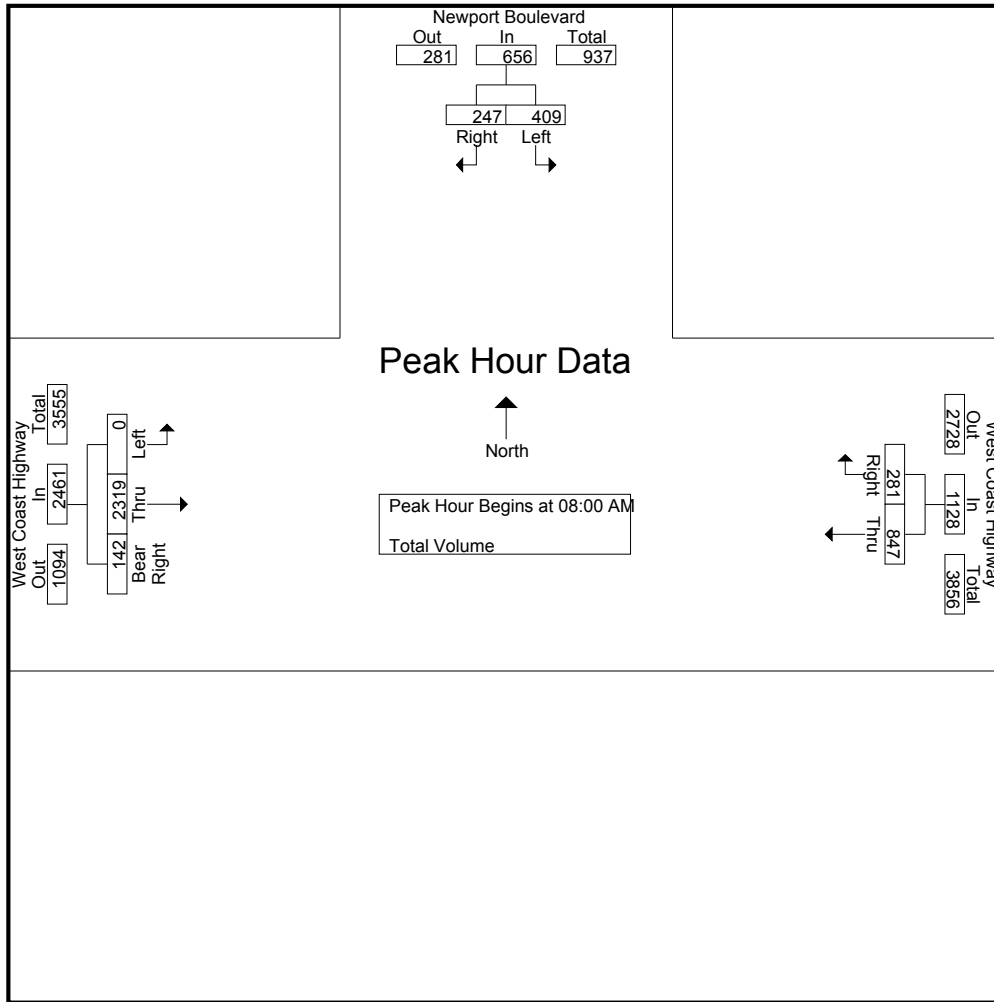
Start Time	Newport Boulevard Southbound			West Coast Highway Westbound			West Coast Highway Eastbound				Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Bear Right	App. Total	
07:00 AM	67	44	111	124	36	160	0	396	17	413	684
07:15 AM	85	55	140	132	44	176	0	440	16	456	772
07:30 AM	94	51	145	221	52	273	0	559	27	586	1004
07:45 AM	101	37	138	192	74	266	0	561	29	590	994
Total	347	187	534	669	206	875	0	1956	89	2045	3454
08:00 AM	103	61	164	216	60	276	0	620	31	651	1091
08:15 AM	115	67	182	186	60	246	0	519	30	549	977
08:30 AM	97	65	162	196	68	264	0	582	32	614	1040
08:45 AM	94	54	148	249	93	342	0	598	49	647	1137
Total	409	247	656	847	281	1128	0	2319	142	2461	4245
Grand Total	756	434	1190	1516	487	2003	0	4275	231	4506	7699
Apprch %	63.5	36.5		75.7	24.3		0	94.9	5.1		
Total %	9.8	5.6	15.5	19.7	6.3	26	0	55.5	3	58.5	

Start Time	Newport Boulevard Southbound			West Coast Highway Westbound			West Coast Highway Eastbound				Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Bear Right	App. Total	
08:00 AM	103	61	164	216	60	276	0	620	31	651	1091
08:15 AM	115	67	182	186	60	246	0	519	30	549	977
08:30 AM	97	65	162	196	68	264	0	582	32	614	1040
08:45 AM	94	54	148	249	93	342	0	598	49	647	1137
Total Volume	409	247	656	847	281	1128	0	2319	142	2461	4245
% App. Total	62.3	37.7		75.1	24.9		0	94.2	5.8		
PHF	.889	.922	.901	.850	.755	.825	.000	.935	.724	.945	.933

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Newport_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM			
+0 mins.	103	61	164	216	60	276	0	620	31	651
+15 mins.	115	67	182	186	60	246	0	519	30	549
+30 mins.	97	65	162	196	68	264	0	582	32	614
+45 mins.	94	54	148	249	93	342	0	598	49	647
Total Volume	409	247	656	847	281	1128	0	2319	142	2461
% App. Total	62.3	37.7		75.1	24.9		0	94.2	5.8	
PHF	.889	.922	.901	.850	.755	.825	.000	.935	.724	.945

City of Newport Beach
 N/S: Newport Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Newport_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound			West Coast Highway Westbound			West Coast Highway Eastbound				Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Bear Right	App. Total	
04:00 PM	113	100	213	393	118	511	0	239	17	256	980
04:15 PM	104	73	177	445	114	559	0	280	26	306	1042
04:30 PM	90	85	175	410	95	505	0	278	20	298	978
04:45 PM	114	98	212	439	131	570	0	306	27	333	1115
Total	421	356	777	1687	458	2145	0	1103	90	1193	4115
05:00 PM	111	111	222	494	122	616	0	321	27	348	1186
05:15 PM	71	98	169	537	129	666	0	273	16	289	1124
05:30 PM	83	125	208	529	135	664	0	245	27	272	1144
05:45 PM	71	99	170	514	104	618	0	246	45	291	1079
Total	336	433	769	2074	490	2564	0	1085	115	1200	4533
Grand Total	757	789	1546	3761	948	4709	0	2188	205	2393	8648
Apprch %	49	51		79.9	20.1		0	91.4	8.6		
Total %	8.8	9.1	17.9	43.5	11	54.5	0	25.3	2.4	27.7	

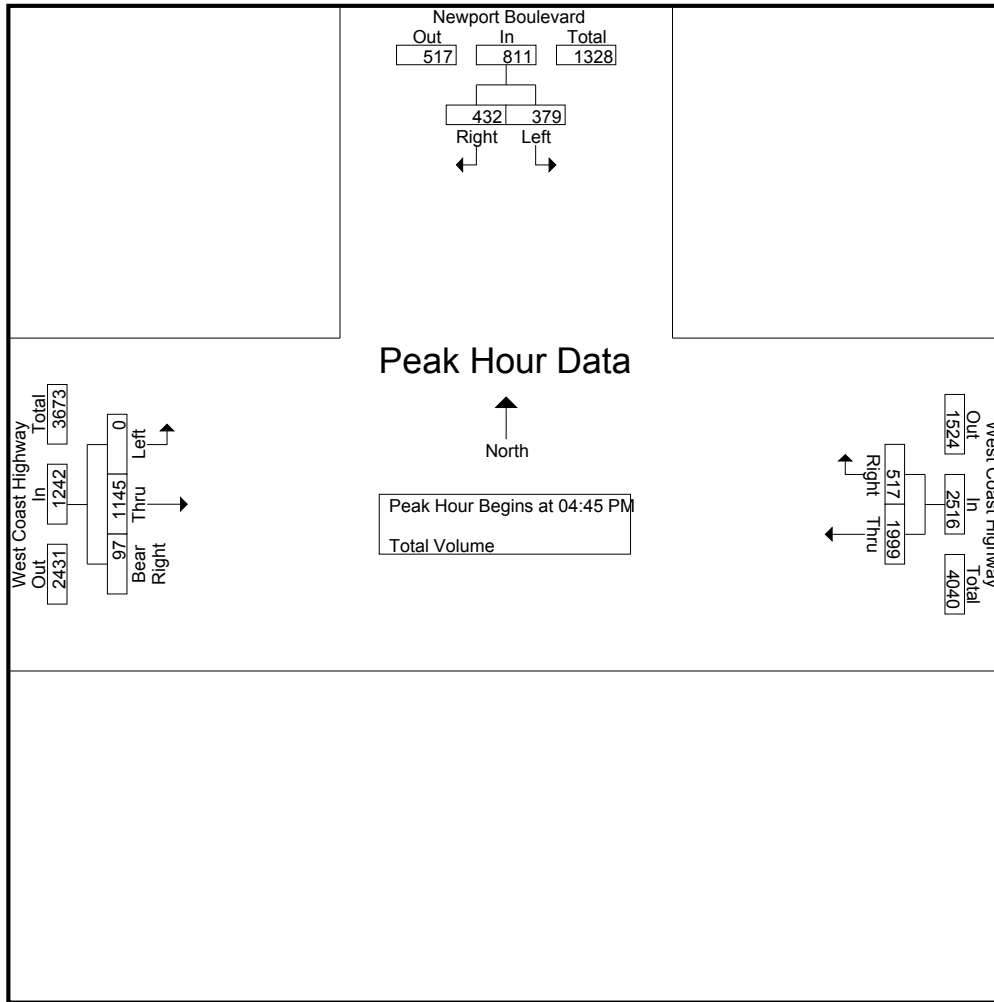
Start Time	Newport Boulevard Southbound			West Coast Highway Westbound			West Coast Highway Eastbound				Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Bear Right	App. Total	
04:45 PM	114	98	212	439	131	570	0	306	27	333	1115
05:00 PM	111	111	222	494	122	616	0	321	27	348	1186
05:15 PM	71	98	169	537	129	666	0	273	16	289	1124
05:30 PM	83	125	208	529	135	664	0	245	27	272	1144
Total Volume	379	432	811	1999	517	2516	0	1145	97	1242	4569
% App. Total	46.7	53.3		79.5	20.5		0	92.2	7.8		
PHF	.831	.864	.913	.931	.957	.944	.000	.892	.898	.892	.963

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Newport_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:15 PM			
+0 mins.	114	98	212	494	122	616	0	280	26	306
+15 mins.	111	111	222	537	129	666	0	278	20	298
+30 mins.	71	98	169	529	135	664	0	306	27	333
+45 mins.	83	125	208	514	104	618	0	321	27	348
Total Volume	379	432	811	2074	490	2564	0	1185	100	1285
% App. Total	46.7	53.3		80.9	19.1		0	92.2	7.8	
PHF	.831	.864	.913	.966	.907	.962	.000	.923	.926	.923

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Via Lido
 Weather: Clear

File Name : NPB_NEWPORT_VIA LIDO AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				Via Lido Westbound				Newport Boulevard Northbound				Short Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	77	137	4	218	4	0	85	89	0	198	8	206	0	0	3	3	516
07:15 AM	69	132	6	207	5	0	86	91	0	211	8	219	0	0	2	2	519
07:30 AM	65	154	8	227	5	0	80	85	0	295	9	304	0	0	4	4	620
07:45 AM	61	214	2	277	3	0	84	87	0	308	9	317	0	0	2	2	683
Total	272	637	20	929	17	0	335	352	0	1012	34	1046	0	0	11	11	2338
08:00 AM	72	205	4	281	3	0	85	88	0	309	11	320	0	0	1	1	690
08:15 AM	63	210	4	277	5	0	83	88	0	292	8	300	0	0	2	2	667
08:30 AM	75	209	5	289	7	0	106	113	0	308	12	320	0	0	3	3	725
08:45 AM	74	206	8	288	3	0	94	97	0	327	6	333	0	0	2	2	720
Total	284	830	21	1135	18	0	368	386	0	1236	37	1273	0	0	8	8	2802
Grand Total	556	1467	41	2064	35	0	703	738	0	2248	71	2319	0	0	19	19	5140
Apprch %	26.9	71.1	2		4.7	0	95.3		0	96.9	3.1		0	0	100		
Total %	10.8	28.5	0.8	40.2	0.7	0	13.7	14.4	0	43.7	1.4	45.1	0	0	0.4	0.4	

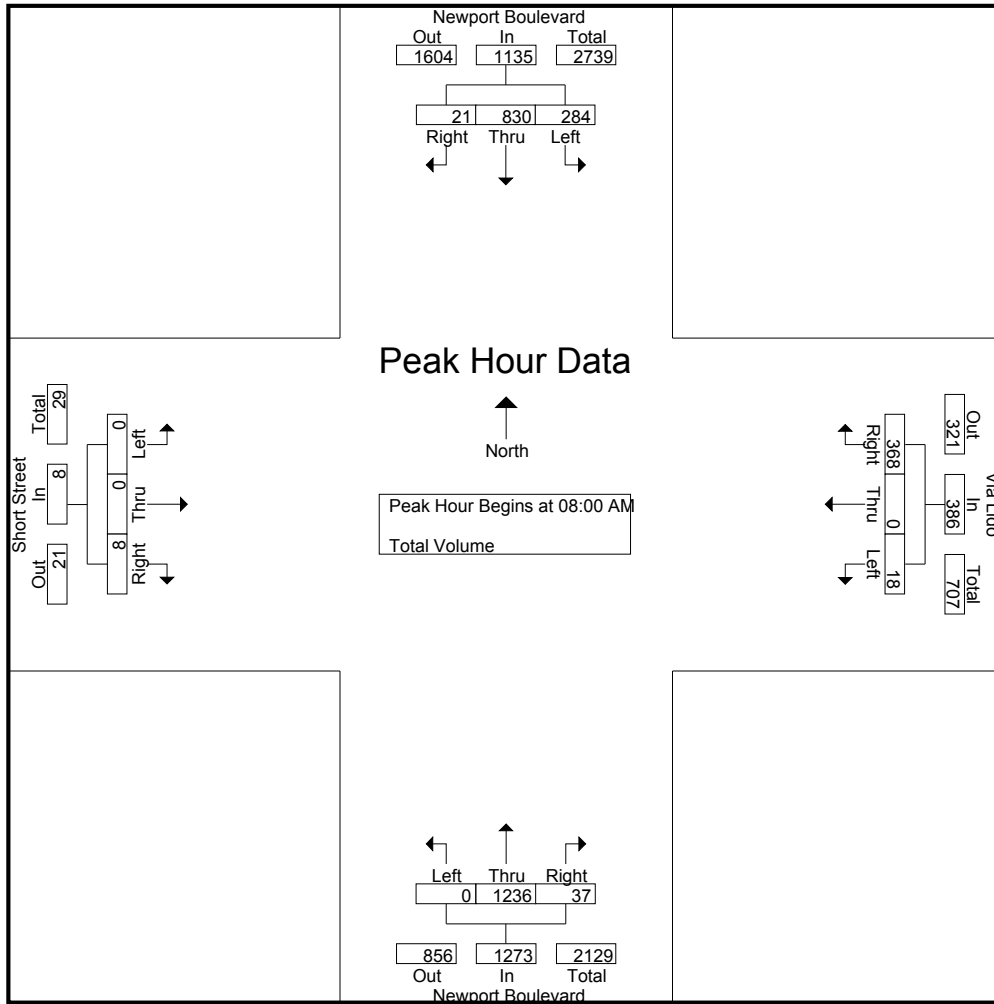
Start Time	Newport Boulevard Southbound				Via Lido Westbound				Newport Boulevard Northbound				Short Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	72	205	4	281	3	0	85	88	0	309	11	320	0	0	1	1	690
08:15 AM	63	210	4	277	5	0	83	88	0	292	8	300	0	0	2	2	667
08:30 AM	75	209	5	289	7	0	106	113	0	308	12	320	0	0	3	3	725
08:45 AM	74	206	8	288	3	0	94	97	0	327	6	333	0	0	2	2	720
Total Volume	284	830	21	1135	18	0	368	386	0	1236	37	1273	0	0	8	8	2802
% App. Total	25	73.1	1.9		4.7	0	95.3		0	97.1	2.9		0	0	100		
PHF	.947	.988	.656	.982	.643	.000	.868	.854	.000	.945	.771	.956	.000	.000	.667	.667	.966

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Via Lido
 Weather: Clear

File Name : NPB_NEWPORT_VIA LIDO AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:00 AM			
+0 mins.	72	205	4	281	3	0	85	88	0	309	11	320	0	0	3	3
+15 mins.	63	210	4	277	5	0	83	88	0	292	8	300	0	0	2	2
+30 mins.	75	209	5	289	7	0	106	113	0	308	12	320	0	0	4	4
+45 mins.	74	206	8	288	3	0	94	97	0	327	6	333	0	0	2	2
Total Volume	284	830	21	1135	18	0	368	386	0	1236	37	1273	0	0	11	11
% App. Total	25	73.1	1.9		4.7	0	95.3		0	97.1	2.9		0	0	100	
PHF	.947	.988	.656	.982	.643	.000	.868	.854	.000	.945	.771	.956	.000	.000	.688	.688

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Via Lido
 Weather: Clear

File Name : NPB_NEWPORT_VIA LIDO PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				Via Lido Westbound				Newport Boulevard Northbound				Short Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	115	256	18	389	9	0	76	85	0	237	6	243	0	0	4	4	721
04:15 PM	106	274	13	393	5	0	70	75	0	252	6	258	0	0	4	4	730
04:30 PM	90	259	13	362	6	0	65	71	0	263	4	267	0	0	4	4	704
04:45 PM	93	288	12	393	4	0	67	71	0	208	8	216	0	0	3	3	683
Total	404	1077	56	1537	24	0	278	302	0	960	24	984	0	0	15	15	2838
05:00 PM	98	317	16	431	8	0	79	87	0	247	8	255	0	0	0	0	773
05:15 PM	100	329	8	437	10	0	73	83	0	264	4	268	0	0	2	2	790
05:30 PM	94	358	8	460	7	0	69	76	0	236	4	240	0	0	0	0	776
05:45 PM	105	336	11	452	6	0	84	90	0	222	10	232	0	0	9	9	783
Total	397	1340	43	1780	31	0	305	336	0	969	26	995	0	0	11	11	3122
Grand Total	801	2417	99	3317	55	0	583	638	0	1929	50	1979	0	0	26	26	5960
Apprch %	24.1	72.9	3		8.6	0	91.4		0	97.5	2.5		0	0	100		
Total %	13.4	40.6	1.7	55.7	0.9	0	9.8	10.7	0	32.4	0.8	33.2	0	0	0.4	0.4	

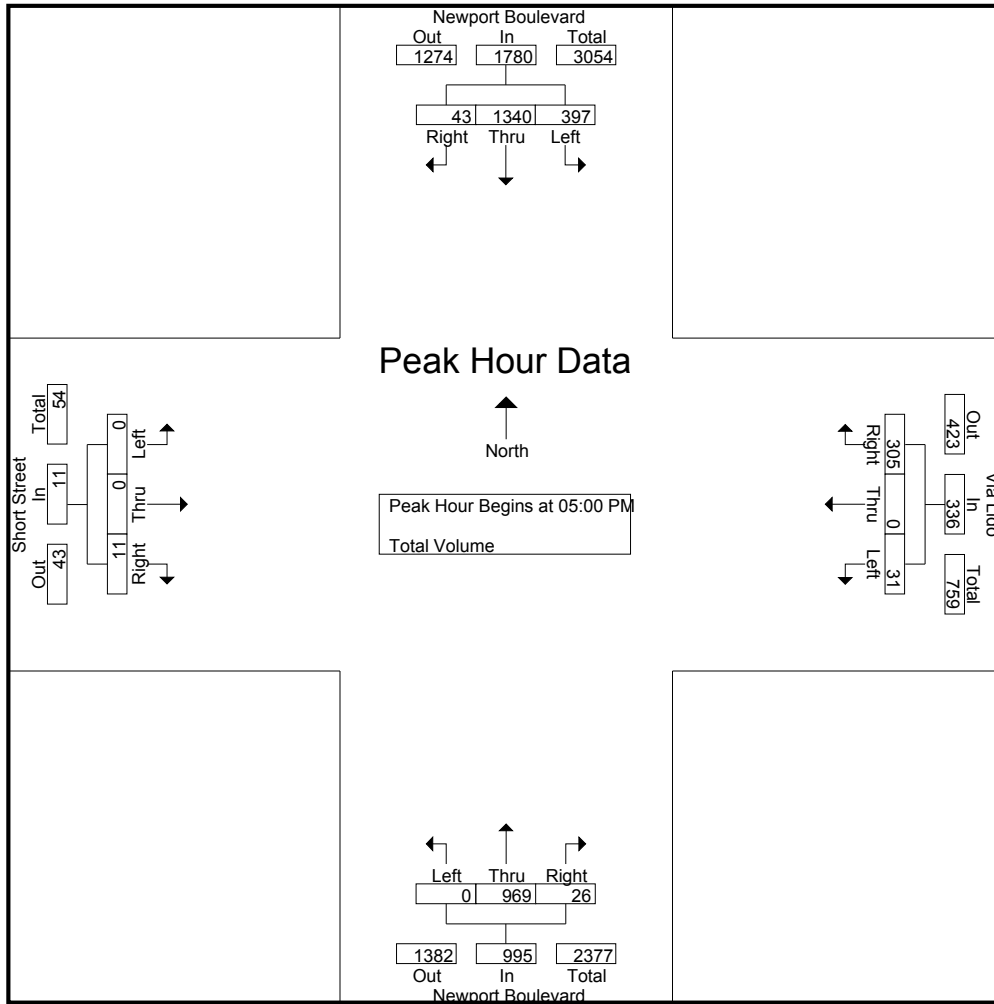
Start Time	Newport Boulevard Southbound				Via Lido Westbound				Newport Boulevard Northbound				Short Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	98	317	16	431	8	0	79	87	0	247	8	255	0	0	0	0	773
05:15 PM	100	329	8	437	10	0	73	83	0	264	4	268	0	0	2	2	790
05:30 PM	94	358	8	460	7	0	69	76	0	236	4	240	0	0	0	0	776
05:45 PM	105	336	11	452	6	0	84	90	0	222	10	232	0	0	9	9	783
Total Volume	397	1340	43	1780	31	0	305	336	0	969	26	995	0	0	11	11	3122
% App. Total	22.3	75.3	2.4		9.2	0	90.8		0	97.4	2.6		0	0	100		
PHF	.945	.936	.672	.967	.775	.000	.908	.933	.000	.918	.650	.928	.000	.000	.306	.306	.988

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Via Lido
 Weather: Clear

File Name : NPB_NEWPORT_VIA LIDO PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	98	317	16	431	8	0	79	87	0	263	4	267	0	0	4	4
+15 mins.	100	329	8	437	10	0	73	83	0	208	8	216	0	0	4	4
+30 mins.	94	358	8	460	7	0	69	76	0	247	8	255	0	0	4	4
+45 mins.	105	336	11	452	6	0	84	90	0	264	4	268	0	0	3	3
Total Volume	397	1340	43	1780	31	0	305	336	0	982	24	1006	0	0	15	15
% App. Total	22.3	75.3	2.4		9.2	0	90.8		0	97.6	2.4		0	0	100	
PHF	.945	.936	.672	.967	.775	.000	.908	.933	.000	.930	.750	.938	.000	.000	.938	.938

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Finley Avenue
 Weather: Clear

File Name : NPB_Newport_Finely AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

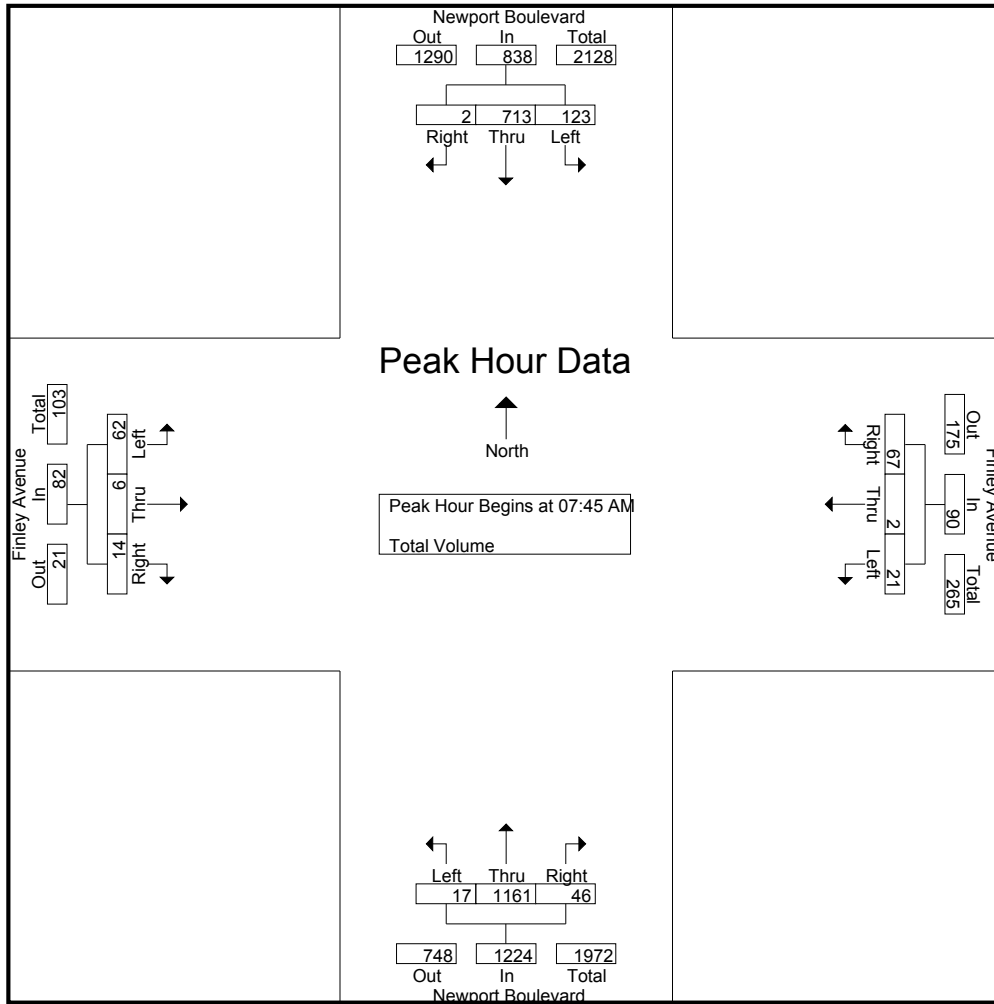
Start Time	Newport Boulevard Southbound				Finley Avenue Westbound				Newport Boulevard Northbound				Finley Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	127	1	143	1	1	12	14	3	181	4	188	7	0	1	8	353
07:15 AM	24	126	0	150	3	1	8	12	4	197	7	208	14	1	5	20	390
07:30 AM	19	147	0	166	3	1	10	14	3	284	13	300	17	0	2	19	499
07:45 AM	26	213	0	239	4	1	13	18	6	297	6	309	16	2	3	21	587
Total	84	613	1	698	11	4	43	58	16	959	30	1005	54	3	11	68	1829
08:00 AM	28	169	0	197	4	1	14	19	5	293	13	311	19	3	6	28	555
08:15 AM	30	168	1	199	8	0	18	26	2	270	15	287	14	1	4	19	531
08:30 AM	39	163	1	203	5	0	22	27	4	301	12	317	13	0	1	14	561
08:45 AM	37	170	2	209	4	0	22	26	1	270	18	289	13	2	3	18	542
Total	134	670	4	808	21	1	76	98	12	1134	58	1204	59	6	14	79	2189
Grand Total	218	1283	5	1506	32	5	119	156	28	2093	88	2209	113	9	25	147	4018
Apprch %	14.5	85.2	0.3		20.5	3.2	76.3		1.3	94.7	4		76.9	6.1	17		
Total %	5.4	31.9	0.1	37.5	0.8	0.1	3	3.9	0.7	52.1	2.2	55	2.8	0.2	0.6	3.7	

Start Time	Newport Boulevard Southbound				Finley Avenue Westbound				Newport Boulevard Northbound				Finley Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	26	213	0	239	4	1	13	18	6	297	6	309	16	2	3	21	587
08:00 AM	28	169	0	197	4	1	14	19	5	293	13	311	19	3	6	28	555
08:15 AM	30	168	1	199	8	0	18	26	2	270	15	287	14	1	4	19	531
08:30 AM	39	163	1	203	5	0	22	27	4	301	12	317	13	0	1	14	561
Total Volume	123	713	2	838	21	2	67	90	17	1161	46	1224	62	6	14	82	2234
% App. Total	14.7	85.1	0.2		23.3	2.2	74.4		1.4	94.9	3.8		75.6	7.3	17.1		
PHF	.788	.837	.500	.877	.656	.500	.761	.833	.708	.964	.767	.965	.816	.500	.583	.732	.951

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Finley Avenue
 Weather: Clear

File Name : NPB_Newport_Finely AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				07:15 AM			
+0 mins.	26	213	0	239	4	1	14	19	6	297	6	309	14	1	5	20
+15 mins.	28	169	0	197	8	0	18	26	5	293	13	311	17	0	2	19
+30 mins.	30	168	1	199	5	0	22	27	2	270	15	287	16	2	3	21
+45 mins.	39	163	1	203	4	0	22	26	4	301	12	317	19	3	6	28
Total Volume	123	713	2	838	21	1	76	98	17	1161	46	1224	66	6	16	88
% App. Total	14.7	85.1	0.2		21.4	1	77.6		1.4	94.9	3.8		75	6.8	18.2	
PHF	.788	.837	.500	.877	.656	.250	.864	.907	.708	.964	.767	.965	.868	.500	.667	.786

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Finley Avenue
 Weather: Clear

File Name : NPB_Newport_Finley PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

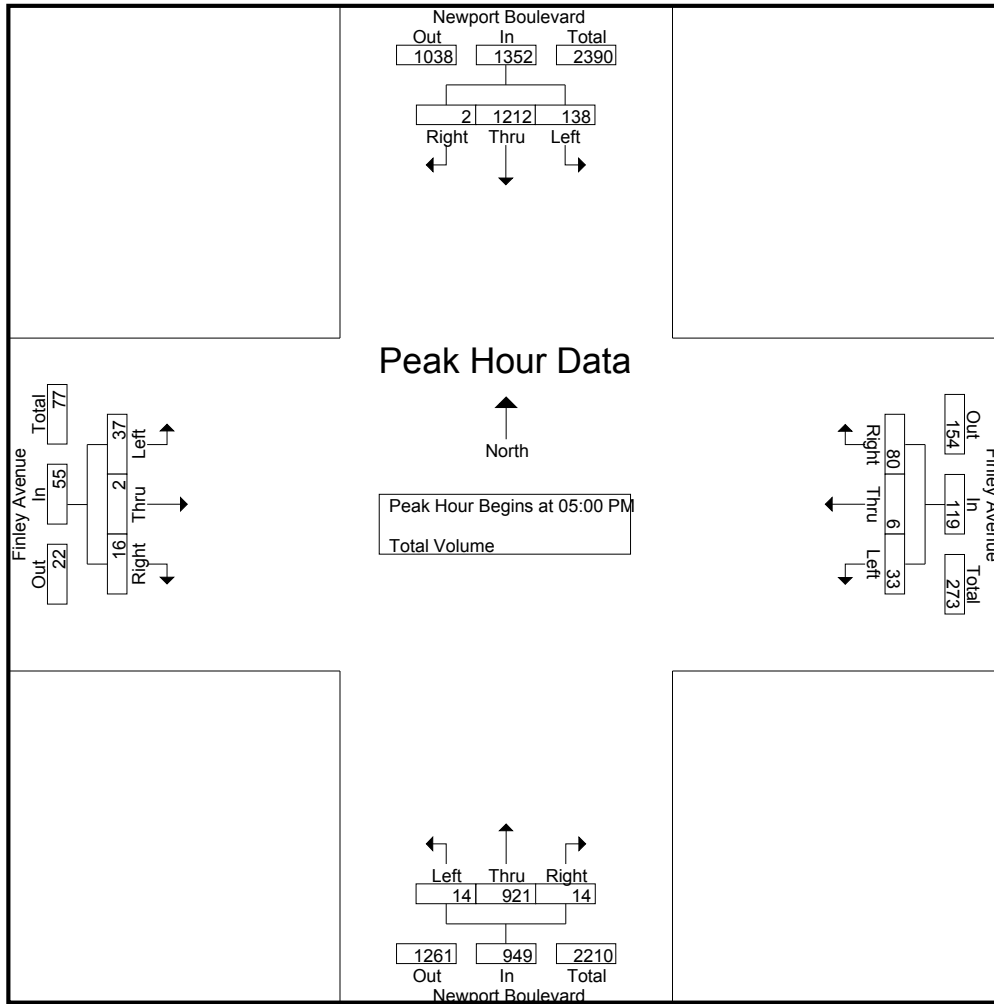
Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				Finley Avenue Westbound				Newport Boulevard Northbound				Finley Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	241	0	257	12	2	18	32	6	203	5	214	11	1	7	19	522
04:15 PM	19	246	2	267	9	0	10	19	5	222	13	240	11	0	6	17	543
04:30 PM	19	239	2	260	11	1	22	34	2	236	9	247	13	1	4	18	559
04:45 PM	27	255	1	283	8	1	14	23	5	199	8	212	9	0	4	13	531
Total	81	981	5	1067	40	4	64	108	18	860	35	913	44	2	21	67	2155
05:00 PM	41	276	1	318	7	3	16	26	4	260	3	267	6	0	3	9	620
05:15 PM	38	292	0	330	5	2	19	26	3	236	4	243	8	1	5	14	613
05:30 PM	30	329	1	360	12	0	24	36	2	209	5	216	11	1	4	16	628
05:45 PM	29	315	0	344	9	1	21	31	5	216	2	223	12	0	4	16	614
Total	138	1212	2	1352	33	6	80	119	14	921	14	949	37	2	16	55	2475
Grand Total	219	2193	7	2419	73	10	144	227	32	1781	49	1862	81	4	37	122	4630
Apprch %	9.1	90.7	0.3		32.2	4.4	63.4		1.7	95.6	2.6		66.4	3.3	30.3		
Total %	4.7	47.4	0.2	52.2	1.6	0.2	3.1	4.9	0.7	38.5	1.1	40.2	1.7	0.1	0.8	2.6	

Start Time	Newport Boulevard Southbound				Finley Avenue Westbound				Newport Boulevard Northbound				Finley Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	41	276	1	318	7	3	16	26	4	260	3	267	6	0	3	9	620
05:15 PM	38	292	0	330	5	2	19	26	3	236	4	243	8	1	5	14	613
05:30 PM	30	329	1	360	12	0	24	36	2	209	5	216	11	1	4	16	628
05:45 PM	29	315	0	344	9	1	21	31	5	216	2	223	12	0	4	16	614
Total Volume	138	1212	2	1352	33	6	80	119	14	921	14	949	37	2	16	55	2475
% App. Total	10.2	89.6	0.1		27.7	5	67.2		1.5	97	1.5		67.3	3.6	29.1		
PHF	.841	.921	.500	.939	.688	.500	.833	.826	.700	.886	.700	.889	.771	.500	.800	.859	.985

City of Newport Beach
 N/S: Newport Boulevard
 E/W: Finley Avenue
 Weather: Clear

File Name : NPB_Newport_Finely PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	41	276	1	318	7	3	16	26	2	236	9	247	11	1	7	19
+15 mins.	38	292	0	330	5	2	19	26	5	199	8	212	11	0	6	17
+30 mins.	30	329	1	360	12	0	24	36	4	260	3	267	13	1	4	18
+45 mins.	29	315	0	344	9	1	21	31	3	236	4	243	9	0	4	13
Total Volume	138	1212	2	1352	33	6	80	119	14	931	24	969	44	2	21	67
% App. Total	10.2	89.6	0.1		27.7	5	67.2		1.4	96.1	2.5		65.7	3	31.3	
PHF	.841	.921	.500	.939	.688	.500	.833	.826	.700	.895	.667	.907	.846	.500	.750	.882

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_NEWPORT_32 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

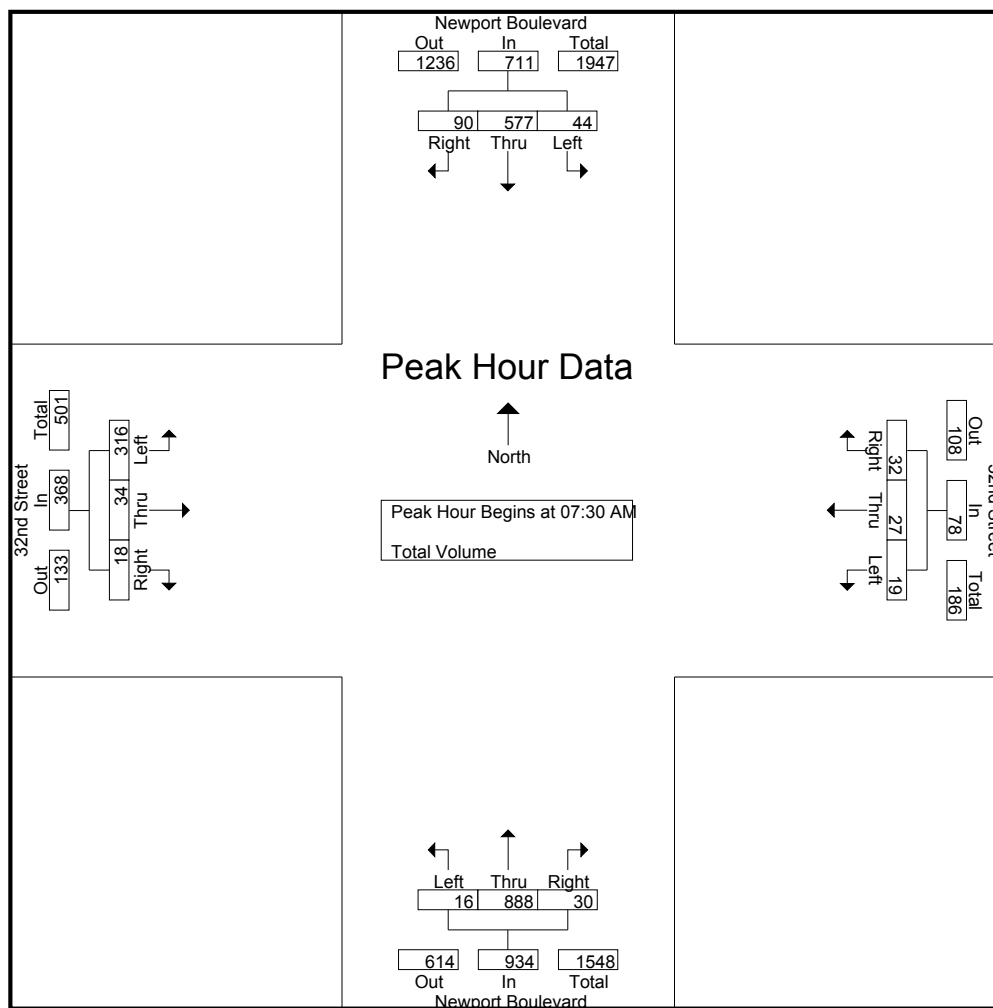
Start Time	Newport Boulevard Southbound				32nd Street Westbound				Newport Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	94	20	126	4	1	9	14	4	133	2	139	56	4	1	61	340
07:15 AM	7	122	23	152	6	11	32	49	3	179	3	185	56	4	1	61	447
07:30 AM	9	135	22	166	11	10	8	29	4	209	5	218	81	7	3	91	504
07:45 AM	9	158	20	187	4	5	7	16	5	245	4	254	76	10	4	90	547
Total	37	509	85	631	25	27	56	108	16	766	14	796	269	25	9	303	1838
08:00 AM	11	134	21	166	1	11	10	22	3	205	16	224	73	12	4	89	501
08:15 AM	15	150	27	192	3	1	7	11	4	229	5	238	86	5	7	98	539
08:30 AM	16	145	18	179	3	4	10	17	2	213	2	217	66	9	5	80	493
08:45 AM	16	151	29	196	3	6	13	22	1	158	4	163	68	4	6	78	459
Total	58	580	95	733	10	22	40	72	10	805	27	842	293	30	22	345	1992
Grand Total	95	1089	180	1364	35	49	96	180	26	1571	41	1638	562	55	31	648	3830
Apprch %	7	79.8	13.2		19.4	27.2	53.3		1.6	95.9	2.5		86.7	8.5	4.8		
Total %	2.5	28.4	4.7	35.6	0.9	1.3	2.5	4.7	0.7	41	1.1	42.8	14.7	1.4	0.8	16.9	

Start Time	Newport Boulevard Southbound				32nd Street Westbound				Newport Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	9	135	22	166	11	10	8	29	4	209	5	218	81	7	3	91	504
07:45 AM	9	158	20	187	4	5	7	16	5	245	4	254	76	10	4	90	547
08:00 AM	11	134	21	166	1	11	10	22	3	205	16	224	73	12	4	89	501
08:15 AM	15	150	27	192	3	1	7	11	4	229	5	238	86	5	7	98	539
Total Volume	44	577	90	711	19	27	32	78	16	888	30	934	316	34	18	368	2091
% App. Total	6.2	81.2	12.7		24.4	34.6	41		1.7	95.1	3.2		85.9	9.2	4.9		
PHF	.733	.913	.833	.926	.432	.614	.800	.672	.800	.906	.469	.919	.919	.708	.643	.939	.956

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_NEWPORT_32 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	11	134	21	166	6	11	32	49	4	209	5	218	81	7	3	91
+15 mins.	15	150	27	192	11	10	8	29	5	245	4	254	76	10	4	90
+30 mins.	16	145	18	179	4	5	7	16	3	205	16	224	73	12	4	89
+45 mins.	16	151	29	196	1	11	10	22	4	229	5	238	86	5	7	98
Total Volume	58	580	95	733	22	37	57	116	16	888	30	934	316	34	18	368
% App. Total	7.9	79.1	13		19	31.9	49.1		1.7	95.1	3.2		85.9	9.2	4.9	
PHF	.906	.960	.819	.935	.500	.841	.445	.592	.800	.906	.469	.919	.919	.708	.643	.939

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_NEWPORT_32 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				32nd Street Westbound				Newport Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	217	39	274	7	3	17	27	10	180	4	194	33	6	1	40	535
04:15 PM	16	211	35	262	2	5	22	29	12	183	2	197	44	14	5	63	551
04:30 PM	21	207	39	267	2	7	25	34	8	171	6	185	30	6	1	37	523
04:45 PM	24	204	40	268	4	16	34	54	13	171	2	186	46	13	3	62	570
Total	79	839	153	1071	15	31	98	144	43	705	14	762	153	39	10	202	2179
05:00 PM	21	209	55	285	6	10	29	45	15	172	1	188	43	12	4	59	577
05:15 PM	26	244	63	333	5	9	15	29	14	150	3	167	43	7	7	57	586
05:30 PM	26	229	60	315	8	11	20	39	8	138	3	149	37	12	4	53	556
05:45 PM	23	242	67	332	6	14	11	31	12	176	5	193	44	9	8	61	617
Total	96	924	245	1265	25	44	75	144	49	636	12	697	167	40	23	230	2336
Grand Total	175	1763	398	2336	40	75	173	288	92	1341	26	1459	320	79	33	432	4515
Apprch %	7.5	75.5	17		13.9	26	60.1		6.3	91.9	1.8		74.1	18.3	7.6		
Total %	3.9	39	8.8	51.7	0.9	1.7	3.8	6.4	2	29.7	0.6	32.3	7.1	1.7	0.7	9.6	

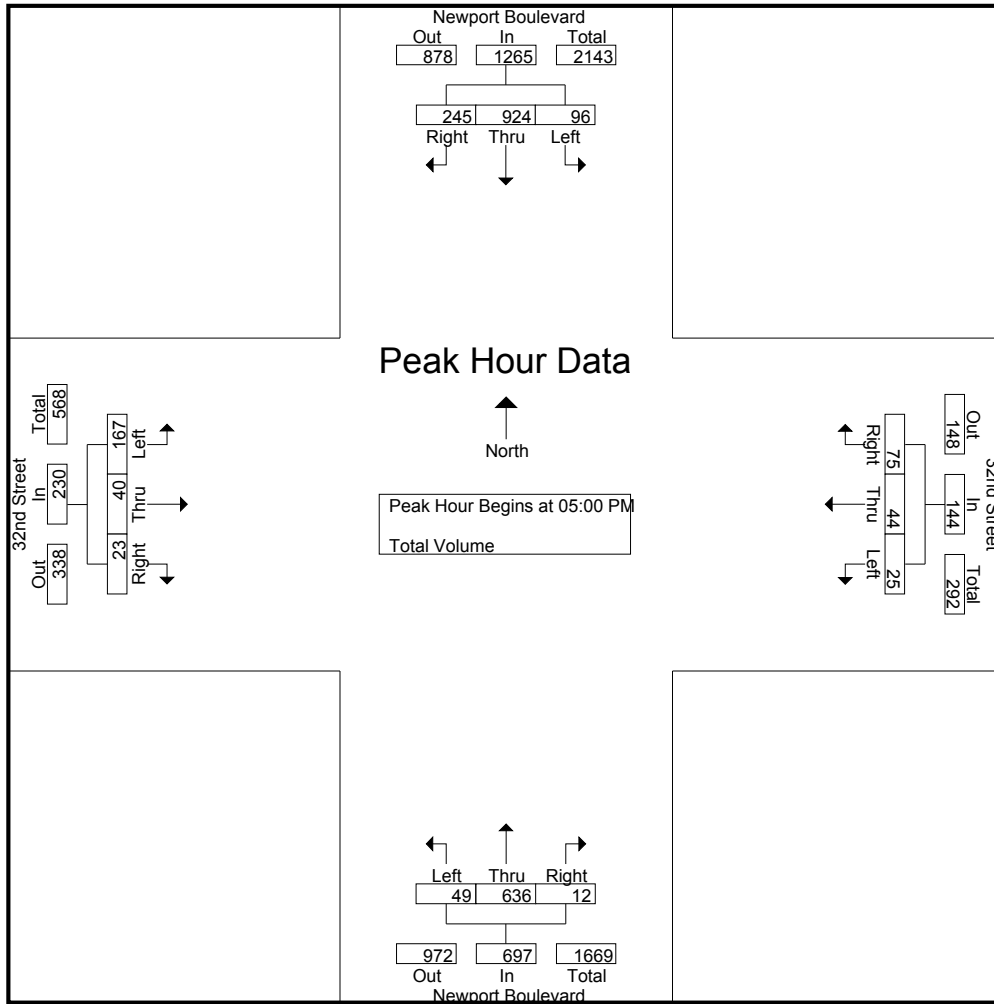
Start Time	Newport Boulevard Southbound				32nd Street Westbound				Newport Boulevard Northbound				32nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	21	209	55	285	6	10	29	45	15	172	1	188	43	12	4	59	577
05:15 PM	26	244	63	333	5	9	15	29	14	150	3	167	43	7	7	57	586
05:30 PM	26	229	60	315	8	11	20	39	8	138	3	149	37	12	4	53	556
05:45 PM	23	242	67	332	6	14	11	31	12	176	5	193	44	9	8	61	617
Total Volume	96	924	245	1265	25	44	75	144	49	636	12	697	167	40	23	230	2336
% App. Total	7.6	73	19.4		17.4	30.6	52.1		7	91.2	1.7		72.6	17.4	10		
PHF	.923	.947	.914	.950	.781	.786	.647	.800	.817	.903	.600	.903	.949	.833	.719	.943	.947

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 32nd Street
 Weather: Clear

File Name : NPB_NEWPORT_32 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	21	209	55	285	4	16	34	54	10	180	4	194	46	13	3	62
+15 mins.	26	244	63	333	6	10	29	45	12	183	2	197	43	12	4	59
+30 mins.	26	229	60	315	5	9	15	29	8	171	6	185	43	7	7	57
+45 mins.	23	242	67	332	8	11	20	39	13	171	2	186	37	12	4	53
Total Volume	96	924	245	1265	23	46	98	167	43	705	14	762	169	44	18	231
% App. Total	7.6	73	19.4		13.8	27.5	58.7		5.6	92.5	1.8		73.2	19	7.8	
PHF	.923	.947	.914	.950	.719	.719	.721	.773	.827	.963	.583	.967	.918	.846	.643	.931

City of Newport Beach
 N/S: Newport Boulevard NB
 E/W: 28th Street
 Weather: Clear

File Name : NPB_Newport N_28 AM
 Site Code : 12213418
 Start Date : 10/31/2013
 Page No : 1

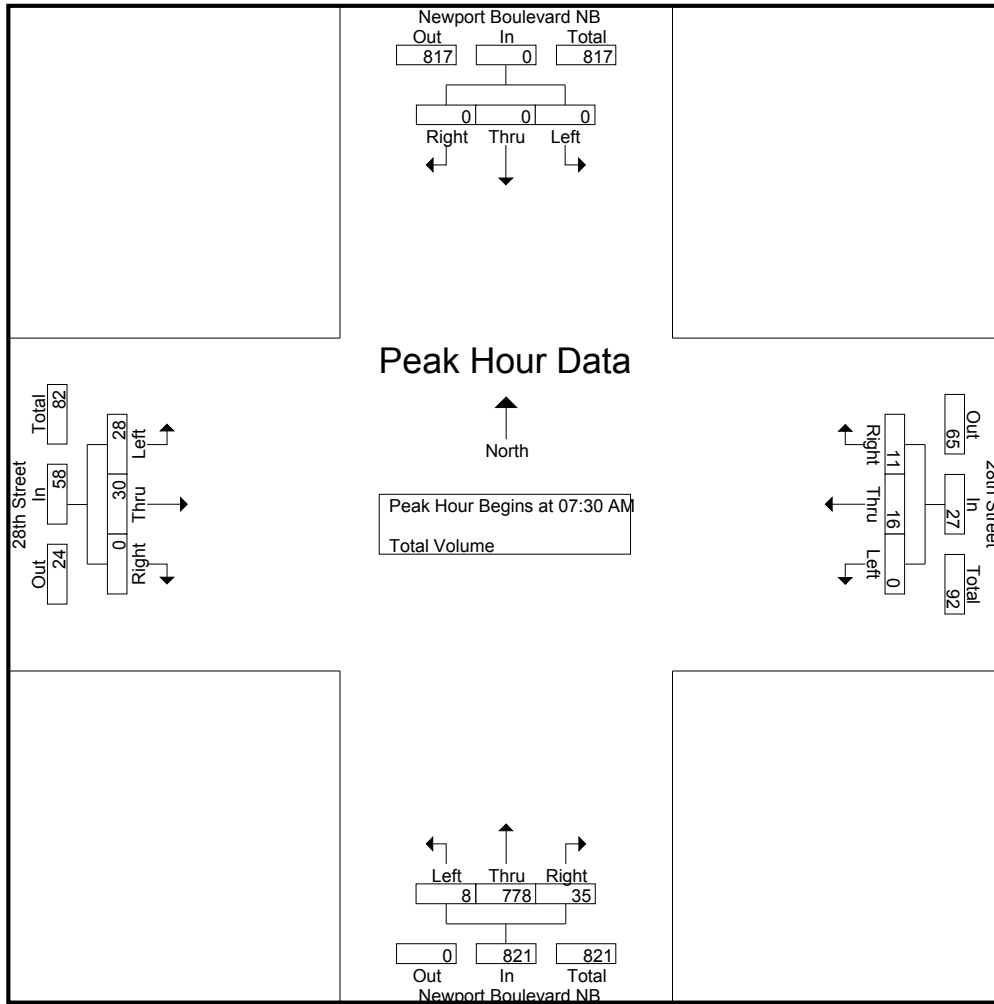
Groups Printed- Total Volume

Start Time	Newport Boulevard NB Southbound				28th Street Westbound				Newport Boulevard NB Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	2	2	1	115	3	119	6	6	0	12	133
07:15 AM	0	0	0	0	0	3	4	7	1	161	10	172	6	7	0	13	192
07:30 AM	0	0	0	0	0	5	2	7	0	228	7	235	6	9	0	15	257
07:45 AM	0	0	0	0	0	2	3	5	2	218	9	229	7	7	0	14	248
Total	0	0	0	0	0	10	11	21	4	722	29	755	25	29	0	54	830
08:00 AM	0	0	0	0	0	5	2	7	4	157	4	165	7	7	0	14	186
08:15 AM	0	0	0	0	0	4	4	8	2	175	15	192	8	7	0	15	215
08:30 AM	0	0	0	0	0	2	5	7	2	211	14	227	6	14	0	20	254
08:45 AM	0	0	0	0	0	2	3	5	2	174	5	181	6	11	0	17	203
Total	0	0	0	0	0	13	14	27	10	717	38	765	27	39	0	66	858
Grand Total	0	0	0	0	0	23	25	48	14	1439	67	1520	52	68	0	120	1688
Apprch %	0	0	0		0	47.9	52.1		0.9	94.7	4.4		43.3	56.7	0		
Total %	0	0	0		0	1.4	1.5	2.8	0.8	85.2	4	90	3.1	4	0	7.1	

Start Time	Newport Boulevard NB Southbound				28th Street Westbound				Newport Boulevard NB Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	5	2	7	0	228	7	235	6	9	0	15	257
07:45 AM	0	0	0	0	0	2	3	5	2	218	9	229	7	7	0	14	248
08:00 AM	0	0	0	0	0	5	2	7	4	157	4	165	7	7	0	14	186
08:15 AM	0	0	0	0	0	4	4	8	2	175	15	192	8	7	0	15	215
Total Volume	0	0	0	0	0	16	11	27	8	778	35	821	28	30	0	58	906
% App. Total	0	0	0		0	59.3	40.7		1	94.8	4.3		48.3	51.7	0		
PHF	.000	.000	.000	.000	.000	.800	.688	.844	.500	.853	.583	.873	.875	.833	.000	.967	.881

City of Newport Beach
 N/S: Newport Boulevard NB
 E/W: 28th Street
 Weather: Clear

File Name : NPB_Newport N_28 AM
 Site Code : 12213418
 Start Date : 10/31/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM							
+0 mins.	0	0	0	0	0	5	2	7	0	228	7	235	7	7	0	14
+15 mins.	0	0	0	0	0	2	3	5	2	218	9	229	8	7	0	15
+30 mins.	0	0	0	0	0	5	2	7	4	157	4	165	6	14	0	20
+45 mins.	0	0	0	0	0	4	4	8	2	175	15	192	6	11	0	17
Total Volume	0	0	0	0	0	16	11	27	8	778	35	821	27	39	0	66
% App. Total	0	0	0	0	0	59.3	40.7		1	94.8	4.3		40.9	59.1	0	
PHF	.000	.000	.000	.000	.000	.800	.688	.844	.500	.853	.583	.873	.844	.696	.000	.825

City of Newport Beach
 N/S: Newport Boulevard NB
 E/W: 28th Street
 Weather: Clear

File Name : NPB_Newport N_28 PM
 Site Code : 12213418
 Start Date : 10/31/2013
 Page No : 1

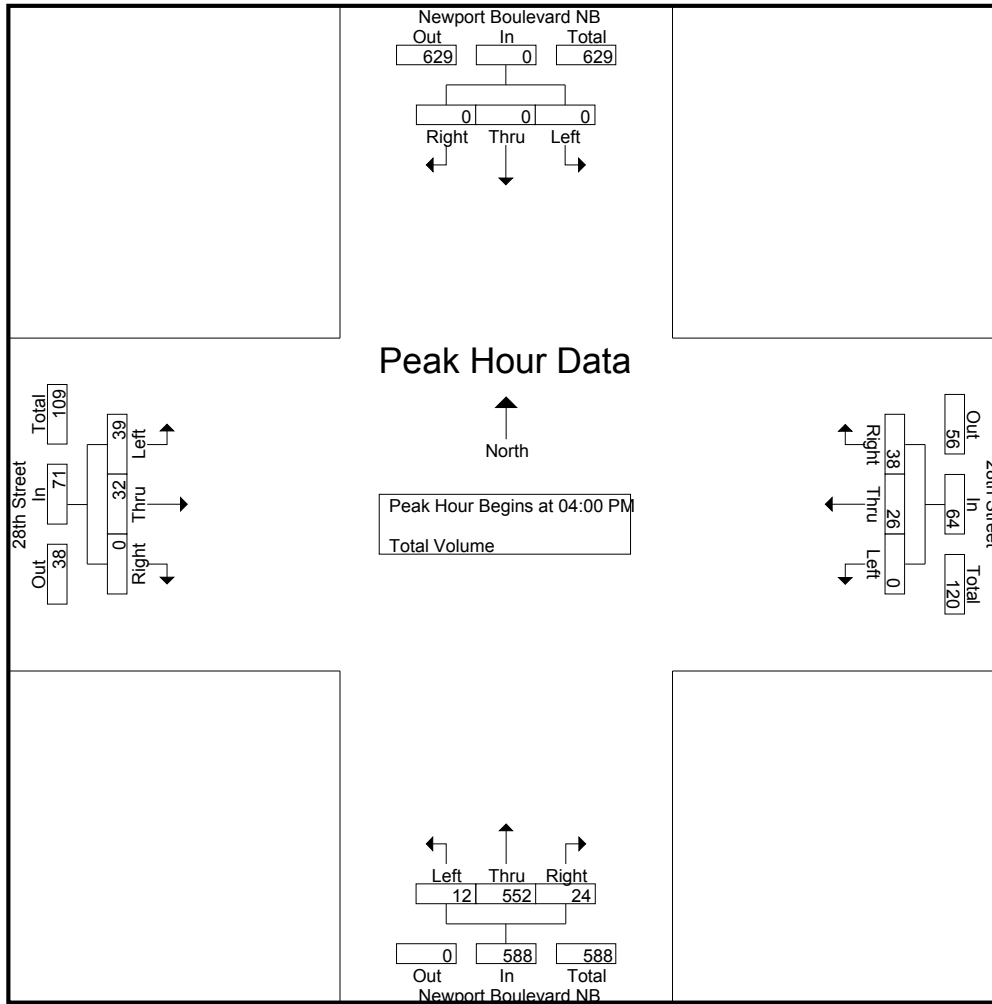
Groups Printed- Total Volume

Start Time	Newport Boulevard NB Southbound				28th Street Westbound				Newport Boulevard NB Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	7	14	21	7	140	8	155	8	8	0	16	192
04:15 PM	0	0	0	0	0	2	13	15	0	152	5	157	9	7	0	16	188
04:30 PM	0	0	0	0	0	9	9	18	2	123	7	132	11	8	0	19	169
04:45 PM	0	0	0	0	0	8	2	10	3	137	4	144	11	9	0	20	174
Total	0	0	0	0	0	26	38	64	12	552	24	588	39	32	0	71	723
05:00 PM	0	0	0	0	0	6	15	21	2	143	7	152	8	10	0	18	191
05:15 PM	0	0	0	0	0	7	6	13	3	134	10	147	7	5	0	12	172
05:30 PM	0	0	0	0	0	4	6	10	1	113	7	121	4	6	0	10	141
05:45 PM	0	0	0	0	0	4	4	8	1	117	3	121	9	4	0	13	142
Total	0	0	0	0	0	21	31	52	7	507	27	541	28	25	0	53	646
Grand Total	0	0	0	0	0	47	69	116	19	1059	51	1129	67	57	0	124	1369
Apprch %	0	0	0		0	40.5	59.5		1.7	93.8	4.5		54	46	0		
Total %	0	0	0		0	3.4	5	8.5	1.4	77.4	3.7	82.5	4.9	4.2	0	9.1	

Start Time	Newport Boulevard NB Southbound				28th Street Westbound				Newport Boulevard NB Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	7	14	21	7	140	8	155	8	8	0	16	192
04:15 PM	0	0	0	0	0	2	13	15	0	152	5	157	9	7	0	16	188
04:30 PM	0	0	0	0	0	9	9	18	2	123	7	132	11	8	0	19	169
04:45 PM	0	0	0	0	0	8	2	10	3	137	4	144	11	9	0	20	174
Total Volume	0	0	0	0	0	26	38	64	12	552	24	588	39	32	0	71	723
% App. Total	0	0	0		0	40.6	59.4		2	93.9	4.1		54.9	45.1	0		
PHF	.000	.000	.000	.000	.000	.722	.679	.762	.429	.908	.750	.936	.886	.889	.000	.888	.941

City of Newport Beach
 N/S: Newport Boulevard NB
 E/W: 28th Street
 Weather: Clear

File Name : NPB_Newport N_28 PM
 Site Code : 12213418
 Start Date : 10/31/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	7	14	21	7	140	8	155	9	7	0	16
+15 mins.	0	0	0	0	0	2	13	15	0	152	5	157	11	8	0	19
+30 mins.	0	0	0	0	0	9	9	18	2	123	7	132	11	9	0	20
+45 mins.	0	0	0	0	0	8	2	10	3	137	4	144	8	10	0	18
Total Volume	0	0	0	0	0	26	38	64	12	552	24	588	39	34	0	73
% App. Total	0	0	0	0	0	40.6	59.4		2	93.9	4.1		53.4	46.6	0	
PHF	.000	.000	.000	.000	.000	.722	.679	.762	.429	.908	.750	.936	.886	.850	.000	.913

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 28th Street
 Weather: Clear

File Name : NPB_NEWPORT_28 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				28th Street Westbound				Newport Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	90	3	102	1	0	0	1	0	0	0	0	0	4	2	6	109
07:15 AM	10	75	4	89	0	1	0	1	0	0	0	0	0	4	1	5	95
07:30 AM	18	119	7	144	1	2	0	3	0	0	0	0	0	1	0	1	148
07:45 AM	17	113	5	135	2	3	0	5	0	0	0	0	0	4	2	6	146
Total	54	397	19	470	4	6	0	10	0	0	0	0	0	13	5	18	498
08:00 AM	18	112	6	136	2	4	0	6	0	0	0	0	0	5	0	5	147
08:15 AM	16	118	6	140	3	3	0	6	0	0	0	0	0	2	1	3	149
08:30 AM	10	107	4	121	0	3	0	3	0	0	0	0	0	5	1	6	130
08:45 AM	20	108	6	134	2	2	0	4	0	0	0	0	0	5	0	5	143
Total	64	445	22	531	7	12	0	19	0	0	0	0	0	17	2	19	569
Grand Total	118	842	41	1001	11	18	0	29	0	0	0	0	0	30	7	37	1067
Apprch %	11.8	84.1	4.1		37.9	62.1	0		0	0	0	0	0	81.1	18.9		
Total %	11.1	78.9	3.8	93.8	1	1.7	0	2.7	0	0	0	0	0	2.8	0.7	3.5	

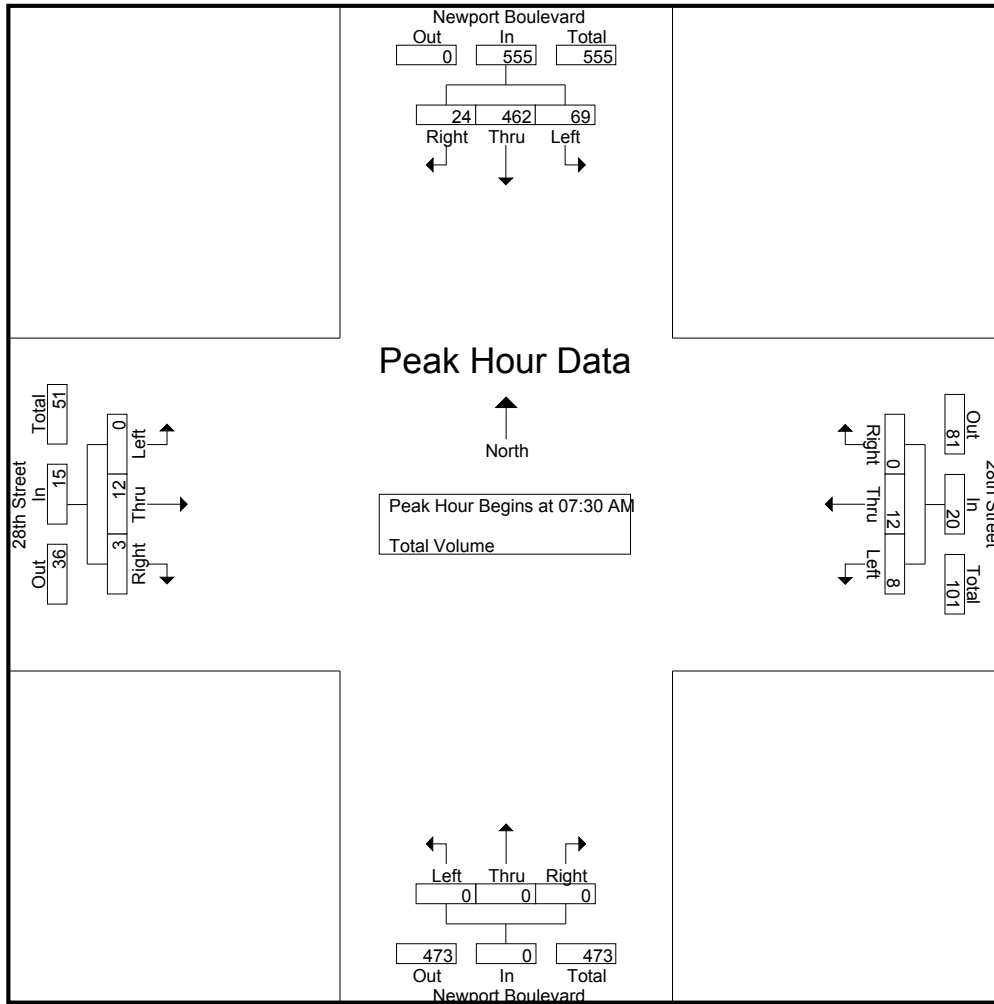
Start Time	Newport Boulevard Southbound				28th Street Westbound				Newport Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	18	119	7	144	1	2	0	3	0	0	0	0	0	1	0	1	148
07:45 AM	17	113	5	135	2	3	0	5	0	0	0	0	0	4	2	6	146
08:00 AM	18	112	6	136	2	4	0	6	0	0	0	0	0	5	0	5	147
08:15 AM	16	118	6	140	3	3	0	6	0	0	0	0	0	2	1	3	149
Total Volume	69	462	24	555	8	12	0	20	0	0	0	0	0	12	3	15	590
% App. Total	12.4	83.2	4.3		40	60	0		0	0	0	0	0	80	20		
PHF	.958	.971	.857	.964	.667	.750	.000	.833	.000	.000	.000	.000	.000	.600	.375	.625	.990

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 28th Street
 Weather: Clear

File Name : NPB_NEWPORT_28 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	18	119	7	144	1	2	0	3	0	0	0	0	0	4	2	6
+15 mins.	17	113	5	135	2	3	0	5	0	0	0	0	0	5	0	5
+30 mins.	18	112	6	136	2	4	0	6	0	0	0	0	0	2	1	3
+45 mins.	16	118	6	140	3	3	0	6	0	0	0	0	0	5	1	6
Total Volume	69	462	24	555	8	12	0	20	0	0	0	0	0	16	4	20
% App. Total	12.4	83.2	4.3		40	60	0		0	0	0	0	0	80	20	
PHF	.958	.971	.857	.964	.667	.750	.000	.833	.000	.000	.000	.000	.000	.800	.500	.833

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 28th Street
 Weather: Clear

File Name : NPB_NEWPORT_28 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

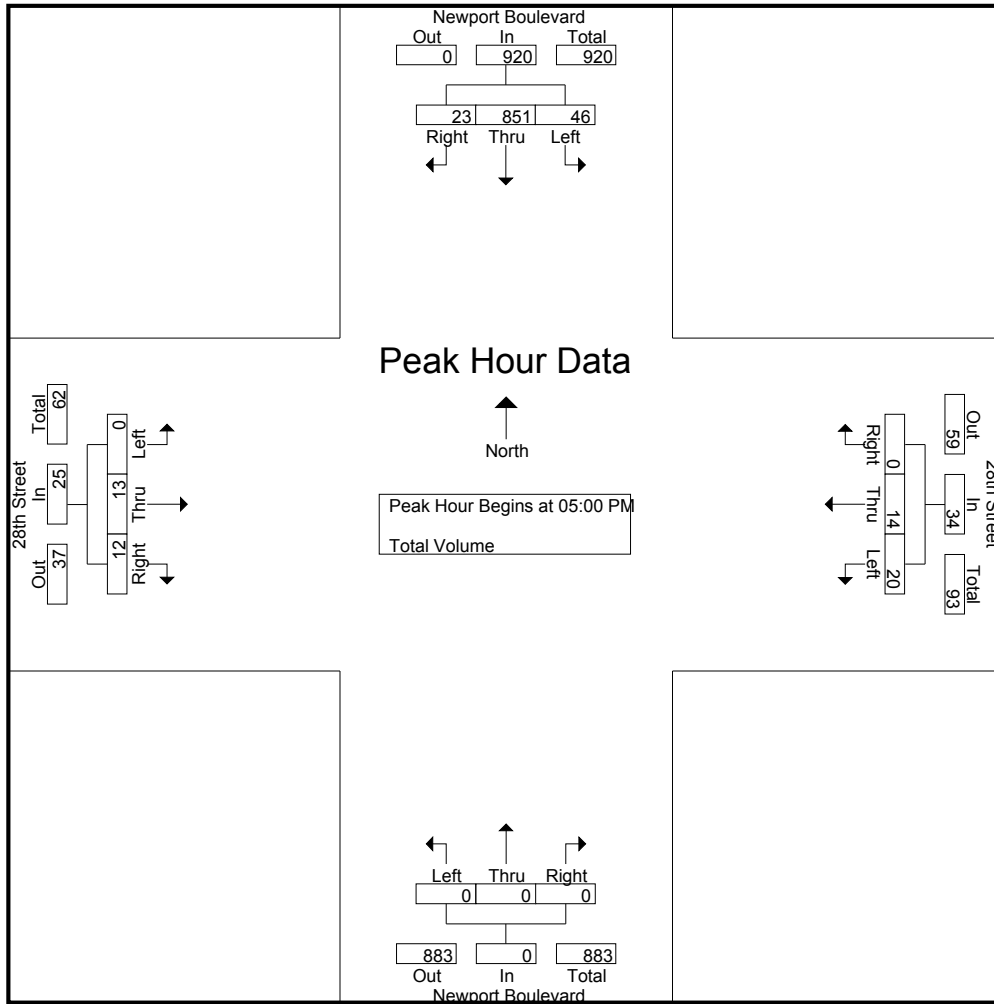
Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				28th Street Westbound				Newport Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	191	5	207	6	2	0	8	0	0	0	0	0	4	1	5	220
04:15 PM	8	171	3	182	5	4	0	9	0	0	0	0	0	3	3	6	197
04:30 PM	20	170	10	200	2	1	0	3	0	0	0	0	0	4	4	8	211
04:45 PM	18	177	12	207	2	2	0	4	0	0	0	0	0	8	2	10	221
Total	57	709	30	796	15	9	0	24	0	0	0	0	0	19	10	29	849
05:00 PM	14	181	4	199	3	6	0	9	0	0	0	0	0	4	2	6	214
05:15 PM	10	201	5	216	7	2	0	9	0	0	0	0	0	5	3	8	233
05:30 PM	9	244	9	262	6	3	0	9	0	0	0	0	0	2	4	6	277
05:45 PM	13	225	5	243	4	3	0	7	0	0	0	0	0	2	3	5	255
Total	46	851	23	920	20	14	0	34	0	0	0	0	0	13	12	25	979
Grand Total	103	1560	53	1716	35	23	0	58	0	0	0	0	0	32	22	54	1828
Apprch %	6	90.9	3.1		60.3	39.7	0		0	0	0	0	0	59.3	40.7		
Total %	5.6	85.3	2.9	93.9	1.9	1.3	0	3.2	0	0	0	0	0	1.8	1.2	3	

Start Time	Newport Boulevard Southbound				28th Street Westbound				Newport Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	181	4	199	3	6	0	9	0	0	0	0	0	4	2	6	214
05:15 PM	10	201	5	216	7	2	0	9	0	0	0	0	0	5	3	8	233
05:30 PM	9	244	9	262	6	3	0	9	0	0	0	0	0	2	4	6	277
05:45 PM	13	225	5	243	4	3	0	7	0	0	0	0	0	2	3	5	255
Total Volume	46	851	23	920	20	14	0	34	0	0	0	0	0	13	12	25	979
% App. Total	5	92.5	2.5		58.8	41.2	0		0	0	0	0	0	52	48		
PHF	.821	.872	.639	.878	.714	.583	.000	.944	.000	.000	.000	.000	.000	.650	.750	.781	.884

City of Newport Beach
 N/S: Newport Boulevard
 E/W: 28th Street
 Weather: Clear

File Name : NPB_NEWPORT_28 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	14	181	4	199	3	6	0	9	0	0	0	0	0	4	4	8
+15 mins.	10	201	5	216	7	2	0	9	0	0	0	0	0	8	2	10
+30 mins.	9	244	9	262	6	3	0	9	0	0	0	0	0	4	2	6
+45 mins.	13	225	5	243	4	3	0	7	0	0	0	0	0	5	3	8
Total Volume	46	851	23	920	20	14	0	34	0	0	0	0	0	21	11	32
% App. Total	5	92.5	2.5		58.8	41.2	0		0	0	0		0	65.6	34.4	
PHF	.821	.872	.639	.878	.714	.583	.000	.944	.000	.000	.000	.000	.000	.656	.688	.800

City of Newport Beach
 N/S: Riverside Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Riverside_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Riverside Drive Southbound				West Coast Highway Westbound				Riverside Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	0	32	45	0	178	4	182	0	0	1	1	35	325	0	360	588
07:15 AM	18	0	58	76	2	186	5	193	0	0	0	0	42	398	0	440	709
07:30 AM	19	0	79	98	0	281	8	289	1	0	0	1	58	489	0	547	935
07:45 AM	23	0	103	126	1	251	16	268	4	0	0	4	65	537	2	604	1002
Total	73	0	272	345	3	896	33	932	5	0	1	6	200	1749	2	1951	3234
08:00 AM	26	0	98	124	0	286	19	305	0	0	0	0	72	559	1	632	1061
08:15 AM	29	0	96	125	2	255	20	277	2	0	0	2	86	530	0	616	1020
08:30 AM	32	0	90	122	3	284	21	308	0	0	0	0	90	537	4	631	1061
08:45 AM	30	0	92	122	0	322	19	341	1	0	1	2	85	543	1	629	1094
Total	117	0	376	493	5	1147	79	1231	3	0	1	4	333	2169	6	2508	4236
Grand Total	190	0	648	838	8	2043	112	2163	8	0	2	10	533	3918	8	4459	7470
Apprch %	22.7	0	77.3		0.4	94.5	5.2		80	0	20		12	87.9	0.2		
Total %	2.5	0	8.7	11.2	0.1	27.3	1.5	29	0.1	0	0	0.1	7.1	52.4	0.1	59.7	

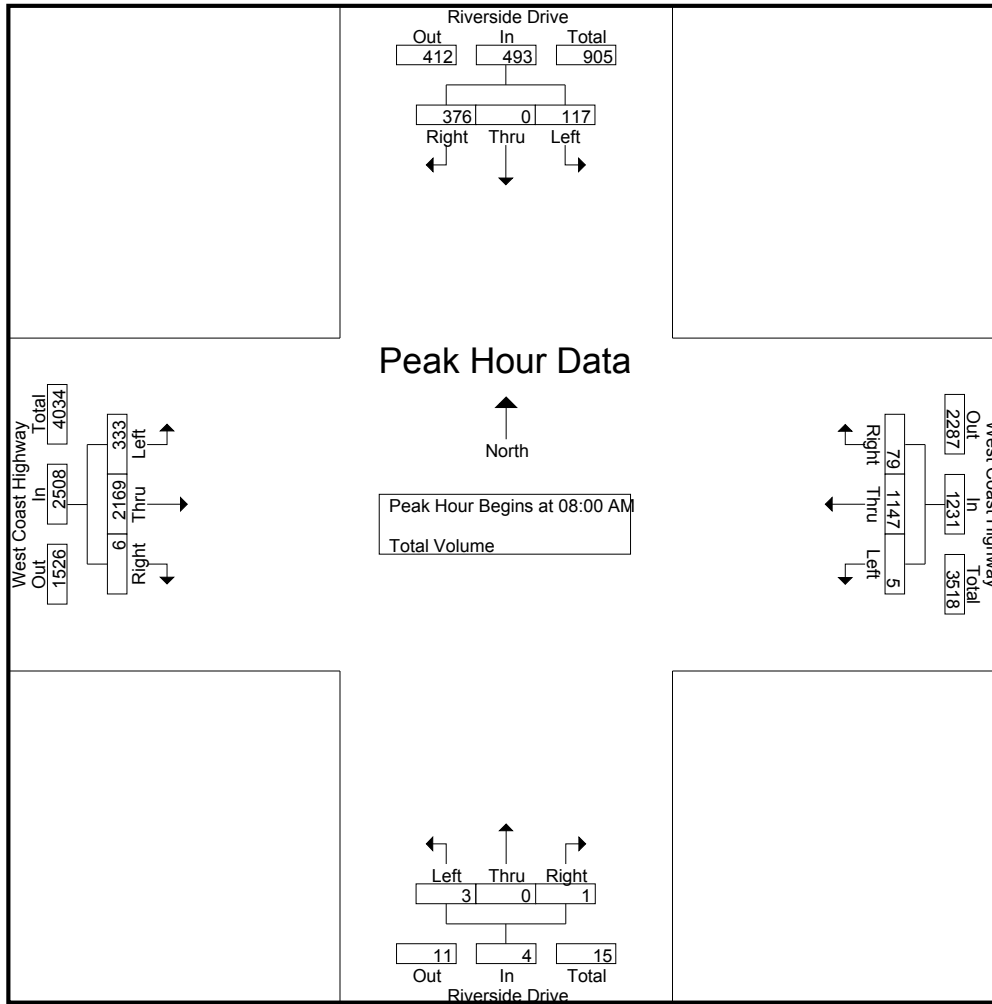
Start Time	Riverside Drive Southbound				West Coast Highway Westbound				Riverside Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	26	0	98	124	0	286	19	305	0	0	0	0	72	559	1	632	1061
08:15 AM	29	0	96	125	2	255	20	277	2	0	0	2	86	530	0	616	1020
08:30 AM	32	0	90	122	3	284	21	308	0	0	0	0	90	537	4	631	1061
08:45 AM	30	0	92	122	0	322	19	341	1	0	1	2	85	543	1	629	1094
Total Volume	117	0	376	493	5	1147	79	1231	3	0	1	4	333	2169	6	2508	4236
% App. Total	23.7	0	76.3		0.4	93.2	6.4		75	0	25		13.3	86.5	0.2		
PHF	.914	.000	.959	.986	.417	.891	.940	.902	.375	.000	.250	.500	.925	.970	.375	.992	.968

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Newport Beach
 N/S: Riverside Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Riverside_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	23	0	103	126	0	286	19	305	1	0	0	1	72	559	1	632
+15 mins.	26	0	98	124	2	255	20	277	4	0	0	4	86	530	0	616
+30 mins.	29	0	96	125	3	284	21	308	0	0	0	0	90	537	4	631
+45 mins.	32	0	90	122	0	322	19	341	2	0	0	2	85	543	1	629
Total Volume	110	0	387	497	5	1147	79	1231	7	0	0	7	333	2169	6	2508
% App. Total	22.1	0	77.9		0.4	93.2	6.4		100	0	0		13.3	86.5	0.2	
PHF	.859	.000	.939	.986	.417	.891	.940	.902	.438	.000	.000	.438	.925	.970	.375	.992

City of Newport Beach
 N/S: Riverside Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Riverside_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Riverside Drive Southbound				West Coast Highway Westbound				Riverside Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	0	79	101	5	540	18	563	2	1	2	5	70	368	4	442	1111
04:15 PM	24	1	76	101	6	542	21	569	4	3	3	10	68	372	6	446	1126
04:30 PM	20	0	82	102	2	536	18	556	3	0	1	4	73	380	1	454	1116
04:45 PM	22	0	92	114	1	522	15	538	1	0	0	1	70	396	0	466	1119
Total	88	1	329	418	14	2140	72	2226	10	4	6	20	281	1516	11	1808	4472
05:00 PM	24	1	106	131	9	516	16	541	4	0	6	10	71	404	0	475	1157
05:15 PM	22	0	98	120	6	512	13	531	2	1	5	8	64	386	1	451	1110
05:30 PM	19	1	95	115	7	568	12	587	1	0	4	5	59	346	0	405	1112
05:45 PM	16	0	94	110	8	623	10	641	1	2	2	5	56	339	1	396	1152
Total	81	2	393	476	30	2219	51	2300	8	3	17	28	250	1475	2	1727	4531
Grand Total	169	3	722	894	44	4359	123	4526	18	7	23	48	531	2991	13	3535	9003
Apprch %	18.9	0.3	80.8		1	96.3	2.7		37.5	14.6	47.9		15	84.6	0.4		
Total %	1.9	0	8	9.9	0.5	48.4	1.4	50.3	0.2	0.1	0.3	0.5	5.9	33.2	0.1	39.3	

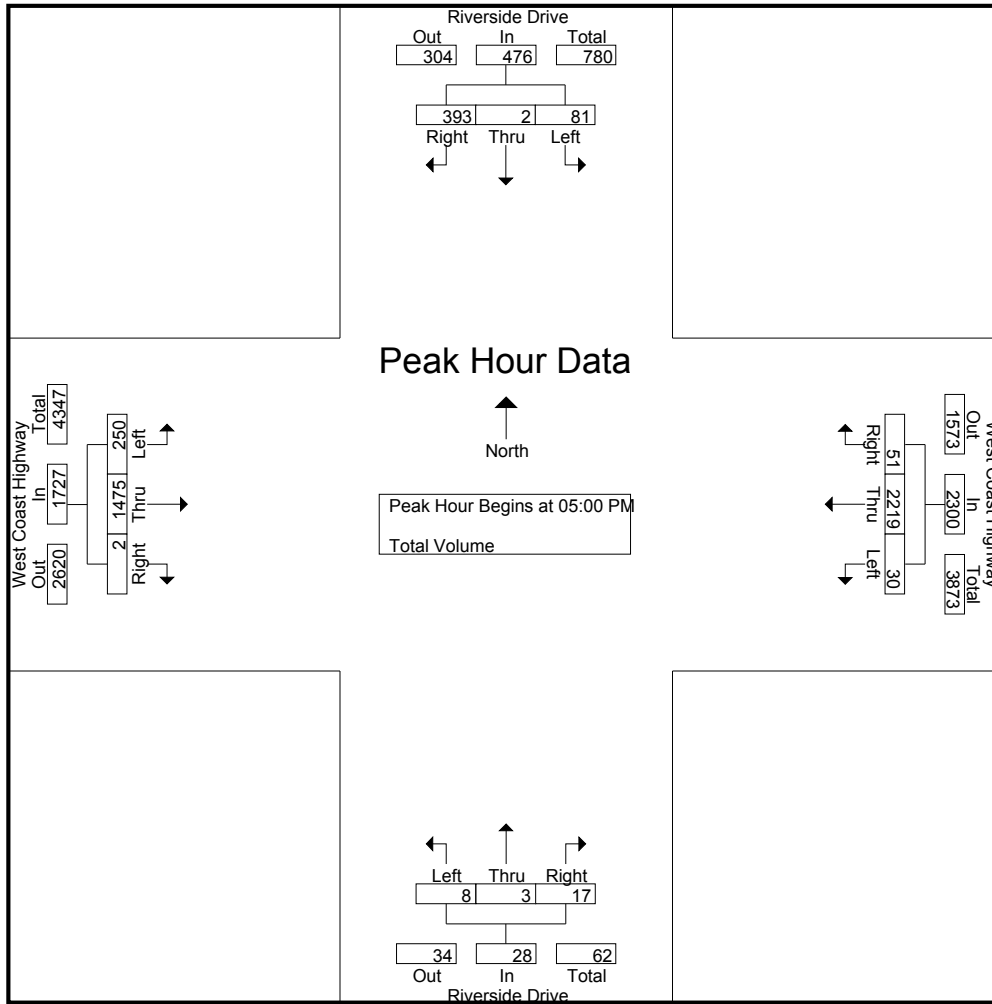
Start Time	Riverside Drive Southbound				West Coast Highway Westbound				Riverside Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	24	1	106	131	9	516	16	541	4	0	6	10	71	404	0	475	1157
05:15 PM	22	0	98	120	6	512	13	531	2	1	5	8	64	386	1	451	1110
05:30 PM	19	1	95	115	7	568	12	587	1	0	4	5	59	346	0	405	1112
05:45 PM	16	0	94	110	8	623	10	641	1	2	2	5	56	339	1	396	1152
Total Volume	81	2	393	476	30	2219	51	2300	8	3	17	28	250	1475	2	1727	4531
% App. Total	17	0.4	82.6		1.3	96.5	2.2		28.6	10.7	60.7		14.5	85.4	0.1		
PHF	.844	.500	.927	.908	.833	.890	.797	.897	.500	.375	.708	.700	.880	.913	.500	.909	.979

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Newport Beach
 N/S: Riverside Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Riverside_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	22	0	92	114	9	516	16	541	4	0	6	10	73	380	1	454
+15 mins.	24	1	106	131	6	512	13	531	2	1	5	8	70	396	0	466
+30 mins.	22	0	98	120	7	568	12	587	1	0	4	5	71	404	0	475
+45 mins.	19	1	95	115	8	623	10	641	1	2	2	5	64	386	1	451
Total Volume	87	2	391	480	30	2219	51	2300	8	3	17	28	278	1566	2	1846
% App. Total	18.1	0.4	81.5		1.3	96.5	2.2		28.6	10.7	60.7		15.1	84.8	0.1	
PHF	.906	.500	.922	.916	.833	.890	.797	.897	.500	.375	.708	.700	.952	.969	.500	.972

City of Newport Beach
 N/S: Tustin Avenue
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Tustin_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

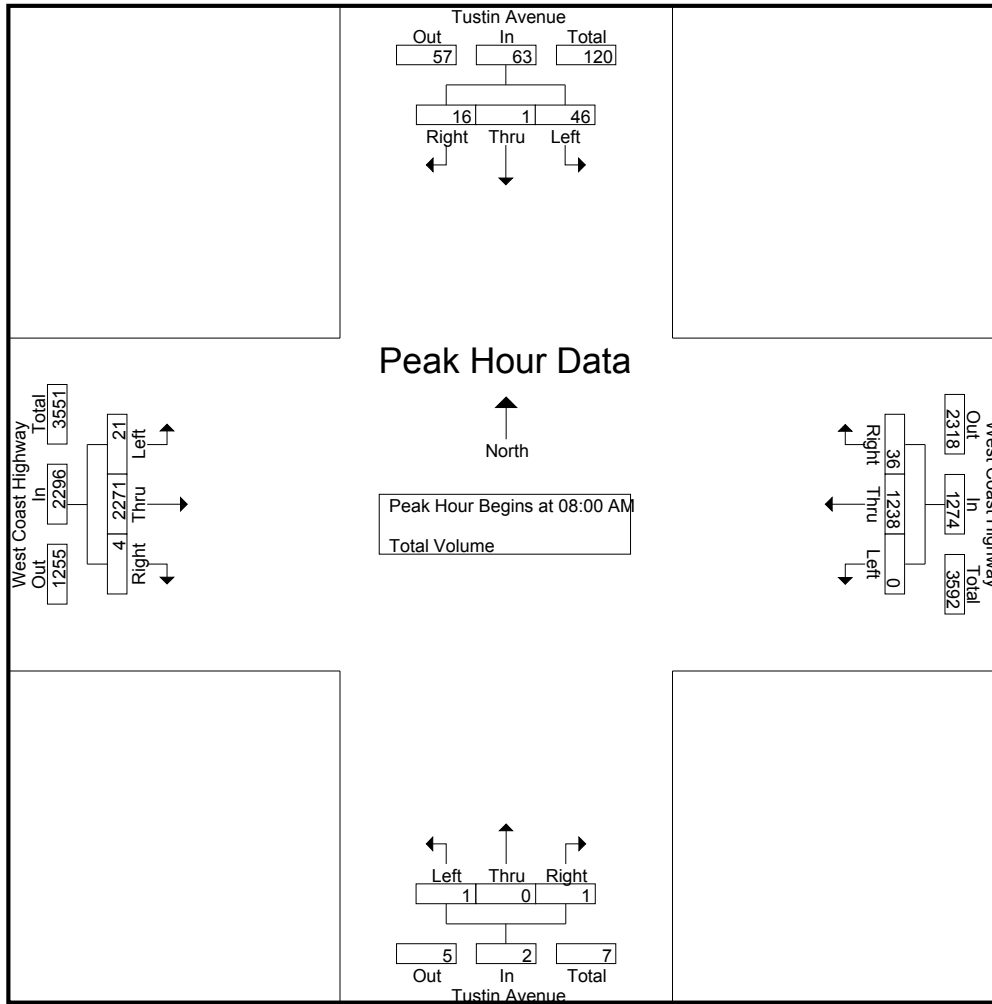
Start Time	Tustin Avenue Southbound				West Coast Highway Westbound				Tustin Avenue Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	1	2	5	0	180	6	186	0	0	0	0	4	336	0	340	531
07:15 AM	2	0	1	3	0	198	1	199	0	0	1	1	2	426	1	429	632
07:30 AM	5	0	4	9	0	282	5	287	0	0	0	0	2	518	0	520	816
07:45 AM	8	1	6	15	0	280	7	287	0	0	1	1	4	538	1	543	846
Total	17	2	13	32	0	940	19	959	0	0	2	2	12	1818	2	1832	2825
08:00 AM	7	0	7	14	0	307	6	313	0	0	0	0	1	562	1	564	891
08:15 AM	10	0	3	13	0	287	6	293	0	0	0	0	9	549	2	560	866
08:30 AM	7	0	4	11	0	305	13	318	0	0	1	1	7	580	1	588	918
08:45 AM	22	1	2	25	0	339	11	350	1	0	0	1	4	580	0	584	960
Total	46	1	16	63	0	1238	36	1274	1	0	1	2	21	2271	4	2296	3635
Grand Total	63	3	29	95	0	2178	55	2233	1	0	3	4	33	4089	6	4128	6460
Apprch %	66.3	3.2	30.5		0	97.5	2.5		25	0	75		0.8	99.1	0.1		
Total %	1	0	0.4	1.5	0	33.7	0.9	34.6	0	0	0	0.1	0.5	63.3	0.1	63.9	

Start Time	Tustin Avenue Southbound				West Coast Highway Westbound				Tustin Avenue Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	7	0	7	14	0	307	6	313	0	0	0	0	1	562	1	564	891
08:15 AM	10	0	3	13	0	287	6	293	0	0	0	0	9	549	2	560	866
08:30 AM	7	0	4	11	0	305	13	318	0	0	1	1	7	580	1	588	918
08:45 AM	22	1	2	25	0	339	11	350	1	0	0	1	4	580	0	584	960
Total Volume	46	1	16	63	0	1238	36	1274	1	0	1	2	21	2271	4	2296	3635
% App. Total	73	1.6	25.4		0	97.2	2.8		50	0	50		0.9	98.9	0.2		
PHF	.523	.250	.571	.630	.000	.913	.692	.910	.250	.000	.250	.500	.583	.979	.500	.976	.947

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Newport Beach
 N/S: Tustin Avenue
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Tustin_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:00 AM				08:00 AM			
+0 mins.	7	0	7	14	0	307	6	313	0	0	0	0	1	562	1	564
+15 mins.	10	0	3	13	0	287	6	293	0	0	1	1	9	549	2	560
+30 mins.	7	0	4	11	0	305	13	318	0	0	0	0	7	580	1	588
+45 mins.	22	1	2	25	0	339	11	350	0	0	1	1	4	580	0	584
Total Volume	46	1	16	63	0	1238	36	1274	0	0	2	2	21	2271	4	2296
% App. Total	73	1.6	25.4		0	97.2	2.8		0	0	100		0.9	98.9	0.2	
PHF	.523	.250	.571	.630	.000	.913	.692	.910	.000	.000	.500	.500	.583	.979	.500	.976

City of Newport Beach
 N/S: Tustin Avenue
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Tustin_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Tustin Avenue Southbound				West Coast Highway Westbound				Tustin Avenue Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	1	12	31	0	520	2	522	0	0	0	0	9	369	0	378	931
04:15 PM	12	0	9	21	0	602	12	614	0	0	0	0	7	408	0	415	1050
04:30 PM	14	0	7	21	0	548	6	554	1	0	0	1	16	375	1	392	968
04:45 PM	21	0	10	31	0	558	16	574	0	0	0	0	7	398	0	405	1010
Total	65	1	38	104	0	2228	36	2264	1	0	0	1	39	1550	1	1590	3959
05:00 PM	23	0	12	35	0	529	6	535	0	1	0	1	9	394	0	403	974
05:15 PM	14	0	6	20	0	534	5	539	0	0	0	0	10	389	1	400	959
05:30 PM	12	0	7	19	0	575	6	581	1	0	0	1	7	364	1	372	973
05:45 PM	16	0	5	21	0	624	3	627	0	0	0	0	3	359	2	364	1012
Total	65	0	30	95	0	2262	20	2282	1	1	0	2	29	1506	4	1539	3918
Grand Total	130	1	68	199	0	4490	56	4546	2	1	0	3	68	3056	5	3129	7877
Apprch %	65.3	0.5	34.2		0	98.8	1.2		66.7	33.3	0		2.2	97.7	0.2		
Total %	1.7	0	0.9	2.5	0	57	0.7	57.7	0	0	0	0	0.9	38.8	0.1	39.7	

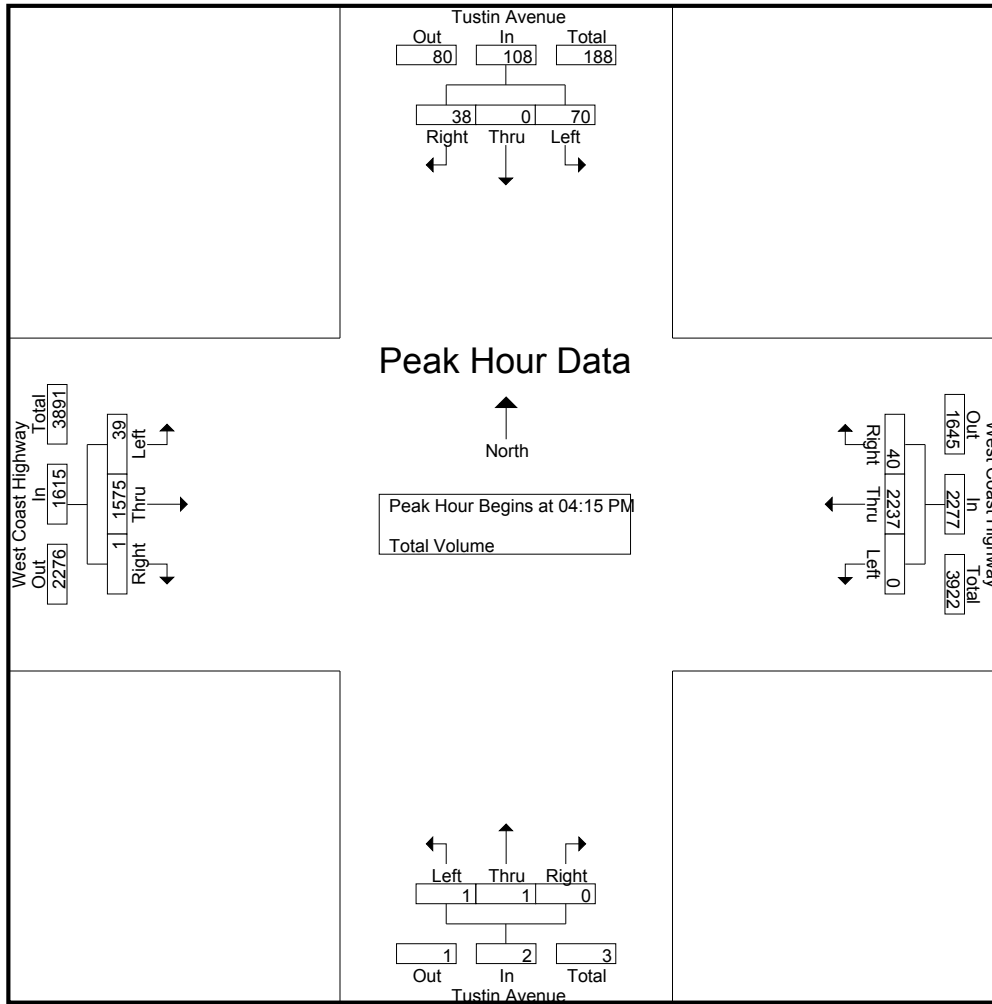
Start Time	Tustin Avenue Southbound				West Coast Highway Westbound				Tustin Avenue Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	12	0	9	21	0	602	12	614	0	0	0	0	7	408	0	415	1050
04:30 PM	14	0	7	21	0	548	6	554	1	0	0	1	16	375	1	392	968
04:45 PM	21	0	10	31	0	558	16	574	0	0	0	0	7	398	0	405	1010
05:00 PM	23	0	12	35	0	529	6	535	0	1	0	1	9	394	0	403	974
Total Volume	70	0	38	108	0	2237	40	2277	1	1	0	2	39	1575	1	1615	4002
% App. Total	64.8	0	35.2		0	98.2	1.8		50	50	0		2.4	97.5	0.1		
PHF	.761	.000	.792	.771	.000	.929	.625	.927	.250	.250	.000	.500	.609	.965	.250	.973	.953

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Newport Beach
 N/S: Tustin Avenue
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Tustin_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:15 PM				04:15 PM			
+0 mins.	12	0	9	21	0	529	6	535	0	0	0	0	7	408	0	415
+15 mins.	14	0	7	21	0	534	5	539	1	0	0	1	16	375	1	392
+30 mins.	21	0	10	31	0	575	6	581	0	0	0	0	7	398	0	405
+45 mins.	23	0	12	35	0	624	3	627	0	1	0	1	9	394	0	403
Total Volume	70	0	38	108	0	2262	20	2282	1	1	0	2	39	1575	1	1615
% App. Total	64.8	0	35.2		0	99.1	0.9		50	50	0		2.4	97.5	0.1	
PHF	.761	.000	.792	.771	.000	.906	.833	.910	.250	.250	.000	.500	.609	.965	.250	.973

City of Newport Beach
 N/S: Dover Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Dover_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

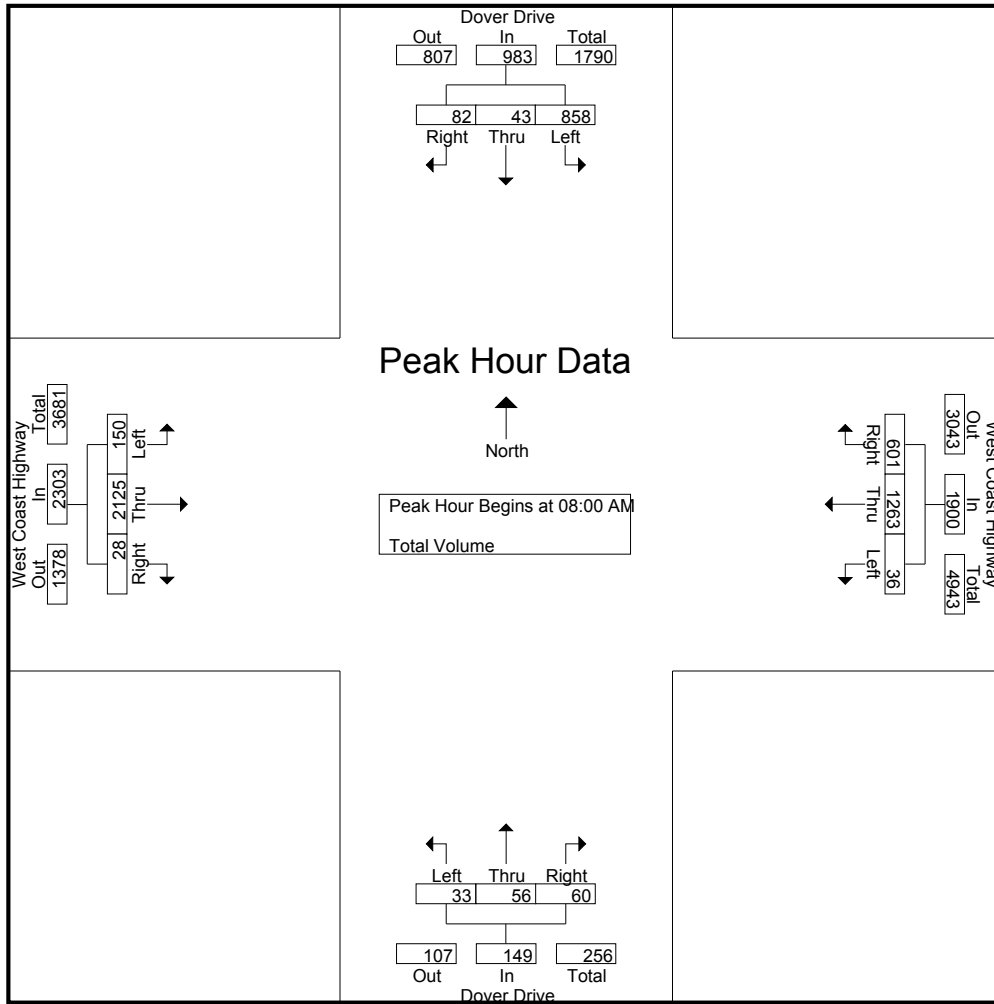
Start Time	Dover Drive Southbound				West Coast Highway Westbound				Dover Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	141	14	22	177	9	175	73	257	4	6	3	13	25	275	14	314	761
07:15 AM	149	7	22	178	2	152	87	241	3	8	9	20	18	393	6	417	856
07:30 AM	209	5	26	240	7	267	109	383	7	7	16	30	32	407	6	445	1098
07:45 AM	207	10	14	231	11	252	144	407	7	15	15	37	24	494	8	526	1201
Total	706	36	84	826	29	846	413	1288	21	36	43	100	99	1569	34	1702	3916
08:00 AM	210	12	22	244	14	282	118	414	6	15	8	29	28	496	8	532	1219
08:15 AM	201	12	24	237	9	359	145	513	4	12	10	26	43	579	6	628	1404
08:30 AM	222	9	26	257	9	312	158	479	11	20	17	48	44	513	8	565	1349
08:45 AM	225	10	10	245	4	310	180	494	12	9	25	46	35	537	6	578	1363
Total	858	43	82	983	36	1263	601	1900	33	56	60	149	150	2125	28	2303	5335
Grand Total	1564	79	166	1809	65	2109	1014	3188	54	92	103	249	249	3694	62	4005	9251
Apprch %	86.5	4.4	9.2		2	66.2	31.8		21.7	36.9	41.4		6.2	92.2	1.5		
Total %	16.9	0.9	1.8	19.6	0.7	22.8	11	34.5	0.6	1	1.1	2.7	2.7	39.9	0.7	43.3	

Start Time	Dover Drive Southbound				West Coast Highway Westbound				Dover Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	210	12	22	244	14	282	118	414	6	15	8	29	28	496	8	532	1219
08:15 AM	201	12	24	237	9	359	145	513	4	12	10	26	43	579	6	628	1404
08:30 AM	222	9	26	257	9	312	158	479	11	20	17	48	44	513	8	565	1349
08:45 AM	225	10	10	245	4	310	180	494	12	9	25	46	35	537	6	578	1363
Total Volume	858	43	82	983	36	1263	601	1900	33	56	60	149	150	2125	28	2303	5335
% App. Total	87.3	4.4	8.3		1.9	66.5	31.6		22.1	37.6	40.3		6.5	92.3	1.2		
PHF	.953	.896	.788	.956	.643	.880	.835	.926	.688	.700	.600	.776	.852	.918	.875	.917	.950

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Newport Beach
 N/S: Dover Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Dover_W Coast Hwy AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	210	12	22	244	14	282	118	414	6	15	8	29	28	496	8	532
+15 mins.	201	12	24	237	9	359	145	513	4	12	10	26	43	579	6	628
+30 mins.	222	9	26	257	9	312	158	479	11	20	17	48	44	513	8	565
+45 mins.	225	10	10	245	4	310	180	494	12	9	25	46	35	537	6	578
Total Volume	858	43	82	983	36	1263	601	1900	33	56	60	149	150	2125	28	2303
% App. Total	87.3	4.4	8.3		1.9	66.5	31.6		22.1	37.6	40.3		6.5	92.3	1.2	
PHF	.953	.896	.788	.956	.643	.880	.835	.926	.688	.700	.600	.776	.852	.918	.875	.917

City of Newport Beach
 N/S: Dover Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Dover_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Dover Drive Southbound				West Coast Highway Westbound				Dover Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	221	9	32	262	11	488	267	766	8	15	6	29	19	336	14	369	1426
04:15 PM	201	9	40	250	11	464	281	756	11	11	12	34	33	359	10	402	1442
04:30 PM	214	10	23	247	8	523	297	828	10	14	7	31	22	368	7	397	1503
04:45 PM	231	16	15	262	16	453	302	771	2	11	12	25	36	354	4	394	1452
Total	867	44	110	1021	46	1928	1147	3121	31	51	37	119	110	1417	35	1562	5823
05:00 PM	212	7	32	251	7	514	268	789	10	7	8	25	36	411	8	455	1520
05:15 PM	203	11	34	248	17	573	333	923	11	16	4	31	20	376	12	408	1610
05:30 PM	227	9	32	268	11	611	216	838	7	8	7	22	34	401	4	439	1567
05:45 PM	234	17	34	285	14	523	256	793	11	13	12	36	33	320	10	363	1477
Total	876	44	132	1052	49	2221	1073	3343	39	44	31	114	123	1508	34	1665	6174
Grand Total	1743	88	242	2073	95	4149	2220	6464	70	95	68	233	233	2925	69	3227	11997
Apprch %	84.1	4.2	11.7		1.5	64.2	34.3		30	40.8	29.2		7.2	90.6	2.1		
Total %	14.5	0.7	2	17.3	0.8	34.6	18.5	53.9	0.6	0.8	0.6	1.9	1.9	24.4	0.6	26.9	

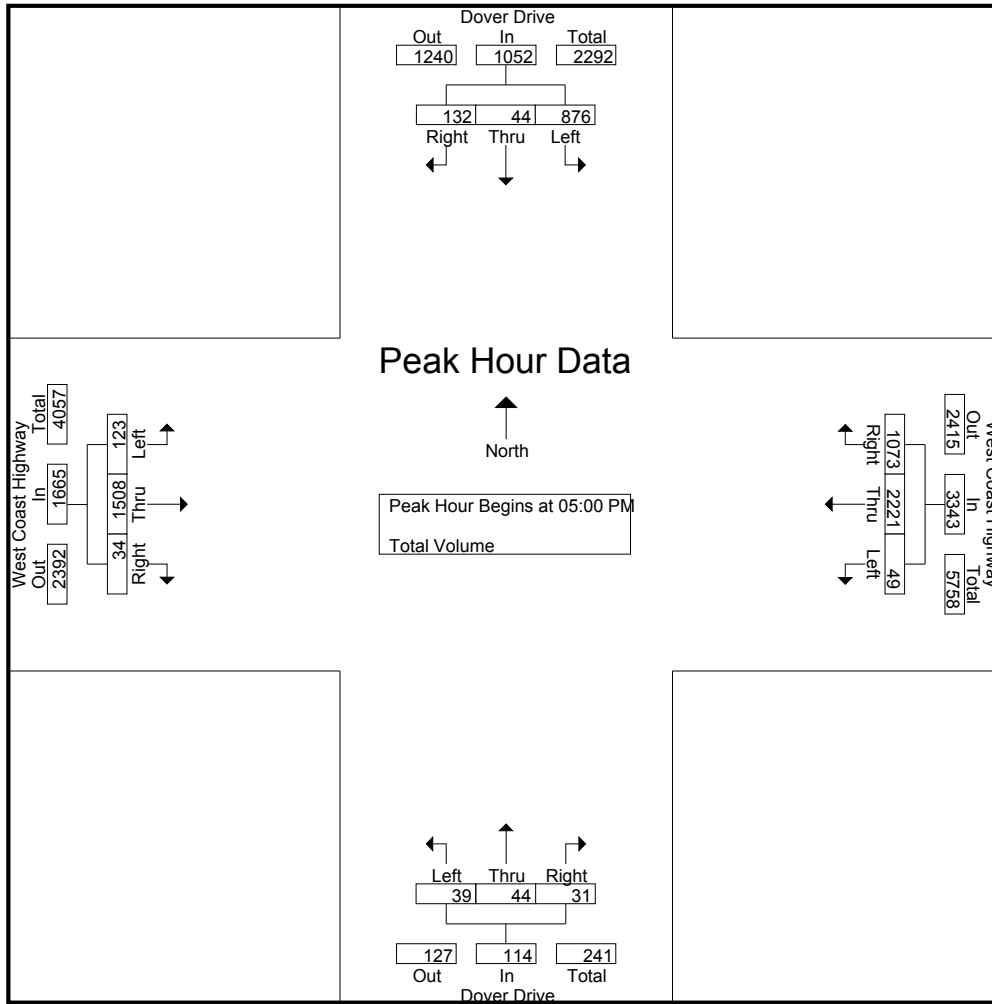
Start Time	Dover Drive Southbound				West Coast Highway Westbound				Dover Drive Northbound				West Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	212	7	32	251	7	514	268	789	10	7	8	25	36	411	8	455	1520
05:15 PM	203	11	34	248	17	573	333	923	11	16	4	31	20	376	12	408	1610
05:30 PM	227	9	32	268	11	611	216	838	7	8	7	22	34	401	4	439	1567
05:45 PM	234	17	34	285	14	523	256	793	11	13	12	36	33	320	10	363	1477
Total Volume	876	44	132	1052	49	2221	1073	3343	39	44	31	114	123	1508	34	1665	6174
% App. Total	83.3	4.2	12.5		1.5	66.4	32.1		34.2	38.6	27.2		7.4	90.6	2		
PHF	.936	.647	.971	.923	.721	.909	.806	.905	.886	.688	.646	.792	.854	.917	.708	.915	.959

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Newport Beach
 N/S: Dover Drive
 E/W: West Coast Highway
 Weather: Clear

File Name : NPB_Dover_W Coast Hwy PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	212	7	32	251	7	514	268	789	8	15	6	29	36	354	4	394
+15 mins.	203	11	34	248	17	573	333	923	11	11	12	34	36	411	8	455
+30 mins.	227	9	32	268	11	611	216	838	10	14	7	31	20	376	12	408
+45 mins.	234	17	34	285	14	523	256	793	2	11	12	25	34	401	4	439
Total Volume	876	44	132	1052	49	2221	1073	3343	31	51	37	119	126	1542	28	1696
% App. Total	83.3	4.2	12.5		1.5	66.4	32.1		26.1	42.9	31.1		7.4	90.9	1.7	
PHF	.936	.647	.971	.923	.721	.909	.806	.905	.705	.850	.771	.875	.875	.938	.583	.932

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 19th Street
 Weather: Clear

File Name : CSM_NEWPORT_19 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				19th Street Westbound				Newport Boulevard Northbound				19th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	31	491	102	624	10	14	27	51	5	611	1	617	158	17	2	177	1469
07:15 AM	41	524	117	682	18	15	47	80	3	729	0	732	195	35	2	232	1726
07:30 AM	30	598	125	753	15	23	41	79	3	857	2	862	232	30	0	262	1956
07:45 AM	35	705	144	884	10	31	39	80	2	888	6	896	218	47	1	266	2126
Total	137	2318	488	2943	53	83	154	290	13	3085	9	3107	803	129	5	937	7277
08:00 AM	38	678	110	826	14	32	50	96	8	825	7	840	198	44	2	244	2006
08:15 AM	31	685	116	832	12	30	49	91	10	805	7	822	201	57	4	262	2007
08:30 AM	38	690	138	866	19	54	67	140	9	787	15	811	189	65	0	254	2071
08:45 AM	36	681	161	878	14	54	59	127	6	793	7	806	174	60	3	237	2048
Total	143	2734	525	3402	59	170	225	454	33	3210	36	3279	762	226	9	997	8132
Grand Total	280	5052	1013	6345	112	253	379	744	46	6295	45	6386	1565	355	14	1934	15409
Apprch %	4.4	79.6	16		15.1	34	50.9		0.7	98.6	0.7		80.9	18.4	0.7		
Total %	1.8	32.8	6.6	41.2	0.7	1.6	2.5	4.8	0.3	40.9	0.3	41.4	10.2	2.3	0.1	12.6	

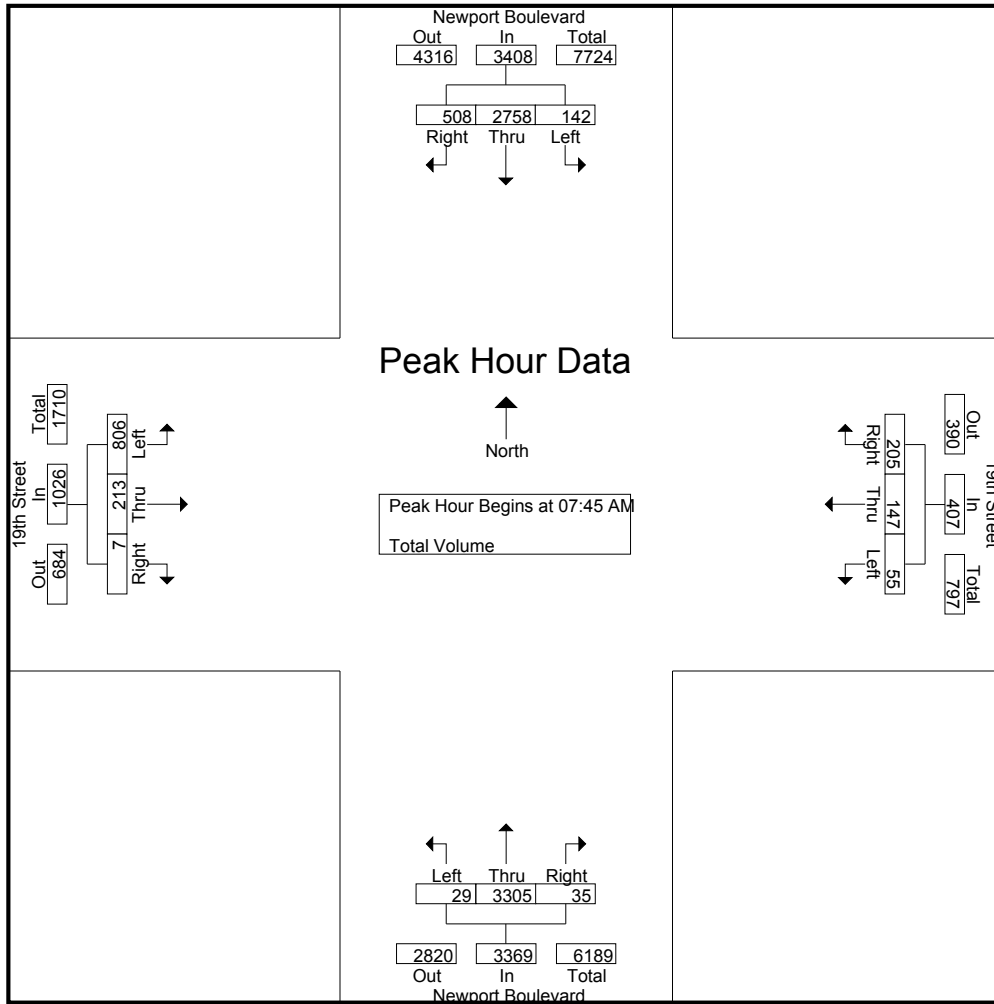
Start Time	Newport Boulevard Southbound				19th Street Westbound				Newport Boulevard Northbound				19th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	35	705	144	884	10	31	39	80	2	888	6	896	218	47	1	266	2126
08:00 AM	38	678	110	826	14	32	50	96	8	825	7	840	198	44	2	244	2006
08:15 AM	31	685	116	832	12	30	49	91	10	805	7	822	201	57	4	262	2007
08:30 AM	38	690	138	866	19	54	67	140	9	787	15	811	189	65	0	254	2071
Total Volume	142	2758	508	3408	55	147	205	407	29	3305	35	3369	806	213	7	1026	8210
% App. Total	4.2	80.9	14.9		13.5	36.1	50.4		0.9	98.1	1		78.6	20.8	0.7		
PHF	.934	.978	.882	.964	.724	.681	.765	.727	.725	.930	.583	.940	.924	.819	.438	.964	.965

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 19th Street
 Weather: Clear

File Name : CSM_NEWPORT_19 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:30 AM				07:30 AM			
+0 mins.	35	705	144	884	14	32	50	96	3	857	2	862	232	30	0	262
+15 mins.	38	678	110	826	12	30	49	91	2	888	6	896	218	47	1	266
+30 mins.	31	685	116	832	19	54	67	140	8	825	7	840	198	44	2	244
+45 mins.	38	690	138	866	14	54	59	127	10	805	7	822	201	57	4	262
Total Volume	142	2758	508	3408	59	170	225	454	23	3375	22	3420	849	178	7	1034
% App. Total	4.2	80.9	14.9		13	37.4	49.6		0.7	98.7	0.6		82.1	17.2	0.7	
PHF	.934	.978	.882	.964	.776	.787	.840	.811	.575	.950	.786	.954	.915	.781	.438	.972

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 19th Street
 Weather: Clear

File Name : CSM_NEWPORT_19 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

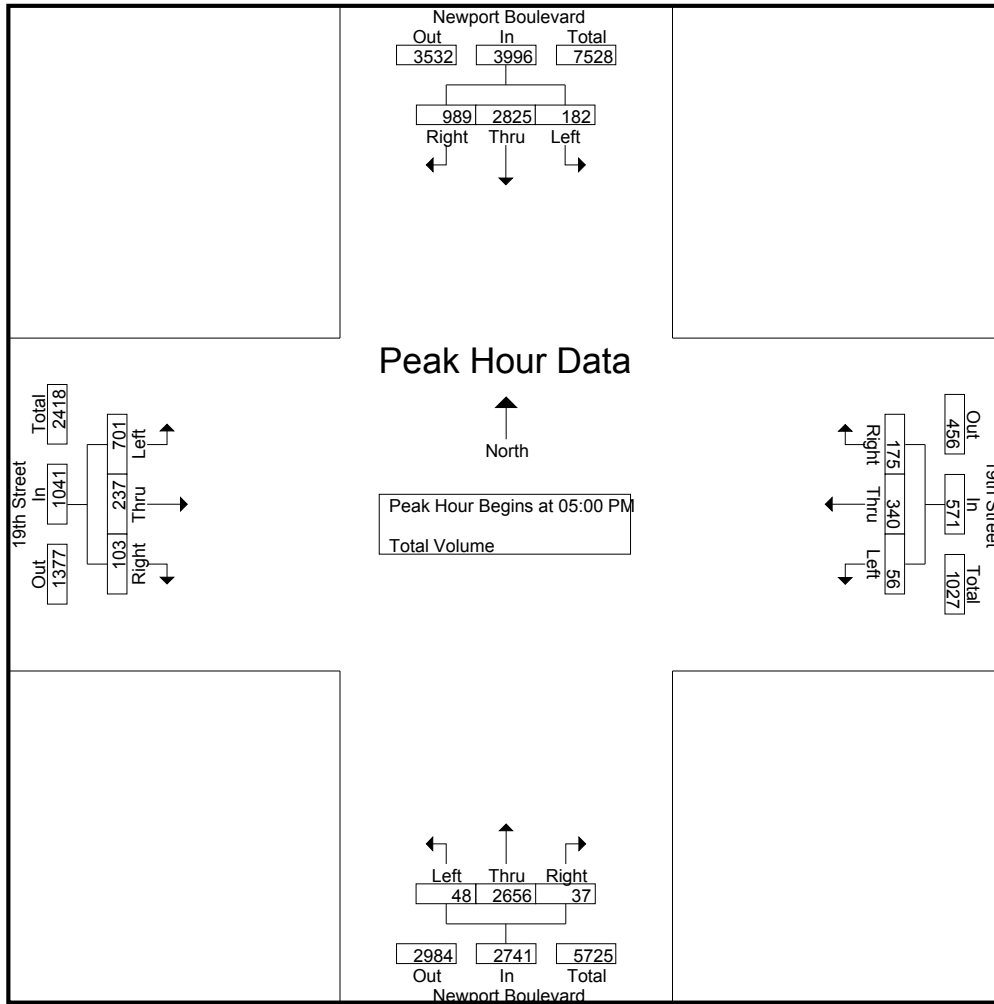
Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				19th Street Westbound				Newport Boulevard Northbound				19th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	41	640	221	902	15	68	54	137	15	702	12	729	186	55	4	245	2013
04:15 PM	41	636	208	885	18	79	45	142	16	684	7	707	193	65	9	267	2001
04:30 PM	46	632	181	859	17	74	49	140	17	645	9	671	197	59	13	269	1939
04:45 PM	33	673	200	906	10	78	27	115	18	605	8	631	166	52	16	234	1886
Total	161	2581	810	3552	60	299	175	534	66	2636	36	2738	742	231	42	1015	7839
05:00 PM	45	686	236	967	13	75	37	125	14	716	7	737	201	57	29	287	2116
05:15 PM	48	723	256	1027	14	82	50	146	13	720	8	741	190	58	22	270	2184
05:30 PM	41	724	238	1003	12	96	44	152	9	653	15	677	144	74	25	243	2075
05:45 PM	48	692	259	999	17	87	44	148	12	567	7	586	166	48	27	241	1974
Total	182	2825	989	3996	56	340	175	571	48	2656	37	2741	701	237	103	1041	8349
Grand Total	343	5406	1799	7548	116	639	350	1105	114	5292	73	5479	1443	468	145	2056	16188
Apprch %	4.5	71.6	23.8		10.5	57.8	31.7		2.1	96.6	1.3		70.2	22.8	7.1		
Total %	2.1	33.4	11.1	46.6	0.7	3.9	2.2	6.8	0.7	32.7	0.5	33.8	8.9	2.9	0.9	12.7	

Start Time	Newport Boulevard Southbound				19th Street Westbound				Newport Boulevard Northbound				19th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	45	686	236	967	13	75	37	125	14	716	7	737	201	57	29	287	2116
05:15 PM	48	723	256	1027	14	82	50	146	13	720	8	741	190	58	22	270	2184
05:30 PM	41	724	238	1003	12	96	44	152	9	653	15	677	144	74	25	243	2075
05:45 PM	48	692	259	999	17	87	44	148	12	567	7	586	166	48	27	241	1974
Total Volume	182	2825	989	3996	56	340	175	571	48	2656	37	2741	701	237	103	1041	8349
% App. Total	4.6	70.7	24.7		9.8	59.5	30.6		1.8	96.9	1.3		67.3	22.8	9.9		
PHF	.948	.975	.955	.973	.824	.885	.875	.939	.857	.922	.617	.925	.872	.801	.888	.907	.956

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 19th Street
 Weather: Clear

File Name : CSM_NEWPORT_19 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	45	686	236	967	13	75	37	125	18	605	8	631	197	59	13	269
+15 mins.	48	723	256	1027	14	82	50	146	14	716	7	737	166	52	16	234
+30 mins.	41	724	238	1003	12	96	44	152	13	720	8	741	201	57	29	287
+45 mins.	48	692	259	999	17	87	44	148	9	653	15	677	190	58	22	270
Total Volume	182	2825	989	3996	56	340	175	571	54	2694	38	2786	754	226	80	1060
% App. Total	4.6	70.7	24.7		9.8	59.5	30.6		1.9	96.7	1.4		71.1	21.3	7.5	
PHF	.948	.975	.955	.973	.824	.885	.875	.939	.750	.935	.633	.940	.938	.958	.690	.923

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Broadway
 Weather: Clear

File Name : CSM_NEWPORT_BROADWAY AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				Broadway Westbound				Newport Boulevard Northbound				Broadway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	472	10	492	4	1	20	25	2	603	0	605	0	4	4	8	1130
07:15 AM	5	549	9	563	3	4	24	31	2	708	5	715	3	4	4	11	1320
07:30 AM	7	592	15	614	7	2	28	37	5	858	6	869	6	3	8	17	1537
07:45 AM	9	695	8	712	6	3	17	26	1	884	13	898	2	4	5	11	1647
Total	31	2308	42	2381	20	10	89	119	10	3053	24	3087	11	15	21	47	5634
08:00 AM	8	660	7	675	7	8	24	39	8	833	8	849	2	3	4	9	1572
08:15 AM	16	726	20	762	11	2	22	35	6	798	12	816	0	2	2	4	1617
08:30 AM	14	678	20	712	3	9	22	34	3	796	9	808	1	3	4	8	1562
08:45 AM	11	704	20	735	9	7	34	50	4	814	14	832	2	4	2	8	1625
Total	49	2768	67	2884	30	26	102	158	21	3241	43	3305	5	12	12	29	6376
Grand Total	80	5076	109	5265	50	36	191	277	31	6294	67	6392	16	27	33	76	12010
Apprch %	1.5	96.4	2.1		18.1	13	69		0.5	98.5	1		21.1	35.5	43.4		
Total %	0.7	42.3	0.9	43.8	0.4	0.3	1.6	2.3	0.3	52.4	0.6	53.2	0.1	0.2	0.3	0.6	

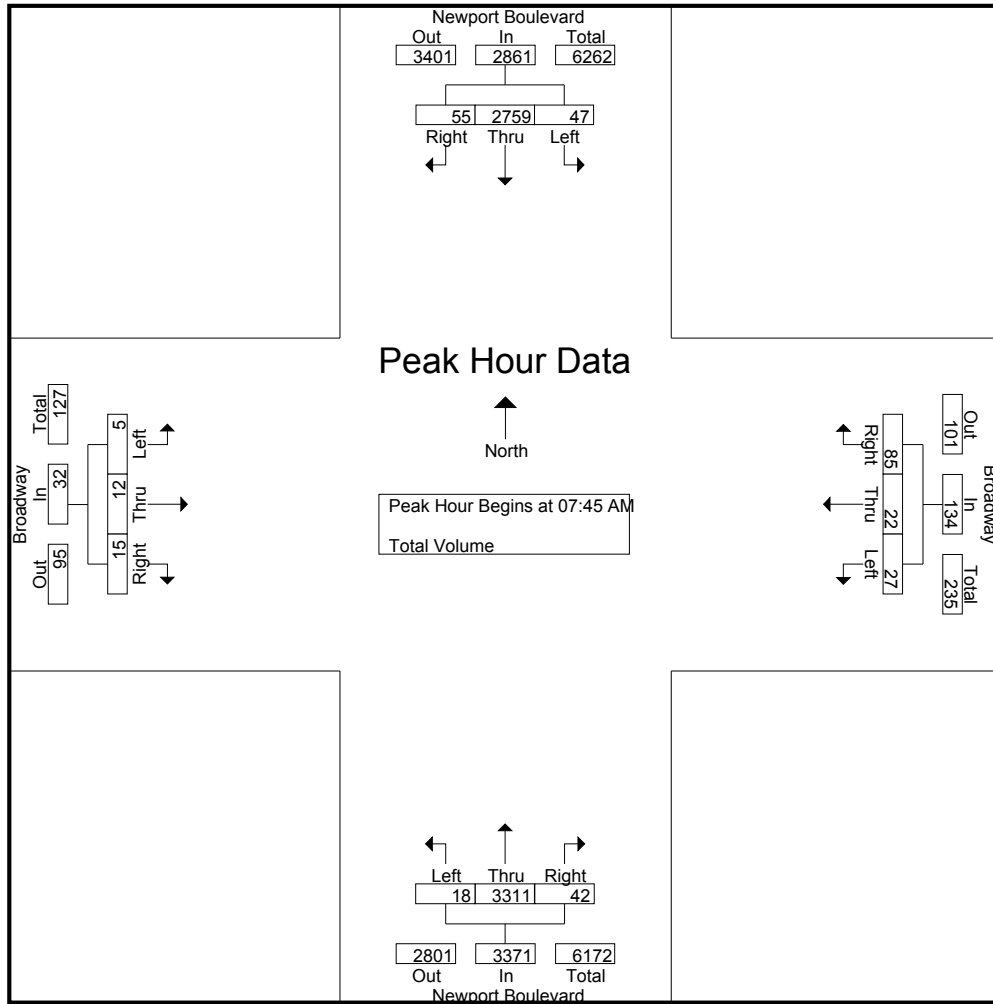
Start Time	Newport Boulevard Southbound				Broadway Westbound				Newport Boulevard Northbound				Broadway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	9	695	8	712	6	3	17	26	1	884	13	898	2	4	5	11	1647
08:00 AM	8	660	7	675	7	8	24	39	8	833	8	849	2	3	4	9	1572
08:15 AM	16	726	20	762	11	2	22	35	6	798	12	816	0	2	2	4	1617
08:30 AM	14	678	20	712	3	9	22	34	3	796	9	808	1	3	4	8	1562
Total Volume	47	2759	55	2861	27	22	85	134	18	3311	42	3371	5	12	15	32	6398
% App. Total	1.6	96.4	1.9		20.1	16.4	63.4		0.5	98.2	1.2		15.6	37.5	46.9		
PHF	.734	.950	.688	.939	.614	.611	.885	.859	.563	.936	.808	.938	.625	.750	.750	.727	.971

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Broadway
 Weather: Clear

File Name : CSM_NEWPORT_BROADWAY AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:30 AM				07:15 AM			
+0 mins.	8	660	7	675	7	8	24	39	5	858	6	869	3	4	4	11
+15 mins.	16	726	20	762	11	2	22	35	1	884	13	898	6	3	8	17
+30 mins.	14	678	20	712	3	9	22	34	8	833	8	849	2	4	5	11
+45 mins.	11	704	20	735	9	7	34	50	6	798	12	816	2	3	4	9
Total Volume	49	2768	67	2884	30	26	102	158	20	3373	39	3432	13	14	21	48
% App. Total	1.7	96	2.3		19	16.5	64.6		0.6	98.3	1.1		27.1	29.2	43.8	
PHF	.766	.953	.838	.946	.682	.722	.750	.790	.625	.954	.750	.955	.542	.875	.656	.706

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Broadway
 Weather: Clear

File Name : CSM_NEWPORT_BROADWAY PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

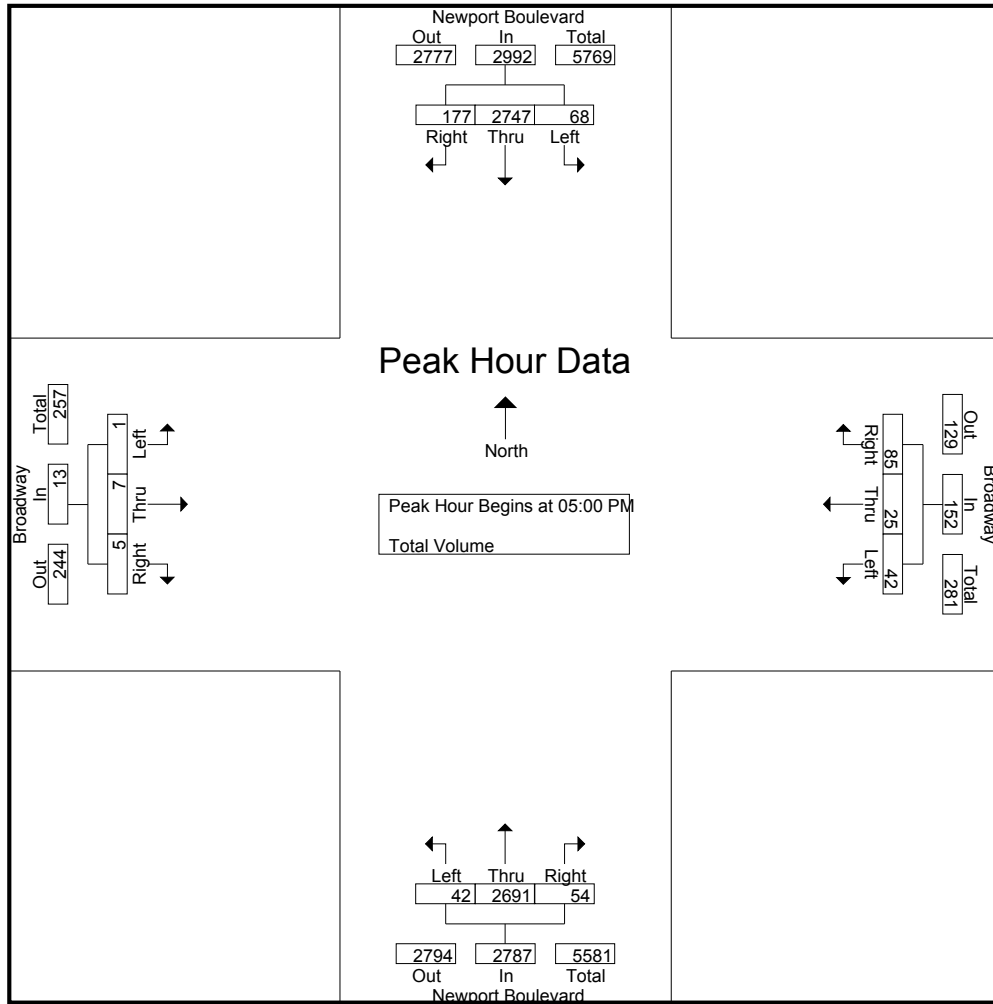
Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				Broadway Westbound				Newport Boulevard Northbound				Broadway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	24	608	37	669	16	7	22	45	8	685	14	707	1	2	4	7	1428
04:15 PM	13	636	30	679	6	7	17	30	8	673	21	702	1	6	7	14	1425
04:30 PM	19	615	39	673	10	9	17	36	9	663	13	685	0	7	7	14	1408
04:45 PM	27	649	36	712	15	11	18	44	9	602	7	618	1	1	1	3	1377
Total	83	2508	142	2733	47	34	74	155	34	2623	55	2712	3	16	19	38	5638
05:00 PM	18	663	36	717	16	6	23	45	11	727	16	754	0	0	0	0	1516
05:15 PM	19	700	58	777	9	6	25	40	10	735	14	759	0	1	1	2	1578
05:30 PM	18	683	37	738	10	7	21	38	11	649	15	675	1	4	2	7	1458
05:45 PM	13	701	46	760	7	6	16	29	10	580	9	599	0	2	2	4	1392
Total	68	2747	177	2992	42	25	85	152	42	2691	54	2787	1	7	5	13	5944
Grand Total	151	5255	319	5725	89	59	159	307	76	5314	109	5499	4	23	24	51	11582
Apprch %	2.6	91.8	5.6		29	19.2	51.8		1.4	96.6	2		7.8	45.1	47.1		
Total %	1.3	45.4	2.8	49.4	0.8	0.5	1.4	2.7	0.7	45.9	0.9	47.5	0	0.2	0.2	0.4	

Start Time	Newport Boulevard Southbound				Broadway Westbound				Newport Boulevard Northbound				Broadway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	663	36	717	16	6	23	45	11	727	16	754	0	0	0	0	1516
05:15 PM	19	700	58	777	9	6	25	40	10	735	14	759	0	1	1	2	1578
05:30 PM	18	683	37	738	10	7	21	38	11	649	15	675	1	4	2	7	1458
05:45 PM	13	701	46	760	7	6	16	29	10	580	9	599	0	2	2	4	1392
Total Volume	68	2747	177	2992	42	25	85	152	42	2691	54	2787	1	7	5	13	5944
% App. Total	2.3	91.8	5.9		27.6	16.4	55.9		1.5	96.6	1.9		7.7	53.8	38.5		
PHF	.895	.980	.763	.963	.656	.893	.850	.844	.955	.915	.844	.918	.250	.438	.625	.464	.942

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Broadway
 Weather: Clear

File Name : CSM_NEWPORT_BROADWAY PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	18	663	36	717	15	11	18	44	9	663	13	685	1	2	4	7
+15 mins.	19	700	58	777	16	6	23	45	9	602	7	618	1	6	7	14
+30 mins.	18	683	37	738	9	6	25	40	11	727	16	754	0	7	7	14
+45 mins.	13	701	46	760	10	7	21	38	10	735	14	759	1	1	1	3
Total Volume	68	2747	177	2992	50	30	87	167	39	2727	50	2816	3	16	19	38
% App. Total	2.3	91.8	5.9		29.9	18	52.1		1.4	96.8	1.8		7.9	42.1	50	
PHF	.895	.980	.763	.963	.781	.682	.870	.928	.886	.928	.781	.928	.750	.571	.679	.679

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Harbor Boulevard
 Weather: Clear

File Name : CSM_NEWPORT_HARBOR AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound			Newport Boulevard Northbound			Harbor Boulevard Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	490	4	494	49	614	663	3	52	55	1212
07:15 AM	546	6	552	36	720	756	6	91	97	1405
07:30 AM	611	5	616	40	869	909	6	104	110	1635
07:45 AM	701	6	707	70	892	962	17	110	127	1796
Total	2348	21	2369	195	3095	3290	32	357	389	6048
08:00 AM	657	6	663	79	838	917	9	100	109	1689
08:15 AM	715	3	718	69	806	875	8	121	129	1722
08:30 AM	669	9	678	60	782	842	12	123	135	1655
08:45 AM	694	8	702	103	835	938	14	103	117	1757
Total	2735	26	2761	311	3261	3572	43	447	490	6823
Grand Total	5083	47	5130	506	6356	6862	75	804	879	12871
Apprch %	99.1	0.9		7.4	92.6		8.5	91.5		
Total %	39.5	0.4	39.9	3.9	49.4	53.3	0.6	6.2	6.8	

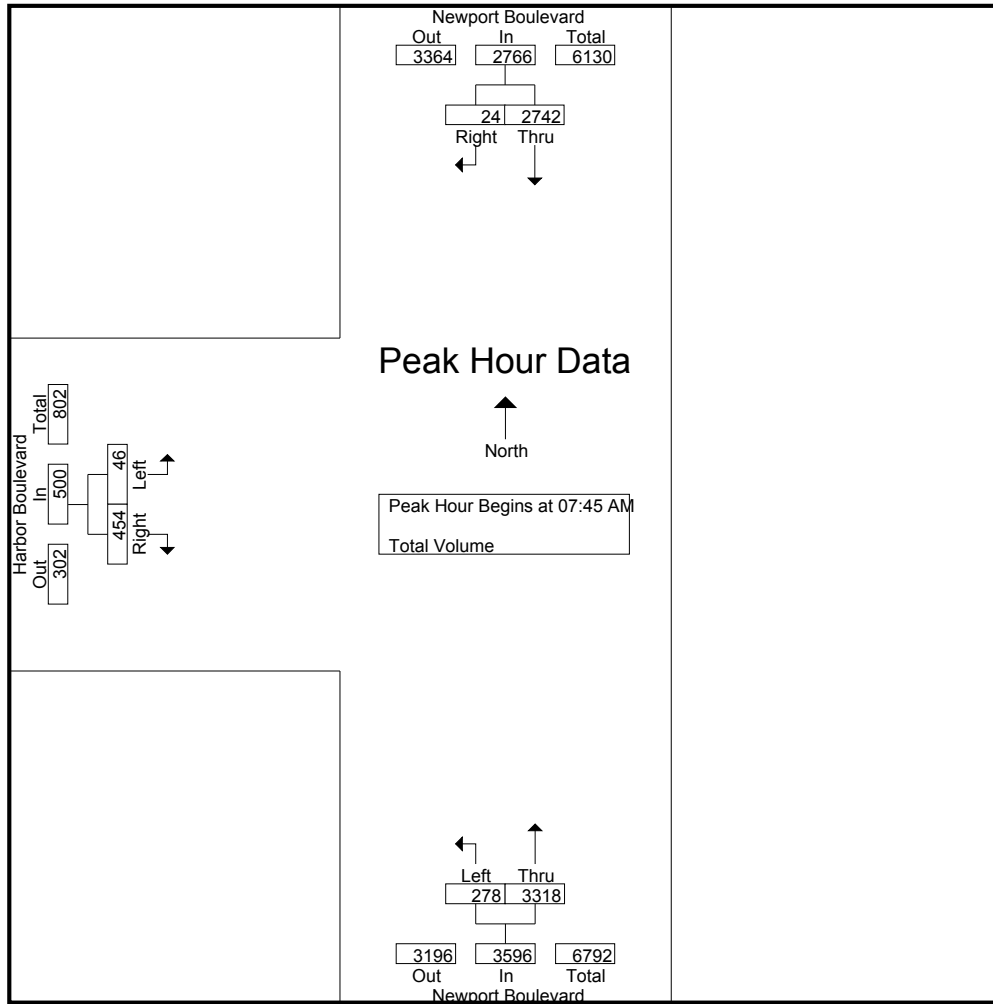
Start Time	Newport Boulevard Southbound			Newport Boulevard Northbound			Harbor Boulevard Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	701	6	707	70	892	962	17	110	127	1796
08:00 AM	657	6	663	79	838	917	9	100	109	1689
08:15 AM	715	3	718	69	806	875	8	121	129	1722
08:30 AM	669	9	678	60	782	842	12	123	135	1655
Total Volume	2742	24	2766	278	3318	3596	46	454	500	6862
% App. Total	99.1	0.9		7.7	92.3		9.2	90.8		
PHF	.959	.667	.963	.880	.930	.935	.676	.923	.926	.955

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Harbor Boulevard
 Weather: Clear

File Name : CSM_NEWPORT_HARBOR AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			07:30 AM			07:45 AM		
+0 mins.	701	6	707	40	869	909	17	110	127
+15 mins.	657	6	663	70	892	962	9	100	109
+30 mins.	715	3	718	79	838	917	8	121	129
+45 mins.	669	9	678	69	806	875	12	123	135
Total Volume	2742	24	2766	258	3405	3663	46	454	500
% App. Total	99.1	0.9		7	93		9.2	90.8	
PHF	.959	.667	.963	.816	.954	.952	.676	.923	.926

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Harbor Boulevard
 Weather: Clear

File Name : CSM_NEWPORT_HARBOR PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound			Newport Boulevard Northbound			Harbor Boulevard Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	615	20	635	117	712	829	18	138	156	1620
04:15 PM	629	14	643	127	692	819	11	122	133	1595
04:30 PM	611	19	630	122	693	815	17	142	159	1604
04:45 PM	666	18	684	126	615	741	14	150	164	1589
Total	2521	71	2592	492	2712	3204	60	552	612	6408
05:00 PM	670	28	698	146	772	918	11	126	137	1753
05:15 PM	684	19	703	110	725	835	16	128	144	1682
05:30 PM	695	7	702	126	678	804	10	118	128	1634
05:45 PM	686	16	702	117	580	697	9	125	134	1533
Total	2735	70	2805	499	2755	3254	46	497	543	6602
Grand Total	5256	141	5397	991	5467	6458	106	1049	1155	13010
Apprch %	97.4	2.6		15.3	84.7		9.2	90.8		
Total %	40.4	1.1	41.5	7.6	42	49.6	0.8	8.1	8.9	

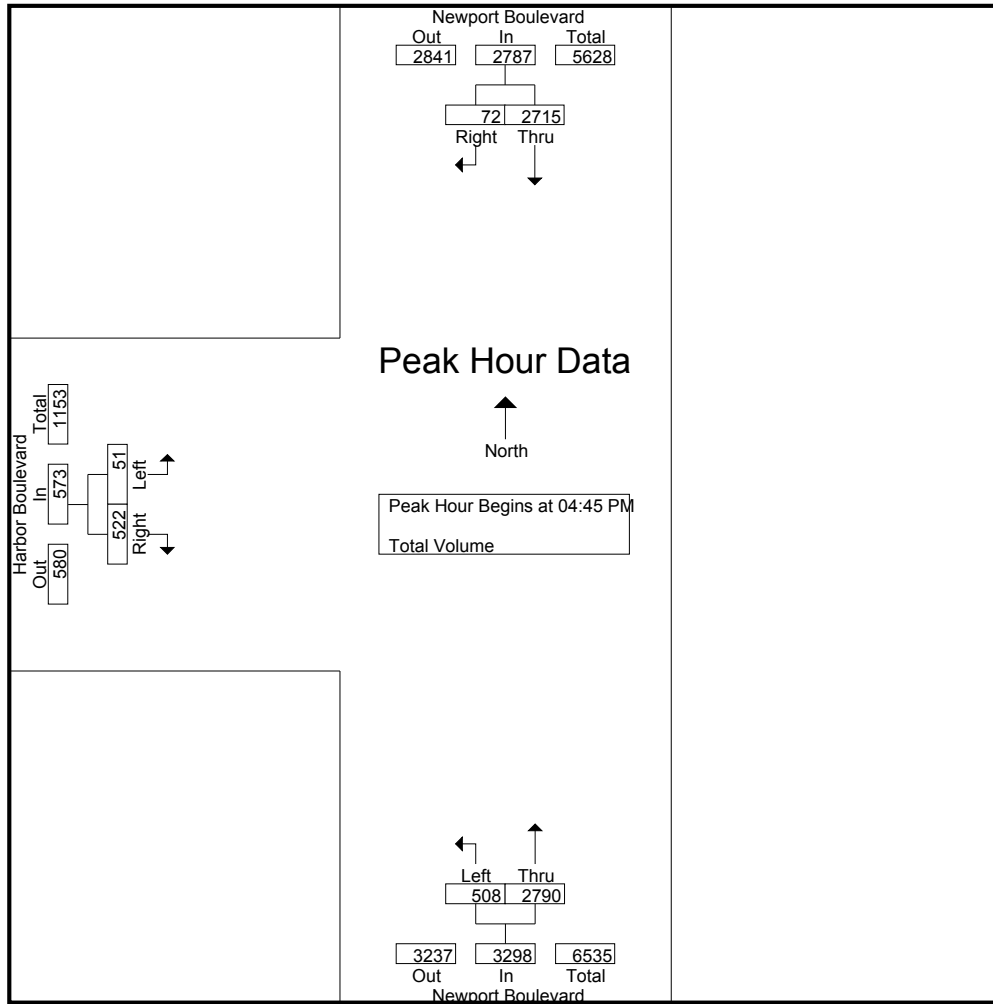
Start Time	Newport Boulevard Southbound			Newport Boulevard Northbound			Harbor Boulevard Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:45 PM	666	18	684	126	615	741	14	150	164	1589
05:00 PM	670	28	698	146	772	918	11	126	137	1753
05:15 PM	684	19	703	110	725	835	16	128	144	1682
05:30 PM	695	7	702	126	678	804	10	118	128	1634
Total Volume	2715	72	2787	508	2790	3298	51	522	573	6658
% App. Total	97.4	2.6		15.4	84.6		8.9	91.1		
PHF	.977	.643	.991	.870	.903	.898	.797	.870	.873	.950

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Harbor Boulevard
 Weather: Clear

File Name : CSM_NEWPORT_HARBOR PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:30 PM			04:00 PM		
+0 mins.	670	28	698	122	693	815	18	138	156
+15 mins.	684	19	703	126	615	741	11	122	133
+30 mins.	695	7	702	146	772	918	17	142	159
+45 mins.	686	16	702	110	725	835	14	150	164
Total Volume	2735	70	2805	504	2805	3309	60	552	612
% App. Total	97.5	2.5		15.2	84.8		9.8	90.2	
PHF	.984	.625	.998	.863	.908	.901	.833	.920	.933

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 18th Street
 Weather: Clear

File Name : CSM_Newport_18 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				18th Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	527	15	546	0	4	8	12	4	599	0	603	32	9	5	46	1207
07:15 AM	11	609	18	638	0	3	9	12	5	664	1	670	45	24	7	76	1396
07:30 AM	6	666	26	698	1	9	10	20	8	807	1	816	58	20	12	90	1624
07:45 AM	21	726	29	776	0	15	6	21	10	819	5	834	54	12	18	84	1715
Total	42	2528	88	2658	1	31	33	65	27	2889	7	2923	189	65	42	296	5942
08:00 AM	11	704	36	751	1	8	7	16	9	791	3	803	65	11	7	83	1653
08:15 AM	16	758	28	802	3	14	5	22	15	747	4	766	47	15	9	71	1661
08:30 AM	13	733	29	775	0	17	9	26	18	739	11	768	58	19	4	81	1650
08:45 AM	20	739	24	783	0	18	12	30	7	813	2	822	36	13	5	54	1689
Total	60	2934	117	3111	4	57	33	94	49	3090	20	3159	206	58	25	289	6653
Grand Total	102	5462	205	5769	5	88	66	159	76	5979	27	6082	395	123	67	585	12595
Apprch %	1.8	94.7	3.6		3.1	55.3	41.5		1.2	98.3	0.4		67.5	21	11.5		
Total %	0.8	43.4	1.6	45.8	0	0.7	0.5	1.3	0.6	47.5	0.2	48.3	3.1	1	0.5	4.6	

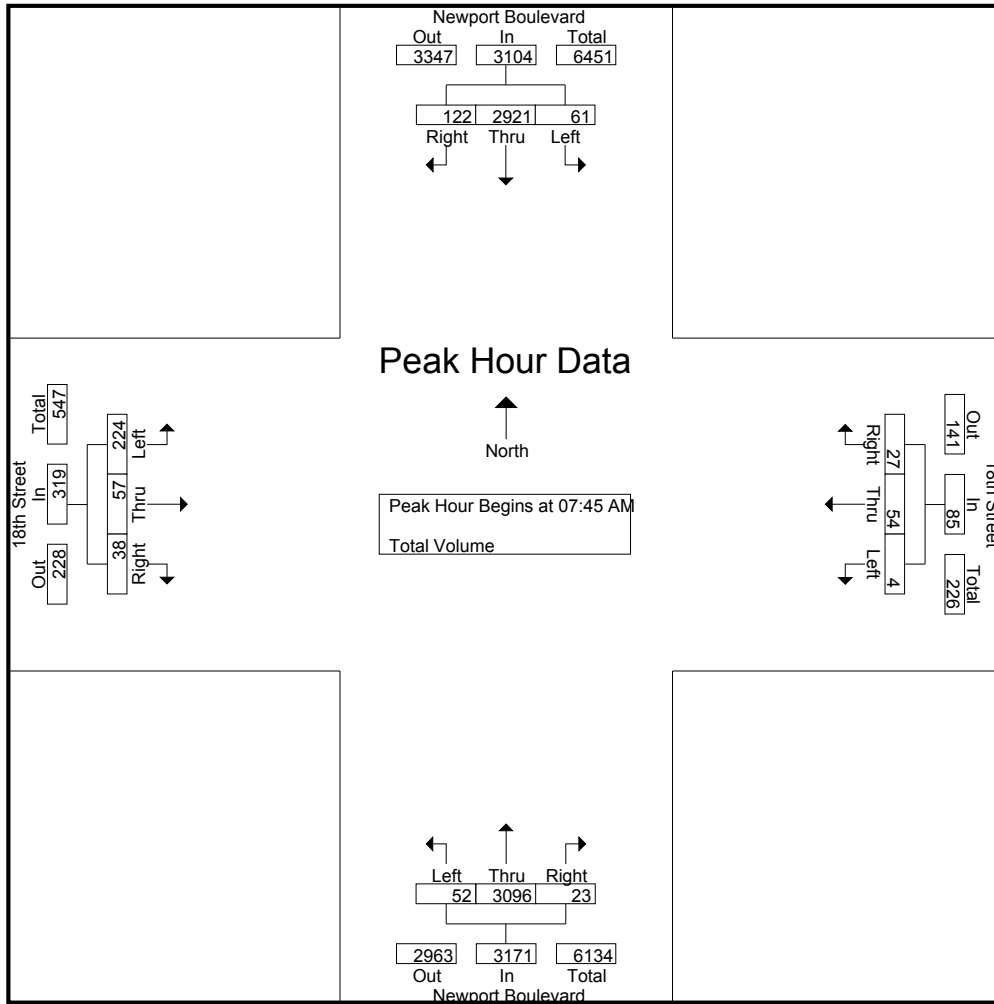
Start Time	Newport Boulevard Southbound				18th Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	21	726	29	776	0	15	6	21	10	819	5	834	54	12	18	84	1715
08:00 AM	11	704	36	751	1	8	7	16	9	791	3	803	65	11	7	83	1653
08:15 AM	16	758	28	802	3	14	5	22	15	747	4	766	47	15	9	71	1661
08:30 AM	13	733	29	775	0	17	9	26	18	739	11	768	58	19	4	81	1650
Total Volume	61	2921	122	3104	4	54	27	85	52	3096	23	3171	224	57	38	319	6679
% App. Total	2	94.1	3.9		4.7	63.5	31.8		1.6	97.6	0.7		70.2	17.9	11.9		
PHF	.726	.963	.847	.968	.333	.794	.750	.817	.722	.945	.523	.951	.862	.750	.528	.949	.974

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 18th Street
 Weather: Clear

File Name : CSM_Newport_18 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:30 AM				07:15 AM			
+0 mins.	11	704	36	751	1	8	7	16	8	807	1	816	45	24	7	76
+15 mins.	16	758	28	802	3	14	5	22	10	819	5	834	58	20	12	90
+30 mins.	13	733	29	775	0	17	9	26	9	791	3	803	54	12	18	84
+45 mins.	20	739	24	783	0	18	12	30	15	747	4	766	65	11	7	83
Total Volume	60	2934	117	3111	4	57	33	94	42	3164	13	3219	222	67	44	333
% App. Total	1.9	94.3	3.8		4.3	60.6	35.1		1.3	98.3	0.4		66.7	20.1	13.2	
PHF	.750	.968	.813	.970	.333	.792	.688	.783	.700	.966	.650	.965	.854	.698	.611	.925

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 18th Street
 Weather: Clear

File Name : CSM_Newport_18 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				18th Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	28	703	40	771	5	23	19	47	25	687	8	720	54	19	11	84	1622
04:15 PM	28	718	36	782	4	28	12	44	21	688	4	713	62	10	15	87	1626
04:30 PM	30	729	25	784	9	20	15	44	25	668	3	696	80	20	17	117	1641
04:45 PM	36	786	23	845	8	17	9	34	29	661	6	696	63	23	15	101	1676
Total	122	2936	124	3182	26	88	55	169	100	2704	21	2825	259	72	58	389	6565
05:00 PM	29	764	30	823	4	19	12	35	23	776	6	805	69	20	12	101	1764
05:15 PM	26	766	38	830	6	23	15	44	19	711	3	733	62	20	9	91	1698
05:30 PM	34	745	29	808	4	19	5	28	23	656	6	685	56	22	13	91	1612
05:45 PM	31	759	29	819	9	18	11	38	30	623	3	656	46	14	16	76	1589
Total	120	3034	126	3280	23	79	43	145	95	2766	18	2879	233	76	50	359	6663
Grand Total	242	5970	250	6462	49	167	98	314	195	5470	39	5704	492	148	108	748	13228
Apprch %	3.7	92.4	3.9		15.6	53.2	31.2		3.4	95.9	0.7		65.8	19.8	14.4		
Total %	1.8	45.1	1.9	48.9	0.4	1.3	0.7	2.4	1.5	41.4	0.3	43.1	3.7	1.1	0.8	5.7	

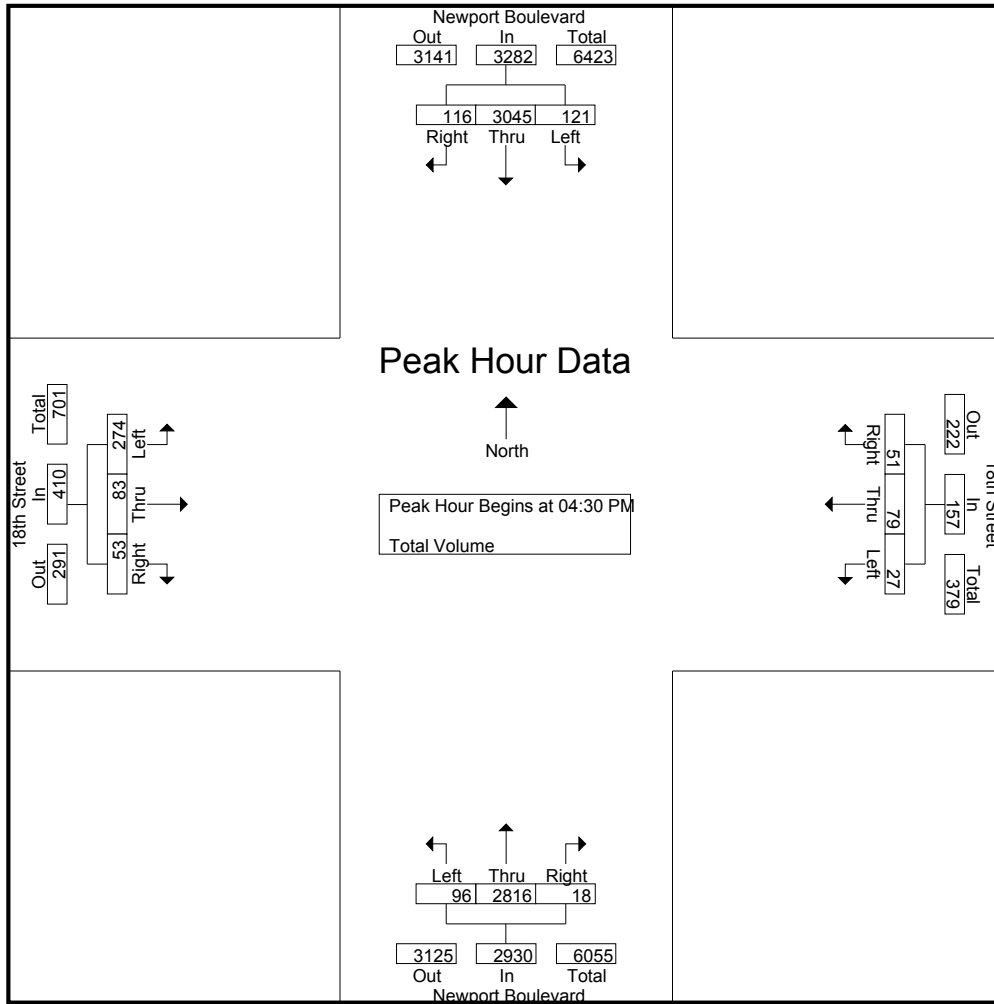
Start Time	Newport Boulevard Southbound				18th Street Westbound				Newport Boulevard Northbound				18th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	30	729	25	784	9	20	15	44	25	668	3	696	80	20	17	117	1641
04:45 PM	36	786	23	845	8	17	9	34	29	661	6	696	63	23	15	101	1676
05:00 PM	29	764	30	823	4	19	12	35	23	776	6	805	69	20	12	101	1764
05:15 PM	26	766	38	830	6	23	15	44	19	711	3	733	62	20	9	91	1698
Total Volume	121	3045	116	3282	27	79	51	157	96	2816	18	2930	274	83	53	410	6779
% App. Total	3.7	92.8	3.5		17.2	50.3	32.5		3.3	96.1	0.6		66.8	20.2	12.9		
PHF	.840	.969	.763	.971	.750	.859	.850	.892	.828	.907	.750	.910	.856	.902	.779	.876	.961

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 18th Street
 Weather: Clear

File Name : CSM_Newport_18 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	36	786	23	845	5	23	19	47	25	668	3	696	80	20	17	117
+15 mins.	29	764	30	823	4	28	12	44	29	661	6	696	63	23	15	101
+30 mins.	26	766	38	830	9	20	15	44	23	776	6	805	69	20	12	101
+45 mins.	34	745	29	808	8	17	9	34	19	711	3	733	62	20	9	91
Total Volume	125	3061	120	3306	26	88	55	169	96	2816	18	2930	274	83	53	410
% App. Total	3.8	92.6	3.6		15.4	52.1	32.5		3.3	96.1	0.6		66.8	20.2	12.9	
PHF	.868	.974	.789	.978	.722	.786	.724	.899	.828	.907	.750	.910	.856	.902	.779	.876

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 17th Street
 Weather: Clear

File Name : CSM_NEWPORT_17 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

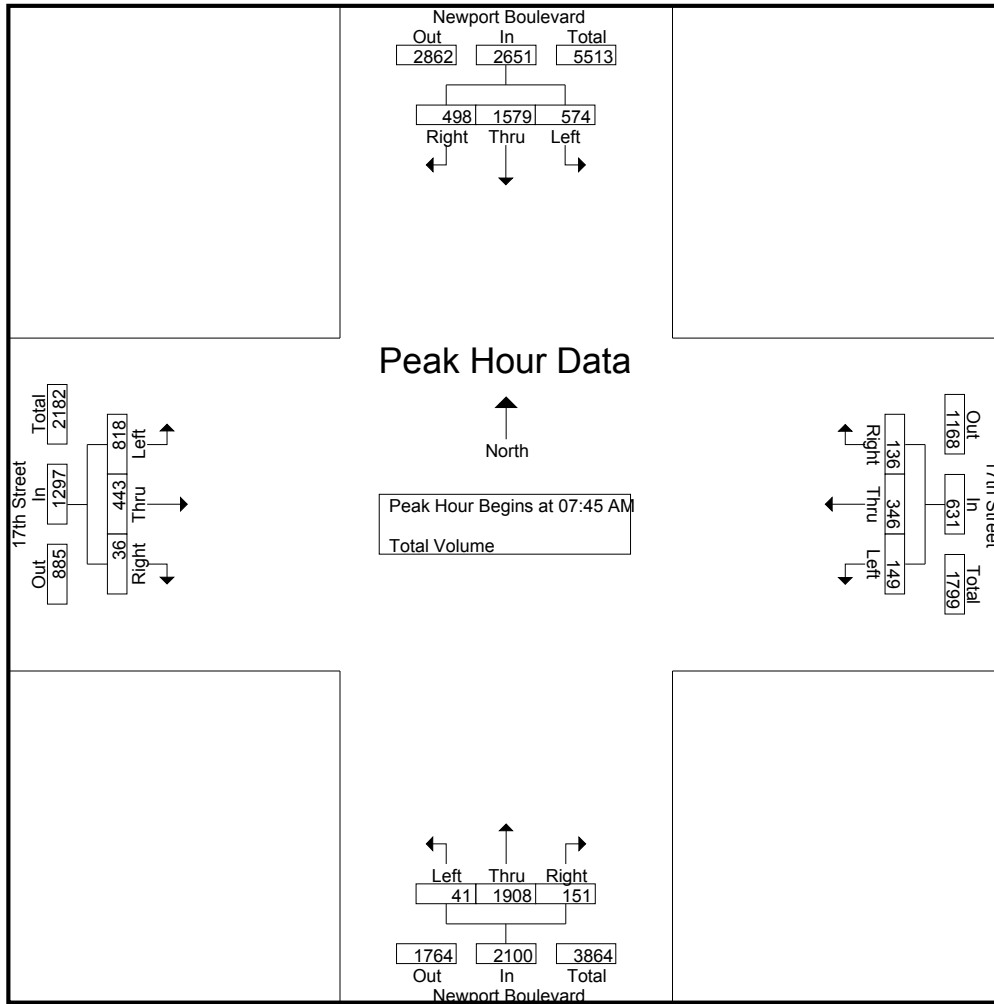
Start Time	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	89	288	96	473	16	40	26	82	2	336	24	362	143	63	11	217	1134
07:15 AM	107	317	111	535	23	52	33	108	7	372	29	408	159	62	2	223	1274
07:30 AM	125	372	110	607	21	56	33	110	4	498	42	544	240	80	2	322	1583
07:45 AM	135	395	119	649	35	91	38	164	5	487	50	542	240	122	5	367	1722
Total	456	1372	436	2264	95	239	130	464	18	1693	145	1856	782	327	20	1129	5713
08:00 AM	132	358	137	627	40	94	39	173	18	481	34	533	193	96	5	294	1627
08:15 AM	138	423	119	680	40	79	25	144	4	460	26	490	187	117	12	316	1630
08:30 AM	169	403	123	695	34	82	34	150	14	480	41	535	198	108	14	320	1700
08:45 AM	153	420	81	654	42	107	44	193	4	473	37	514	209	99	9	317	1678
Total	592	1604	460	2656	156	362	142	660	40	1894	138	2072	787	420	40	1247	6635
Grand Total	1048	2976	896	4920	251	601	272	1124	58	3587	283	3928	1569	747	60	2376	12348
Apprch %	21.3	60.5	18.2		22.3	53.5	24.2		1.5	91.3	7.2		66	31.4	2.5		
Total %	8.5	24.1	7.3	39.8	2	4.9	2.2	9.1	0.5	29	2.3	31.8	12.7	6	0.5	19.2	

Start Time	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	135	395	119	649	35	91	38	164	5	487	50	542	240	122	5	367	1722
08:00 AM	132	358	137	627	40	94	39	173	18	481	34	533	193	96	5	294	1627
08:15 AM	138	423	119	680	40	79	25	144	4	460	26	490	187	117	12	316	1630
08:30 AM	169	403	123	695	34	82	34	150	14	480	41	535	198	108	14	320	1700
Total Volume	574	1579	498	2651	149	346	136	631	41	1908	151	2100	818	443	36	1297	6679
% App. Total	21.7	59.6	18.8		23.6	54.8	21.6		2	90.9	7.2		63.1	34.2	2.8		
PHF	.849	.933	.909	.954	.931	.920	.872	.912	.569	.979	.755	.969	.852	.908	.643	.884	.970

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 17th Street
 Weather: Clear

File Name : CSM_NEWPORT_17 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:30 AM				07:30 AM			
+0 mins.	132	358	137	627	40	94	39	173	4	498	42	544	240	80	2	322
+15 mins.	138	423	119	680	40	79	25	144	5	487	50	542	240	122	5	367
+30 mins.	169	403	123	695	34	82	34	150	18	481	34	533	193	96	5	294
+45 mins.	153	420	81	654	42	107	44	193	4	460	26	490	187	117	12	316
Total Volume	592	1604	460	2656	156	362	142	660	31	1926	152	2109	860	415	24	1299
% App. Total	22.3	60.4	17.3		23.6	54.8	21.5		1.5	91.3	7.2		66.2	31.9	1.8	
PHF	.876	.948	.839	.955	.929	.846	.807	.855	.431	.967	.760	.969	.896	.850	.500	.885

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 17th Street
 Weather: Clear

File Name : CSM_NEWPORT_17 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	168	392	66	626	56	120	29	205	17	362	43	422	174	130	18	322	1575
04:15 PM	170	383	98	651	51	106	31	188	18	383	43	444	177	112	14	303	1586
04:30 PM	182	365	99	646	56	98	36	190	12	385	39	436	169	124	10	303	1575
04:45 PM	178	425	77	680	56	106	31	193	19	367	45	431	144	94	15	253	1557
Total	698	1565	340	2603	219	430	127	776	66	1497	170	1733	664	460	57	1181	6293
05:00 PM	182	397	88	667	57	110	53	220	9	417	41	467	182	124	12	318	1672
05:15 PM	172	438	85	695	84	105	37	226	11	391	38	440	216	147	12	375	1736
05:30 PM	177	385	88	650	88	119	23	230	15	365	37	417	153	113	27	293	1590
05:45 PM	175	405	87	667	73	134	23	230	10	337	30	377	164	114	7	285	1559
Total	706	1625	348	2679	302	468	136	906	45	1510	146	1701	715	498	58	1271	6557
Grand Total	1404	3190	688	5282	521	898	263	1682	111	3007	316	3434	1379	958	115	2452	12850
Apprch %	26.6	60.4	13		31	53.4	15.6		3.2	87.6	9.2		56.2	39.1	4.7		
Total %	10.9	24.8	5.4	41.1	4.1	7	2	13.1	0.9	23.4	2.5	26.7	10.7	7.5	0.9	19.1	

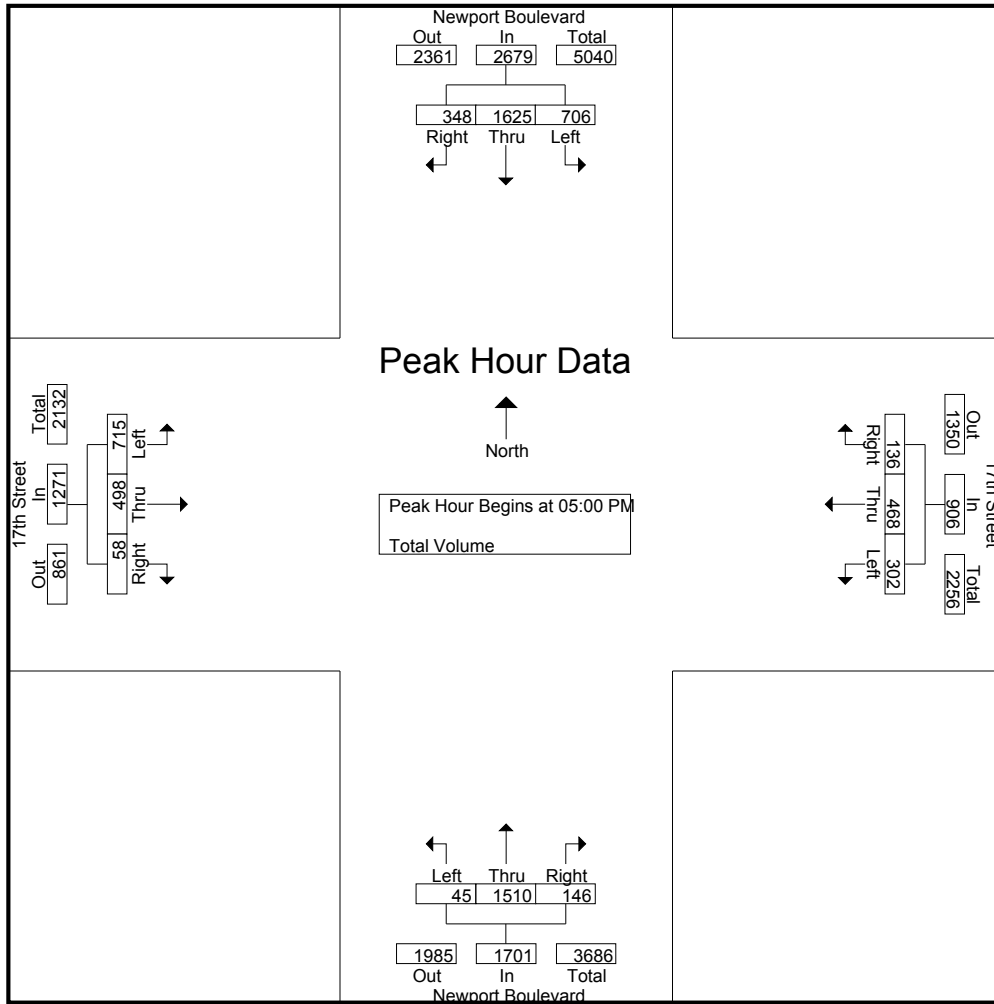
Start Time	Newport Boulevard Southbound				17th Street Westbound				Newport Boulevard Northbound				17th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	182	397	88	667	57	110	53	220	9	417	41	467	182	124	12	318	1672
05:15 PM	172	438	85	695	84	105	37	226	11	391	38	440	216	147	12	375	1736
05:30 PM	177	385	88	650	88	119	23	230	15	365	37	417	153	113	27	293	1590
05:45 PM	175	405	87	667	73	134	23	230	10	337	30	377	164	114	7	285	1559
Total Volume	706	1625	348	2679	302	468	136	906	45	1510	146	1701	715	498	58	1271	6557
% App. Total	26.4	60.7	13		33.3	51.7	15		2.6	88.8	8.6		56.3	39.2	4.6		
PHF	.970	.928	.989	.964	.858	.873	.642	.985	.750	.905	.890	.911	.828	.847	.537	.847	.944

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 17th Street
 Weather: Clear

File Name : CSM_NEWPORT_17 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	178	425	77	680	57	110	53	220	18	383	43	444	182	124	12	318
+15 mins.	182	397	88	667	84	105	37	226	12	385	39	436	216	147	12	375
+30 mins.	172	438	85	695	88	119	23	230	19	367	45	431	153	113	27	293
+45 mins.	177	385	88	650	73	134	23	230	9	417	41	467	164	114	7	285
Total Volume	709	1645	338	2692	302	468	136	906	58	1552	168	1778	715	498	58	1271
% App. Total	26.3	61.1	12.6		33.3	51.7	15		3.3	87.3	9.4		56.3	39.2	4.6	
PHF	.974	.939	.960	.968	.858	.873	.642	.985	.763	.930	.933	.952	.828	.847	.537	.847

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 16th Street
 Weather: Clear

File Name : CSM_Newport_16 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

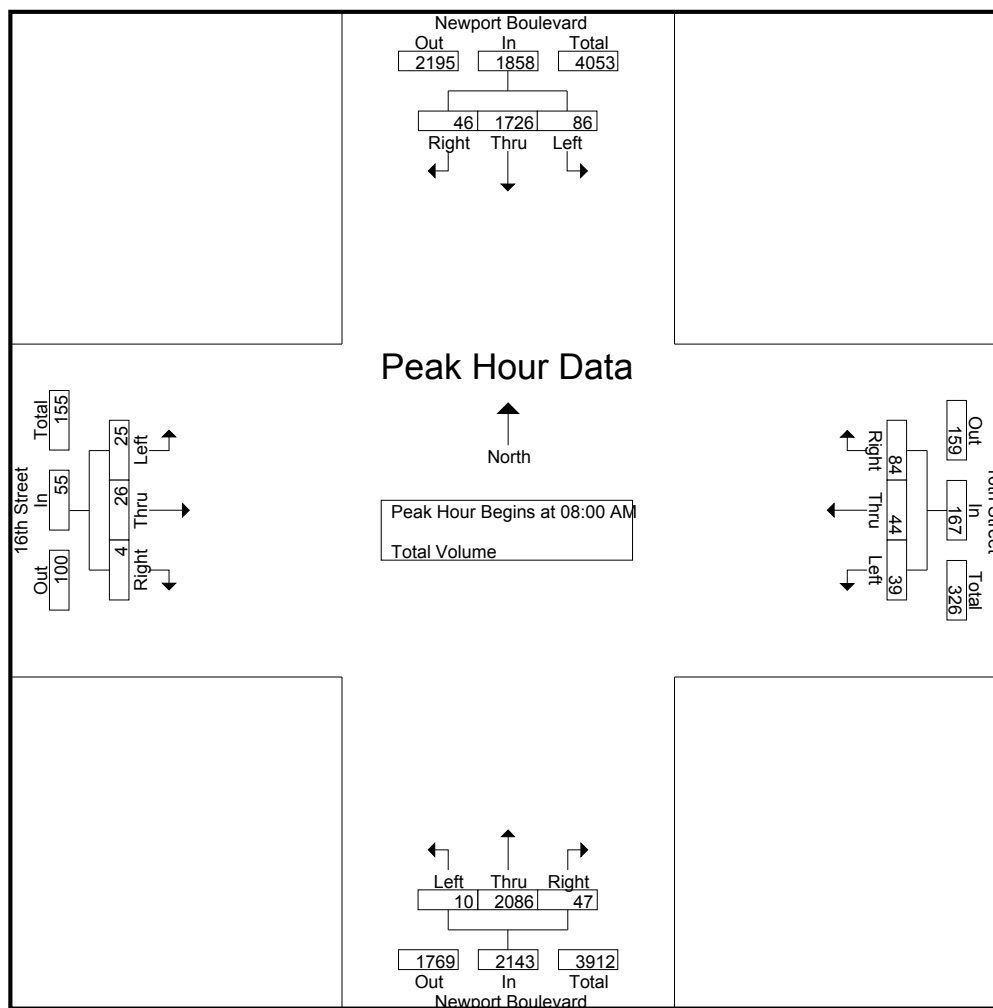
Start Time	Newport Boulevard Southbound				16th Street Westbound				Newport Boulevard Northbound				16th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	305	6	318	2	4	12	18	0	361	4	365	5	4	1	10	711
07:15 AM	11	324	11	346	2	1	17	20	0	384	4	388	3	3	0	6	760
07:30 AM	18	375	8	401	4	9	29	42	3	566	7	576	8	5	4	17	1036
07:45 AM	21	409	16	446	7	11	33	51	0	514	13	527	2	10	2	14	1038
Total	57	1413	41	1511	15	25	91	131	3	1825	28	1856	18	22	7	47	3545
08:00 AM	18	375	15	408	6	16	25	47	2	586	18	606	7	3	0	10	1071
08:15 AM	28	459	7	494	8	8	15	31	2	477	8	487	6	11	0	17	1029
08:30 AM	13	450	7	470	8	4	20	32	4	497	8	509	5	5	1	11	1022
08:45 AM	27	442	17	486	17	16	24	57	2	526	13	541	7	7	3	17	1101
Total	86	1726	46	1858	39	44	84	167	10	2086	47	2143	25	26	4	55	4223
Grand Total	143	3139	87	3369	54	69	175	298	13	3911	75	3999	43	48	11	102	7768
Apprch %	4.2	93.2	2.6		18.1	23.2	58.7		0.3	97.8	1.9		42.2	47.1	10.8		
Total %	1.8	40.4	1.1	43.4	0.7	0.9	2.3	3.8	0.2	50.3	1	51.5	0.6	0.6	0.1	1.3	

Start Time	Newport Boulevard Southbound				16th Street Westbound				Newport Boulevard Northbound				16th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	18	375	15	408	6	16	25	47	2	586	18	606	7	3	0	10	1071
08:15 AM	28	459	7	494	8	8	15	31	2	477	8	487	6	11	0	17	1029
08:30 AM	13	450	7	470	8	4	20	32	4	497	8	509	5	5	1	11	1022
08:45 AM	27	442	17	486	17	16	24	57	2	526	13	541	7	7	3	17	1101
Total Volume	86	1726	46	1858	39	44	84	167	10	2086	47	2143	25	26	4	55	4223
% App. Total	4.6	92.9	2.5		23.4	26.3	50.3		0.5	97.3	2.2		45.5	47.3	7.3		
PHF	.768	.940	.676	.940	.574	.688	.840	.732	.625	.890	.653	.884	.893	.591	.333	.809	.959

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 16th Street
 Weather: Clear

File Name : CSM_Newport_16 AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	18	375	15	408	4	9	29	42	3	566	7	576	8	5	4	17
+15 mins.	28	459	7	494	7	11	33	51	0	514	13	527	2	10	2	14
+30 mins.	13	450	7	470	6	16	25	47	2	586	18	606	7	3	0	10
+45 mins.	27	442	17	486	8	8	15	31	2	477	8	487	6	11	0	17
Total Volume	86	1726	46	1858	25	44	102	171	7	2143	46	2196	23	29	6	58
% App. Total	4.6	92.9	2.5		14.6	25.7	59.6		0.3	97.6	2.1		39.7	50	10.3	
PHF	.768	.940	.676	.940	.781	.688	.773	.838	.583	.914	.639	.906	.719	.659	.375	.853

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 16th Street
 Weather: Clear

File Name : CSM_Newport_16 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				16th Street Westbound				Newport Boulevard Northbound				16th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	485	12	513	18	3	20	41	3	418	17	438	11	9	2	22	1014
04:15 PM	26	404	9	439	20	13	21	54	2	427	16	445	6	6	4	16	954
04:30 PM	19	405	10	434	19	20	22	61	4	445	16	465	8	9	4	21	981
04:45 PM	14	474	8	496	18	13	17	48	5	390	17	412	7	7	2	16	972
Total	75	1768	39	1882	75	49	80	204	14	1680	66	1760	32	31	12	75	3921
05:00 PM	19	465	13	497	20	13	23	56	1	489	19	509	16	8	6	30	1092
05:15 PM	20	521	12	553	8	17	18	43	1	425	18	444	6	10	3	19	1059
05:30 PM	22	441	11	474	14	23	22	59	2	392	12	406	8	6	6	20	959
05:45 PM	21	488	6	515	14	5	16	35	2	364	10	376	3	7	3	13	939
Total	82	1915	42	2039	56	58	79	193	6	1670	59	1735	33	31	18	82	4049
Grand Total	157	3683	81	3921	131	107	159	397	20	3350	125	3495	65	62	30	157	7970
Apprch %	4	93.9	2.1		33	27	40.1		0.6	95.9	3.6		41.4	39.5	19.1		
Total %	2	46.2	1	49.2	1.6	1.3	2	5	0.3	42	1.6	43.9	0.8	0.8	0.4	2	

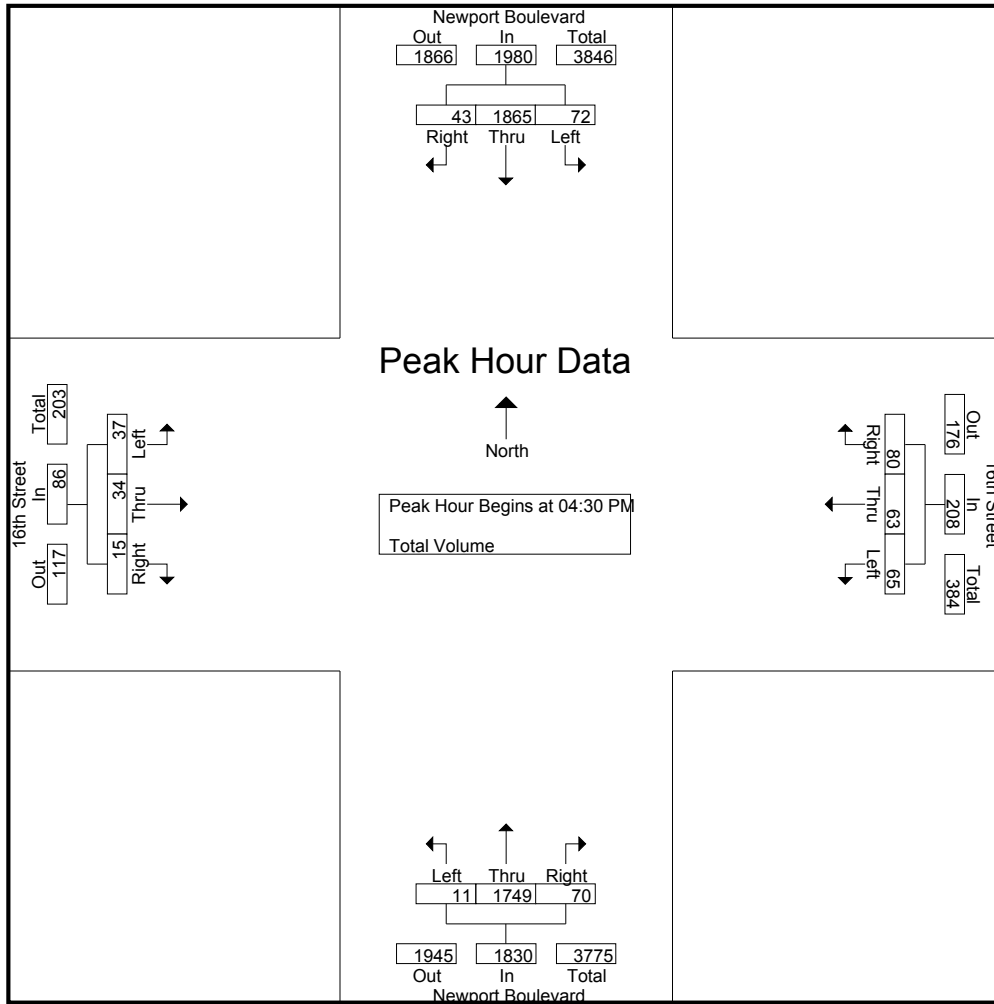
Start Time	Newport Boulevard Southbound				16th Street Westbound				Newport Boulevard Northbound				16th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	19	405	10	434	19	20	22	61	4	445	16	465	8	9	4	21	981
04:45 PM	14	474	8	496	18	13	17	48	5	390	17	412	7	7	2	16	972
05:00 PM	19	465	13	497	20	13	23	56	1	489	19	509	16	8	6	30	1092
05:15 PM	20	521	12	553	8	17	18	43	1	425	18	444	6	10	3	19	1059
Total Volume	72	1865	43	1980	65	63	80	208	11	1749	70	1830	37	34	15	86	4104
% App. Total	3.6	94.2	2.2		31.2	30.3	38.5		0.6	95.6	3.8		43	39.5	17.4		
PHF	.900	.895	.827	.895	.813	.788	.870	.852	.550	.894	.921	.899	.578	.850	.625	.717	.940

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: 16th Street
 Weather: Clear

File Name : CSM_Newport_16 PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	19	465	13	497	20	13	21	54	2	427	16	445	8	9	4	21
+15 mins.	20	521	12	553	19	20	22	61	4	445	16	465	7	7	2	16
+30 mins.	22	441	11	474	18	13	17	48	5	390	17	412	16	8	6	30
+45 mins.	21	488	6	515	20	13	23	56	1	489	19	509	6	10	3	19
Total Volume	82	1915	42	2039	77	59	83	219	12	1751	68	1831	37	34	15	86
% App. Total	4	93.9	2.1		35.2	26.9	37.9		0.7	95.6	3.7		43	39.5	17.4	
PHF	.932	.919	.808	.922	.963	.738	.902	.898	.600	.895	.895	.899	.578	.850	.625	.717

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Industrial Way
 Weather: Clear

File Name : CSM_NEWPORT_INDUSTRIAL AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

Start Time	Newport Boulevard Southbound				Industrial Way Westbound				Newport Boulevard Northbound				Industrial Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	281	16	311	0	7	7	14	5	347	2	354	8	13	4	25	704
07:15 AM	12	276	18	306	0	3	13	16	7	344	4	355	7	13	15	35	712
07:30 AM	25	325	32	382	0	14	23	37	8	534	2	544	12	33	16	61	1024
07:45 AM	47	350	27	424	2	21	20	43	8	442	6	456	18	40	19	77	1000
Total	98	1232	93	1423	2	45	63	110	28	1667	14	1709	45	99	54	198	3440
08:00 AM	13	375	17	405	2	31	30	63	9	517	6	532	15	33	14	62	1062
08:15 AM	29	404	22	455	0	16	14	30	11	414	2	427	17	24	24	65	977
08:30 AM	25	366	18	409	2	8	15	25	13	455	4	472	22	48	18	88	994
08:45 AM	27	384	25	436	2	29	13	44	11	493	5	509	20	16	14	50	1039
Total	94	1529	82	1705	6	84	72	162	44	1879	17	1940	74	121	70	265	4072
Grand Total	192	2761	175	3128	8	129	135	272	72	3546	31	3649	119	220	124	463	7512
Apprch %	6.1	88.3	5.6		2.9	47.4	49.6		2	97.2	0.8		25.7	47.5	26.8		
Total %	2.6	36.8	2.3	41.6	0.1	1.7	1.8	3.6	1	47.2	0.4	48.6	1.6	2.9	1.7	6.2	

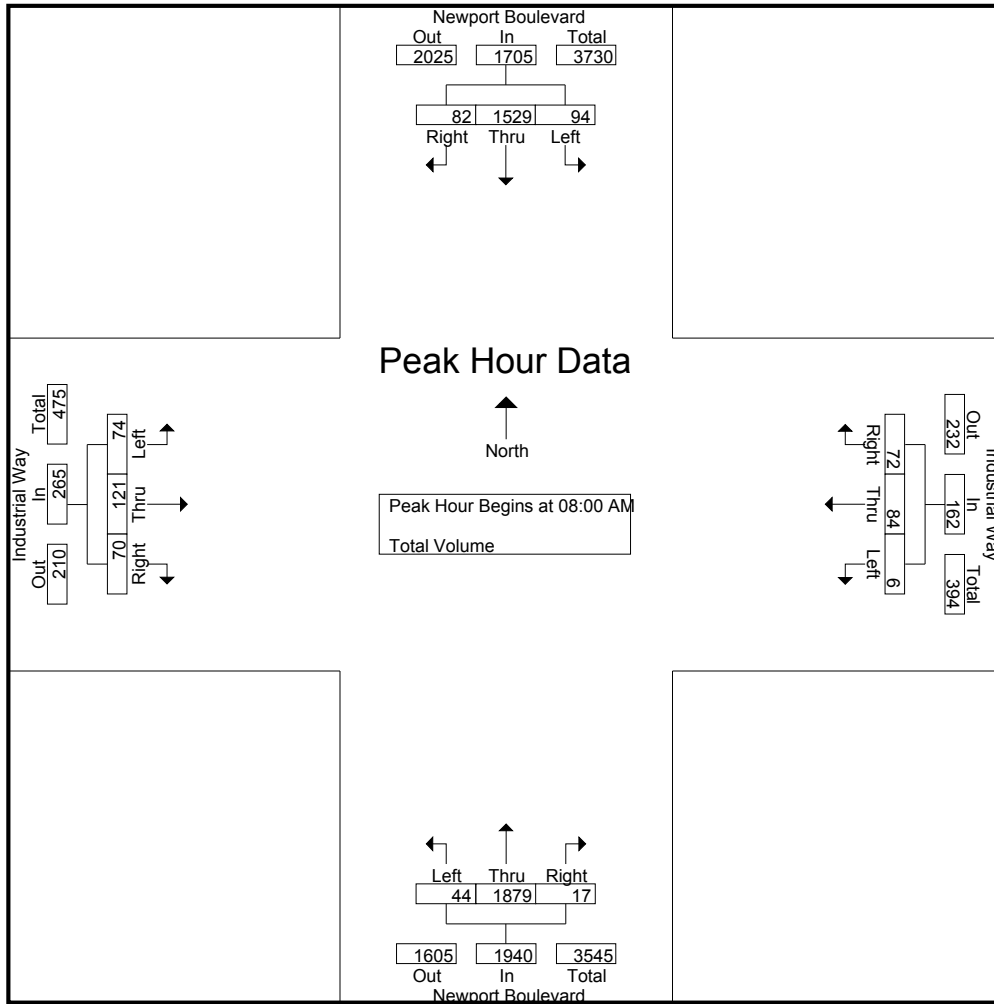
Start Time	Newport Boulevard Southbound				Industrial Way Westbound				Newport Boulevard Northbound				Industrial Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	13	375	17	405	2	31	30	63	9	517	6	532	15	33	14	62	1062
08:15 AM	29	404	22	455	0	16	14	30	11	414	2	427	17	24	24	65	977
08:30 AM	25	366	18	409	2	8	15	25	13	455	4	472	22	48	18	88	994
08:45 AM	27	384	25	436	2	29	13	44	11	493	5	509	20	16	14	50	1039
Total Volume	94	1529	82	1705	6	84	72	162	44	1879	17	1940	74	121	70	265	4072
% App. Total	5.5	89.7	4.8		3.7	51.9	44.4		2.3	96.9	0.9		27.9	45.7	26.4		
PHF	.810	.946	.820	.937	.750	.677	.600	.643	.846	.909	.708	.912	.841	.630	.729	.753	.959

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Industrial Way
 Weather: Clear

File Name : CSM_NEWPORT_INDUSTRIAL AM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	13	375	17	405	0	14	23	37	8	534	2	544	18	40	19	77
+15 mins.	29	404	22	455	2	21	20	43	8	442	6	456	15	33	14	62
+30 mins.	25	366	18	409	2	31	30	63	9	517	6	532	17	24	24	65
+45 mins.	27	384	25	436	0	16	14	30	11	414	2	427	22	48	18	88
Total Volume	94	1529	82	1705	4	82	87	173	36	1907	16	1959	72	145	75	292
% App. Total	5.5	89.7	4.8		2.3	47.4	50.3		1.8	97.3	0.8		24.7	49.7	25.7	
PHF	.810	.946	.820	.937	.500	.661	.725	.687	.818	.893	.667	.900	.818	.755	.781	.830

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Industrial Way
 Weather: Clear

File Name : CSM_NEWPORT_INDUSTRIAL PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 1

Groups Printed- Total Volume

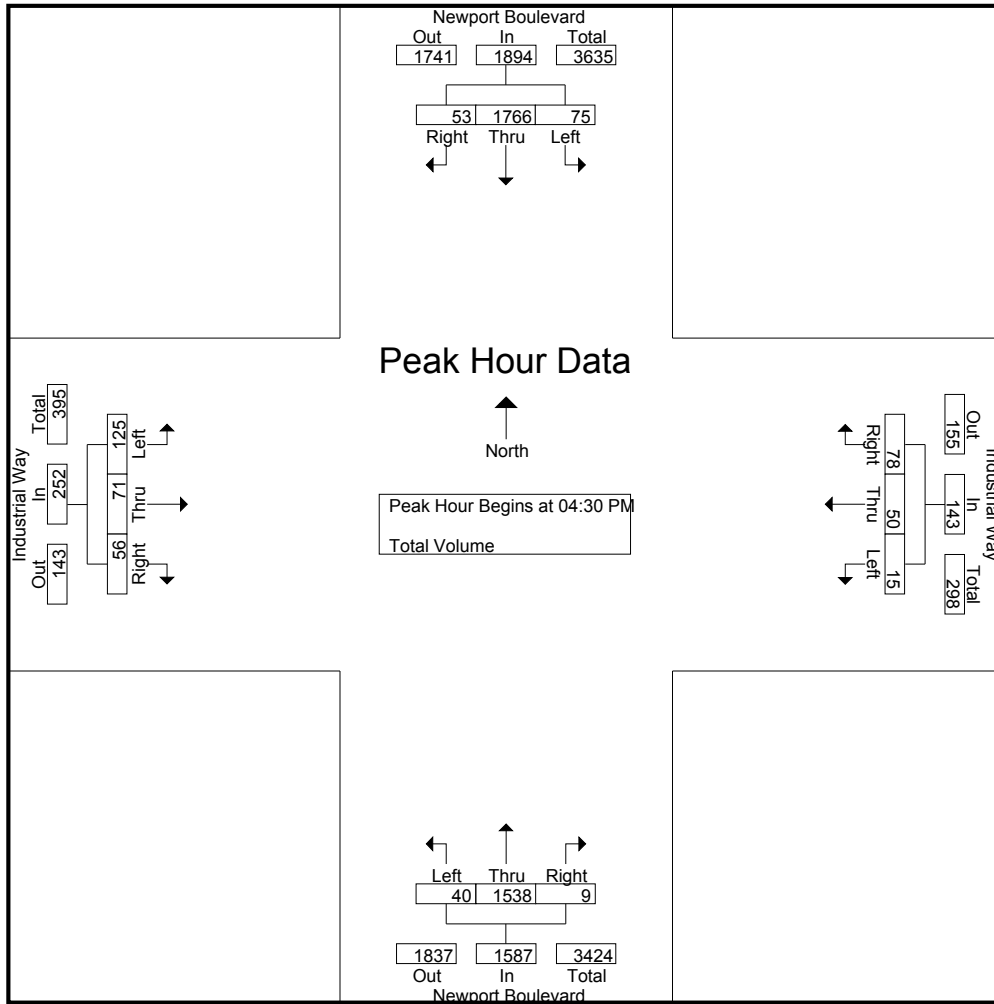
Start Time	Newport Boulevard Southbound				Industrial Way Westbound				Newport Boulevard Northbound				Industrial Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	418	13	457	7	16	19	42	12	358	9	379	38	13	20	71	949
04:15 PM	17	401	14	432	1	13	22	36	15	377	2	394	23	16	21	60	922
04:30 PM	16	392	11	419	7	9	16	32	20	393	2	415	41	22	18	81	947
04:45 PM	20	439	14	473	0	17	16	33	7	345	0	352	28	14	16	58	916
Total	79	1650	52	1781	15	55	73	143	54	1473	13	1540	130	65	75	270	3734
05:00 PM	23	453	9	485	7	12	21	40	8	409	5	422	33	18	14	65	1012
05:15 PM	16	482	19	517	1	12	25	38	5	391	2	398	23	17	8	48	1001
05:30 PM	9	450	23	482	3	7	25	35	12	362	1	375	14	21	15	50	942
05:45 PM	14	460	17	491	1	13	18	32	16	337	2	355	13	18	10	41	919
Total	62	1845	68	1975	12	44	89	145	41	1499	10	1550	83	74	47	204	3874
Grand Total	141	3495	120	3756	27	99	162	288	95	2972	23	3090	213	139	122	474	7608
Apprch %	3.8	93.1	3.2		9.4	34.4	56.2		3.1	96.2	0.7		44.9	29.3	25.7		
Total %	1.9	45.9	1.6	49.4	0.4	1.3	2.1	3.8	1.2	39.1	0.3	40.6	2.8	1.8	1.6	6.2	

Start Time	Newport Boulevard Southbound				Industrial Way Westbound				Newport Boulevard Northbound				Industrial Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	16	392	11	419	7	9	16	32	20	393	2	415	41	22	18	81	947
04:45 PM	20	439	14	473	0	17	16	33	7	345	0	352	28	14	16	58	916
05:00 PM	23	453	9	485	7	12	21	40	8	409	5	422	33	18	14	65	1012
05:15 PM	16	482	19	517	1	12	25	38	5	391	2	398	23	17	8	48	1001
Total Volume	75	1766	53	1894	15	50	78	143	40	1538	9	1587	125	71	56	252	3876
% App. Total	4	93.2	2.8		10.5	35	54.5		2.5	96.9	0.6		49.6	28.2	22.2		
PHF	.815	.916	.697	.916	.536	.735	.780	.894	.500	.940	.450	.940	.762	.807	.778	.778	.958

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Costa Mesa
 N/S: Newport Boulevard
 E/W: Industrial Way
 Weather: Clear

File Name : CSM_NEWPORT_INDUSTRIAL PM
 Site Code : 12213418
 Start Date : 10/23/2013
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	23	453	9	485	0	17	16	33	20	393	2	415	38	13	20	71
+15 mins.	16	482	19	517	7	12	21	40	7	345	0	352	23	16	21	60
+30 mins.	9	450	23	482	1	12	25	38	8	409	5	422	41	22	18	81
+45 mins.	14	460	17	491	3	7	25	35	5	391	2	398	28	14	16	58
Total Volume	62	1845	68	1975	11	48	87	146	40	1538	9	1587	130	65	75	270
% App. Total	3.1	93.4	3.4		7.5	32.9	59.6		2.5	96.9	0.6		48.1	24.1	27.8	
PHF	.674	.957	.739	.955	.393	.706	.870	.913	.500	.940	.450	.940	.793	.739	.893	.833

APPENDIX B
LOS Analysis Sheets

Existing Conditions

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 4 78 43 1 25 25 2934 20 30 948 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 25 2934 20 30 948 18
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 25 2934 20 30 948 18

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1379 221 1600 1564 36 1600 1600 4768 32 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.02 0.62 0.62 0.02 0.20 0.01
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 392 1128 25 74 281 7 33 274 267 7 217 83
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 392 1128 25 74 281 7 33 274 267 7 217 83
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 392 1128 25 74 281 7 33 274 267 7 217 83
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 392 1128 25 74 281 7 33 274 267 7 217 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 392 1128 25 74 281 7 33 274 267 7 217 83

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.96 0.04 1.00 1.95 0.05 1.00 1.00 1.00 1.00 0.72 0.28
Final Sat.: 1600 3131 69 1600 3122 78 1600 1600 1600 1600 1157 443

Capacity Analysis Module:
Vol/Sat: 0.25 0.36 0.36 0.05 0.09 0.09 0.02 0.17 0.17 0.00 0.19 0.19
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 216 330 138 182 152 213 1010 2687 165 81 834 199
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 216 330 138 182 152 213 1010 2687 165 81 834 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 216 330 138 182 152 213 1010 2687 165 81 834 199
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.39 0.61 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1600 2228 972 2616 2184 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.14 0.15 0.14 0.07 0.07 0.07 0.32 0.56 0.10 0.05 0.13 0.12
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 239 115 100 297 0 10 44 20 56 0 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 239 115 100 297 0 10 44 20 56 0 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 239 115 100 297 0 10 44 20 56 0 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 239 115 100 297 0 10 44 20 56 0 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 239 115 100 297 0 10 44 20 56 0 76

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.14 0.59 0.27 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 216 951 432 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.07 0.07 0.06 0.09 0.00 0.05 0.05 0.05 0.04 0.00 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 1729 85 51 1154 404 183 115 197 50 216 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 1729 85 51 1154 404 183 115 197 50 216 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 1729 85 51 1154 404 183 115 197 50 216 23

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.81 0.19
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2892 308

Capacity Analysis Module:
Vol/Sat: 0.08 0.36 0.05 0.03 0.24 0.25 0.06 0.07 0.12 0.03 0.07 0.07
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.00 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 0 409 0 247 0 2319 142 0 847 281
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 409 0 247 0 2319 0 0 847 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 409 0 247 0 2319 0 0 847 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 409 0 247 0 2319 0 0 847 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.15 0.00 0.72 0.00 0.00 0.18 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	3	0	0	0	0

Volume Module:

Base Vol:	0	1236	37	284	851	0	0	0	0	18	0	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1236	37	284	851	0	0	0	0	18	0	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1236	37	284	851	0	0	0	0	18	0	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1236	37	284	851	0	0	0	0	18	0	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1236	37	284	851	0	0	0	0	18	0	368
OvlAdjVol:	84											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	0	0	0	0	1600	0	3200

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.02	0.09	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.12
OvlAdjV/S:	0.03											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	0	1	0	0	1	0

Volume Module:

Base Vol:	17	1161	46	123	713	2	62	6	14	21	2	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1161	46	123	713	2	62	6	14	21	2	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1161	46	123	713	2	62	6	14	21	2	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1161	46	123	713	2	62	6	14	21	2	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1161	46	123	713	2	62	6	14	21	2	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.00	1.00	0.76	0.07	0.17	0.91	0.09	1.00
Final Sat.:	1600	4617	183	1600	3200	1600	1210	117	273	1461	139	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.25	0.25	0.08	0.22	0.00	0.04	0.05	0.05	0.01	0.01	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 16 888 30 44 577 90 316 34 18 19 27 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 888 30 44 577 90 316 34 18 19 27 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 16 888 30 44 577 90 316 34 18 19 27 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.93 0.07 1.00 1.73 0.27 1.81 0.19 1.00 1.00 1.00 1.00
Final Sat.: 1600 3095 105 1600 2768 432 2889 311 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.03 0.21 0.21 0.11 0.11 0.01 0.01 0.02 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #10 Newport Blvd (NS) / 28th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 8 778 35 0 0 0 28 30 0 0 16 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 778 35 0 0 0 28 30 0 0 16 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 778 35 0 0 0 28 30 0 0 16 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 778 35 0 0 0 28 30 0 0 16 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 778 35 0 0 0 28 30 0 0 16 11

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 1.89 0.09 0.00 0.00 0.00 0.48 0.52 0.00 0.00 1.00 1.00
Final Sat.: 31 3032 136 0 0 0 772 828 0 0 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.26 0.26 0.00 0.00 0.00 0.02 0.04 0.00 0.00 0.01 0.01
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 1 0 1 1 0 1

Volume Module:
Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 0 1 117 0 376 333 2169 6 5 1147 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 117 0 376 333 2169 6 5 1147 79
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1 117 0 376 333 2169 6 5 1147 79
OvlAdjVol: 43

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1200 0 400 1600 0 1600 1600 3191 9 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.24 0.21 0.68 0.68 0.00 0.24 0.05
OvlAdjV/S: 0.03
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 1 0 0 0 0 2 1 0

Volume Module:
Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
Growth Adj: 1.00 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 0 1 46 1 16 21 2271 4 0 1238 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: 1 0 1 46 1 16 21 2271 4 0 1238 36
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 46 1 16 21 2271 4 0 1238 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: 1 0 1 46 1 16 21 2271 4 0 1238 36

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 0.00 2.92 0.08
Final Sat.: 800 0 800 1168 25 406 1600 3194 6 0 4664 136

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.04 0.04 0.01 0.71 0.71 0.00 0.27 0.27
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
Growth Adj: 1.00 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 56 60 858 43 82 150 2125 28 36 1263 601
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 56 60 858 43 82 150 2125 28 36 1263 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 56 60 858 43 82 150 2125 28 36 1263 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 56 60 858 43 82 150 2125 28 36 1263 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 1600 1600 4800 1600 1600 3200 4738 62 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.04 0.04 0.18 0.03 0.05 0.05 0.45 0.45 0.02 0.26 0.00
Crit Moves: **** **

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 3305 35 142 2758 508 806 213 7 55 147 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 29 3305 35 142 2758 508 806 213 7 55 147 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 3305 35 142 2758 508 806 213 7 55 147 205

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1600 6333 67 1600 6400 1600 4800 1600 1600 1600 3200 3200

Capacity Analysis Module:
Vol/Sat: 0.02 0.52 0.52 0.09 0.43 0.32 0.17 0.13 0.00 0.03 0.05 0.06
Crit Moves: **** **

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #15 Newport Blvd (NS) / Broadway (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	3	0	1	0	0	1	0

Volume Module:

Base Vol:	18	3311	42	47	2759	55	5	12	15	27	22	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	3311	42	47	2759	55	5	12	15	27	22	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	3311	42	47	2759	55	5	12	15	27	22	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	3311	42	47	2759	55	5	12	15	27	22	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	3311	42	47	2759	55	5	12	15	27	22	85

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.00	1.00	0.29	0.71	1.00	1.00	1.00	1.00
Final Sat.:	1600	6320	80	1600	4800	1600	471	1129	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.52	0.52	0.03	0.57	0.03	0.00	0.01	0.01	0.02	0.01	0.05
Crit Moves:	****			****			****			****		

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	4	0	0	2	1	0	0	2	0	0

Volume Module:

Base Vol:	278	3318	0	0	2742	24	46	0	454	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:	278	3318	0	0	2742	24	46	0	454	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:	278	3318	0	0	2742	24	46	0	454	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	3318	0	0	2742	24	46	0	454	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:	278	3318	0	0	2742	24	46	0	454	0	0	0
OvlAdjVol:							176					

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	4758	42	1600	0	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.52	0.00	0.00	0.58	0.58	0.03	0.00	0.14	0.00	0.00	0.00
OvlAdjV/S:							0.06					
Crit Moves:	****			****			****					

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

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

Approach:	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:	1	0	3	1	0	3	2	0	1	1	0	0

Volume Module:

Base Vol:	52	3096	23	61	2921	122	224	57	38	4	54	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:	52	3096	23	61	2921	122	224	57	38	4	54	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:	52	3096	23	61	2921	122	224	57	38	4	54	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	3096	23	61	2921	122	224	57	38	4	54	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	3096	23	61	2921	122	224	57	38	4	54	27

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1600	6353	47	1600	4800	1600	3200	1600	1600	1600	1067	533

Capacity Analysis Module:

Vol/Sat:	0.03	0.49	0.49	0.04	0.61	0.08	0.07	0.04	0.02	0.00	0.05	0.05
Crit Moves:	****			****			****			****		

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #18 Newport Blvd (EW) / 17th St (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	3	2	0	3	1	1	0

Volume Module:

Base Vol:	41	1908	151	574	1579	498	818	443	36	149	346	136
Growth Adj:	1.00	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	1908	151	574	1579	498	818	443	36	149	346	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1908	151	574	1579	498	818	443	36	149	346	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1908	151	574	1579	498	818	443	36	149	346	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1908	151	574	1579	498	818	443	36	149	346	136

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.71	0.29	2.00	3.00	1.00	3.00	1.85	0.15	2.00	3.00	1.00
Final Sat.:	1600	5931	469	3200	4800	1600	4800	2959	241	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.32	0.32	0.18	0.33	0.31	0.17	0.15	0.15	0.05	0.07	0.09
Crit Moves:	****			****			****			****		

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0	0	1	0

Volume Module:

Base Vol:	10	2086	47	86	1726	46	25	26	4	39	44	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2086	47	86	1726	46	25	26	4	39	44	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2086	47	86	1726	46	25	26	4	39	44	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2086	47	86	1726	46	25	26	4	39	44	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2086	47	86	1726	46	25	26	4	39	44	84

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.49	0.51	1.00	0.47	0.53	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	784	816	1600	752	848	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.43	0.03	0.05	0.36	0.03	0.02	0.03	0.00	0.02	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
AM PEAK HOUR

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

 Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	44	1879	17	94	1529	82	74	121	70	6	84	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1879	17	94	1529	82	74	121	70	6	84	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1879	17	94	1529	82	74	121	70	6	84	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1879	17	94	1529	82	74	121	70	6	84	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1879	17	94	1529	82	74	121	70	6	84	72

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.85	0.15	0.38	0.62	1.00	1.00	1.00	1.00
Final Sat.:	1600	4757	43	1600	4556	244	607	993	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.39	0.40	0.06	0.34	0.34	0.05	0.12	0.04	0.00	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1181 27 28 2882 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1181 27 28 2882 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1181 27 28 2882 34

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1548 52 1600 1500 100 1600 1600 4693 107 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.03 0.25 0.25 0.02 0.60 0.02
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 216 406 14 70 879 10 14 171 319 33 339 88
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 216 406 14 70 879 10 14 171 319 33 339 88
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 216 406 14 70 879 10 14 171 319 33 339 88
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 216 406 14 70 879 10 14 171 319 33 339 88
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 216 406 14 70 879 10 14 171 319 33 339 88

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.93 0.07 1.00 1.98 0.02 1.00 1.00 1.00 1.00 0.79 0.21
Final Sat.: 1600 3093 107 1600 3164 36 1600 1600 1600 1600 1270 330

Capacity Analysis Module:
Vol/Sat: 0.14 0.13 0.13 0.04 0.28 0.28 0.01 0.11 0.20 0.02 0.27 0.27
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 242 213 75 186 328 920 335 900 219 203 2442 111
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 242 213 75 186 328 920 335 900 219 203 2442 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 242 213 75 186 328 920 335 900 219 203 2442 111
OvlAdjVol: 585

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.38 1.20 0.42 1.09 1.91 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 2195 1928 677 1737 3063 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.11 0.11 0.29 0.10 0.19 0.14 0.13 0.38 0.07
OvlAdjV/S: 0.18
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.253
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 270 76 79 230 0 7 28 12 81 0 143
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 270 76 79 230 0 7 28 12 81 0 143
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 270 76 79 230 0 7 28 12 81 0 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 270 76 79 230 0 7 28 12 81 0 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 270 76 79 230 0 7 28 12 81 0 143

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.15 0.60 0.25 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 238 953 409 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.08 0.05 0.05 0.07 0.00 0.03 0.03 0.03 0.05 0.00 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 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: 108 1229 61 61 1575 185 320 100 217 127 188 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 1229 61 61 1575 185 320 100 217 127 188 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 1229 61 61 1575 185 320 100 217 127 188 47

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.60 0.40
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2560 640

Capacity Analysis Module:
Vol/Sat: 0.07 0.26 0.04 0.04 0.33 0.12 0.10 0.06 0.14 0.08 0.07 0.07
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.00 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 0 379 0 432 0 1145 97 0 1999 517
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 379 0 432 0 1145 0 0 1999 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 379 0 432 0 1145 0 0 1999 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 379 0 432 0 1145 0 0 1999 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.27 0.00 0.36 0.00 0.00 0.42 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 969 26 397 1383 0 0 0 0 31 0 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 969 26 397 1383 0 0 0 0 31 0 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 969 26 397 1383 0 0 0 0 31 0 305
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 969 26 397 1383 0 0 0 0 31 0 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 969 26 397 1383 0 0 0 0 31 0 305
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200

Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.02 0.12 0.29 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Prot+Permit Permitted Permitted
Rights: Include 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 0 1 0 0 1

Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 1.00 2.96 0.04 1.00 2.00 1.00 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4728 72 1600 3200 1600 1076 58 465 1354 246 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.09 0.38 0.00 0.02 0.03 0.03 0.02 0.02 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1	1	0	1	1	1	0	1	0	1

Volume Module:

Base Vol:	49	636	12	96	924	245	167	40	23	25	44	75
Growth Adj:	1.00	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	636	12	96	924	245	167	40	23	25	44	75
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:	49	636	12	96	924	245	167	40	23	25	44	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	636	12	96	924	245	167	40	23	25	44	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:	49	636	12	96	924	245	167	40	23	25	44	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.58	0.42	1.61	0.39	1.00	1.00	1.00	1.00
Final Sat.:	1600	3141	59	1600	2529	671	2582	618	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.20	0.20	0.06	0.37	0.37	0.06	0.06	0.01	0.02	0.03	0.00
Crit Moves:	****			****			****			****		

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

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

 Intersection #10 Newport Blvd (NS) / 28th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	12	552	24	0	0	0	39	32	0	0	26	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	552	24	0	0	0	39	32	0	0	26	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	552	24	0	0	0	39	32	0	0	26	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	552	24	0	0	0	39	32	0	0	26	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	552	24	0	0	0	39	32	0	0	26	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.88	0.08	0.00	0.00	0.00	0.55	0.45	0.00	0.00	1.00	1.00
Final Sat.:	65	3004	131	0	0	0	879	721	0	0	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.18	0.18	0.00	0.00	0.00	0.02	0.04	0.00	0.00	0.02	0.02
Crit Moves:	****						****			****		

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 3 17 81 2 393 250 1475 2 30 2219 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: 8 3 17 81 2 393 250 1475 2 30 2219 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 81 2 393 250 1475 2 30 2219 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: 8 3 17 81 2 393 250 1475 2 30 2219 51
OvlAdjVol: 143

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 457 171 971 1561 39 1600 1600 3196 4 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.02 0.02 0.05 0.05 0.25 0.16 0.46 0.46 0.02 0.46 0.03
OvlAdjV/S: 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include 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 1 0 0 0 0 0 1 0 0 1 0 1 1 0 0 0 0 2 1 0

Volume Module:
Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1 1 0 70 0 38 39 1575 1 0 2237 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 1 0 70 0 38 39 1575 1 0 2237 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 1 0 70 0 38 39 1575 1 0 2237 40

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 800 800 0 1037 0 563 1600 3198 2 0 4716 84

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.02 0.49 0.49 0.00 0.47 0.47
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include 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
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 44 31 876 44 132 123 1508 34 49 2221 1073
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: 39 44 31 876 44 132 123 1508 34 49 2221 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 44 31 876 44 132 123 1508 34 49 2221 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: 39 44 31 876 44 132 123 1508 34 49 2221 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 1877 1323 4800 1600 1600 3200 4694 106 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.18 0.03 0.08 0.04 0.32 0.32 0.03 0.46 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

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

Approach: 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
Lanes: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2656 37 182 2825 989 701 237 103 56 340 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 2656 37 182 2825 989 701 237 103 56 340 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 48 2656 37 182 2825 989 701 237 103 56 340 175

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.70 1.30 2.99 1.01 1.00 1.00 2.64 1.36
Final Sat.: 1600 6312 88 1600 5926 2074 4783 1617 1600 1600 4225 2175

Capacity Analysis Module:
Vol/Sat: 0.03 0.42 0.42 0.11 0.48 0.48 0.15 0.15 0.06 0.04 0.08 0.08
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 42 2691 54 68 2747 177 1 7 5 42 25 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 42 2691 54 68 2747 177 1 7 5 42 25 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 2691 54 68 2747 177 1 7 5 42 25 85

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.92 0.08 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
Final Sat.: 1600 6274 126 1600 4800 1600 200 1400 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.43 0.43 0.04 0.57 0.11 0.00 0.01 0.00 0.03 0.02 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 508 2790 0 0 2715 72 51 0 522 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: 508 2790 0 0 2715 72 51 0 522 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: 508 2790 0 0 2715 72 51 0 522 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 508 2790 0 0 2715 72 51 0 522 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: 508 2790 0 0 2715 72 51 0 522 0 0 0
OvlAdjVol: 14

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.92 0.08 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4676 124 1600 0 3200 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.44 0.00 0.00 0.58 0.58 0.03 0.00 0.16 0.00 0.00 0.00
OvlAdjV/S: 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 96 2816 18 121 3045 116 274 83 53 27 79 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: 96 2816 18 121 3045 116 274 83 53 27 79 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 2816 18 121 3045 116 274 83 53 27 79 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: 96 2816 18 121 3045 116 274 83 53 27 79 51

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
Final Sat.: 1600 6359 41 1600 4800 1600 3200 1600 1600 1600 972 628

Capacity Analysis Module:
Vol/Sat: 0.06 0.44 0.44 0.08 0.63 0.07 0.09 0.05 0.03 0.02 0.08 0.08
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
Growth Adj: 1.00 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 1510 146 706 1625 348 715 498 58 302 468 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1510 146 706 1625 348 715 498 58 302 468 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 1510 146 706 1625 348 715 498 58 302 468 136

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.65 0.35 2.00 3.00 1.00 3.00 1.79 0.21 2.00 3.00 1.00
Final Sat.: 1600 5836 564 3200 4800 1600 4800 2866 334 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.26 0.26 0.22 0.34 0.22 0.15 0.17 0.17 0.09 0.10 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

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

 Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	1	0	0	0	1	0

Volume Module:

Base Vol:	11	1749	70	72	1865	43	37	34	15	65	63	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:	11	1749	70	72	1865	43	37	34	15	65	63	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:	11	1749	70	72	1865	43	37	34	15	65	63	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1749	70	72	1865	43	37	34	15	65	63	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:	11	1749	70	72	1865	43	37	34	15	65	63	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:	1.00	3.00	1.00	1.00	3.00	1.00	0.52	0.48	1.00	0.51	0.49	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	834	766	1600	813	788	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.36	0.04	0.05	0.39	0.03	0.02	0.04	0.01	0.04	0.08	0.05
Crit Moves:	****			****			****			****		

LIDO HOUSE HOTEL
EXISTING CONDITIONS
PM PEAK HOUR

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

 Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	40	1538	9	75	1766	53	125	71	56	15	50	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1538	9	75	1766	53	125	71	56	15	50	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1538	9	75	1766	53	125	71	56	15	50	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1538	9	75	1766	53	125	71	56	15	50	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1538	9	75	1766	53	125	71	56	15	50	78

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.91	0.09	0.64	0.36	1.00	1.00	1.00	1.00
Final Sat.:	1600	4772	28	1600	4660	140	1020	580	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.32	0.32	0.05	0.38	0.38	0.08	0.12	0.04	0.01	0.03	0.05
Crit Moves:	****			****			****			****		

Existing Plus Project Conditions

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #1 Orange St (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Include 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 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 4 78 43 1 25 25 2934 20 30 948 18
 Added Vol: 0 0 0 0 0 0 0 0 8 0 0 6 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 4 78 43 1 25 25 2942 20 30 954 18
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 4 78 43 1 25 25 2942 20 30 954 18
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 4 78 43 1 25 25 2942 20 30 954 18
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 4 78 43 1 25 25 2942 20 30 954 18

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
 Final Sat.: 1379 221 1600 1564 36 1600 1600 4768 32 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.02 0.62 0.62 0.02 0.20 0.01
 Crit Moves: **** **

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 0 1 0

 Volume Module:
 Base Vol: 392 1128 25 74 281 7 33 274 267 7 217 83
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 392 1128 25 74 281 7 33 274 267 7 217 83
 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: 392 1128 25 74 281 7 33 274 267 7 217 83
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 392 1128 25 74 281 7 33 274 267 7 217 83
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 392 1128 25 74 281 7 33 274 267 7 217 83
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 392 1128 25 74 281 7 33 274 267 7 217 83

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.96 0.04 1.00 1.95 0.05 1.00 1.00 1.00 1.00 0.72 0.28
 Final Sat.: 1600 3131 69 1600 3122 78 1600 1600 1600 1600 1157 443

 Capacity Analysis Module:
 Vol/Sat: 0.25 0.36 0.36 0.05 0.09 0.09 0.02 0.17 0.17 0.00 0.19 0.19
 Crit Moves: **** **

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 134 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

 Volume Module:
 Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 216 330 138 182 152 213 1010 2687 165 81 834 199
 Added Vol: 0 0 0 0 0 0 0 0 8 0 0 6 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 216 330 138 182 152 213 1010 2695 165 81 840 199
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 216 330 138 182 152 213 1010 2695 165 81 840 199
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 216 330 138 182 152 213 1010 2695 165 81 840 199
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 216 330 138 182 152 213 1010 2695 165 81 840 199
 OvlAdjVol: 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.39 0.61 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
 Final Sat.: 1600 2228 972 2616 2184 3200 3200 4800 1600 1600 6400 1600

 Capacity Analysis Module:
 Vol/Sat: 0.14 0.15 0.14 0.07 0.07 0.07 0.32 0.56 0.10 0.05 0.13 0.12
 OvlAdjV/S: 0.00
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include 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 0 0 0 1 0 0 1

 Volume Module:
 Base Vol: 0 239 115 100 297 0 10 44 20 56 0 76
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 239 115 100 297 0 10 44 20 56 0 76
 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: 0 239 115 100 297 0 10 44 20 56 0 76
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 239 115 100 297 0 10 44 20 56 0 76
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 239 115 100 297 0 10 44 20 56 0 76
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 239 115 100 297 0 10 44 20 56 0 76

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.14 0.59 0.27 1.00 0.00 1.00
 Final Sat.: 0 3200 1600 1600 3200 0 216 951 432 1600 0 1600

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.07 0.07 0.06 0.09 0.00 0.05 0.05 0.05 0.04 0.00 0.05
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0
 Volume Module:
 Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 125 1729 85 51 1154 404 183 115 197 50 216 23
 Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 125 1744 85 51 1174 404 183 115 197 50 216 23
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 125 1744 85 51 1174 404 183 115 197 50 216 23
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 125 1744 85 51 1174 404 183 115 197 50 216 23
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 125 1744 85 51 1174 404 183 115 197 50 216 23
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.81 0.19
 Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2892 308
 Capacity Analysis Module:
 Vol/Sat: 0.08 0.36 0.05 0.03 0.24 0.25 0.06 0.07 0.12 0.03 0.07 0.07
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Ignore 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
 Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1
 Volume Module:
 Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 409 0 247 0 2319 142 0 847 281
 Added Vol: 0 0 0 0 0 0 0 0 0 8 0 6 8
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 409 0 247 0 2319 150 0 853 289
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 0 0 0 409 0 247 0 2319 0 0 853 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 409 0 247 0 2319 0 0 853 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 FinalVolume: 0 0 0 409 0 247 0 2319 0 0 853 0
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.15 0.00 0.72 0.00 0.00 0.18 0.00
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #7 Newport Blvd (NS) / Via Lido (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 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 2 0 3 0 0 0 0 0 0 0 2
 Volume Module:
 Base Vol: 0 1236 37 284 851 0 0 0 0 18 0 368
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1236 37 284 851 0 0 0 0 18 0 368
 Added Vol: 0 26 0 0 36 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1262 37 284 887 0 0 0 0 18 0 368
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 1262 37 284 887 0 0 0 0 18 0 368
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1262 37 284 887 0 0 0 0 18 0 368
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 1262 37 284 887 0 0 0 0 18 0 368
 OvlAdjVol: 84
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
 Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.26 0.02 0.09 0.18 0.00 0.00 0.00 0.00 0.01 0.00 0.12
 OvlAdjV/S: 0.03
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Prot+Permit Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
 Volume Module:
 Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
 Added Vol: 0 9 2 24 12 0 0 0 0 1 0 17
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 17 1170 48 147 725 2 62 6 14 22 2 84
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 17 1170 48 147 725 2 62 6 14 22 2 84
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 17 1170 48 147 725 2 62 6 14 22 2 84
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 17 1170 48 147 725 2 62 6 14 22 2 84
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.88 0.12 1.00 2.00 1.00 0.76 0.07 0.17 0.92 0.08 1.00
 Final Sat.: 1600 4611 189 1600 3200 1600 1210 117 273 1467 133 1600
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.25 0.25 0.09 0.23 0.00 0.04 0.05 0.05 0.01 0.02 0.05
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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 1 1 0 1 0 1 1 0 1 1

 Volume Module:
 Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
 Added Vol: 0 2 2 12 1 0 0 0 0 1 0 9
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 16 890 32 56 578 90 316 34 18 20 27 41
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 890 32 56 578 90 316 34 18 20 27 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 890 32 56 578 90 316 34 18 20 27 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 16 890 32 56 578 90 316 34 18 20 27 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.93 0.07 1.00 1.73 0.27 1.81 0.19 1.00 1.00 1.00 1.00
 Final Sat.: 1600 3089 111 1600 2769 431 2889 311 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.29 0.29 0.04 0.21 0.21 0.11 0.11 0.01 0.01 0.02 0.00
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #10 Newport Blvd (NS) / 28th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0 1

 Volume Module:
 Base Vol: 8 778 35 0 0 0 28 30 0 0 16 11
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 8 778 35 0 0 0 28 30 0 0 16 11
 Added Vol: 0 4 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: 8 782 35 0 0 0 28 30 0 0 16 11
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 8 782 35 0 0 0 28 30 0 0 16 11
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 8 782 35 0 0 0 28 30 0 0 16 11
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 8 782 35 0 0 0 28 30 0 0 16 11

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.02 1.90 0.08 0.00 0.00 0.00 0.48 0.52 0.00 0.00 1.00 1.00
 Final Sat.: 31 3033 136 0 0 0 772 828 0 0 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.26 0.26 0.00 0.00 0.00 0.02 0.04 0.00 0.00 0.01 0.01
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 77 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include Owl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 1 0 1

 Volume Module:
 Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 3 0 1 117 0 376 333 2169 6 5 1147 79
 Added Vol: 0 0 0 0 0 0 0 0 6 0 0 8 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 3 0 1 117 0 376 333 2175 6 5 1155 79
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 1 117 0 376 333 2175 6 5 1155 79
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 3 0 1 117 0 376 333 2175 6 5 1155 79
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 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 1 117 0 376 333 2175 6 5 1155 79
 OvlAdjVol: 43

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
 Final Sat.: 1200 0 400 1600 0 1600 1600 3191 9 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.24 0.21 0.68 0.68 0.00 0.24 0.05
 OvlAdjV/S: 0.03
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 75 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 2 1 0

 Volume Module:
 Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
 Growth Adj: 1.00 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 0 1 46 1 16 21 2271 4 0 1238 36
 Added Vol: 0 0 0 0 0 0 0 0 6 0 0 8 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 1 0 1 46 1 16 21 2277 4 0 1246 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: 1 0 1 46 1 16 21 2277 4 0 1246 36
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 0 1 46 1 16 21 2277 4 0 1246 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: 1 0 1 46 1 16 21 2277 4 0 1246 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: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 0.00 2.92 0.08
 Final Sat.: 800 0 800 1168 25 406 1600 3194 6 0 4665 135

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.03 0.04 0.04 0.01 0.71 0.71 0.00 0.27 0.27
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
 Growth Adj: 1.00 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 56 60 858 43 82 150 2125 28 36 1263 601
 Added Vol: 0 0 0 0 0 0 0 0 6 0 0 8 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 33 56 60 858 43 82 150 2131 28 36 1271 601
 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 56 60 858 43 82 150 2131 28 36 1271 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 33 56 60 858 43 82 150 2131 28 36 1271 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 56 60 858 43 82 150 2131 28 36 1271 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
 Final Sat.: 1600 1600 1600 4800 1600 1600 3200 4738 62 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.04 0.04 0.18 0.03 0.05 0.05 0.45 0.45 0.02 0.26 0.00
 Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #14 Newport Blvd (NS) / 19th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 147 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

 Volume Module:
 Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 29 3305 35 142 2758 508 806 213 7 55 147 205
 Added Vol: 0 13 0 0 0 18 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 29 3318 35 142 2776 508 806 213 7 55 147 205
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 29 3318 35 142 2776 508 806 213 7 55 147 205
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 29 3318 35 142 2776 508 806 213 7 55 147 205
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 29 3318 35 142 2776 508 806 213 7 55 147 205

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
 Final Sat.: 1600 6333 67 1600 6400 1600 4800 1600 1600 1600 3200 3200

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.52 0.52 0.09 0.43 0.32 0.17 0.13 0.00 0.03 0.05 0.06
 Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #15 Newport Blvd (NS) / Broadway (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
 Volume Module:
 Base Vol: 18 3311 42 47 2759 55 5 12 15 27 22 85
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 18 3311 42 47 2759 55 5 12 15 27 22 85
 Added Vol: 0 13 0 0 18 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 18 3324 42 47 2777 55 5 12 15 27 22 85
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 18 3324 42 47 2777 55 5 12 15 27 22 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 18 3324 42 47 2777 55 5 12 15 27 22 85
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 18 3324 42 47 2777 55 5 12 15 27 22 85
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
 Final Sat.: 1600 6320 80 1600 4800 1600 471 1129 1600 1600 1600 1600
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.53 0.53 0.03 0.58 0.03 0.00 0.01 0.01 0.02 0.01 0.05
 Crit Moves: **** **** ****

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EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Ovl Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
 Volume Module:
 Base Vol: 278 3318 0 0 2742 24 46 0 454 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: 278 3318 0 0 2742 24 46 0 454 0 0 0
 Added Vol: 1 13 0 0 18 0 0 0 2 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 279 3331 0 0 2760 24 46 0 456 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: 279 3331 0 0 2760 24 46 0 456 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 279 3331 0 0 2760 24 46 0 456 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: 279 3331 0 0 2760 24 46 0 456 0 0 0
 OvlAdjVol: 177
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 4.00 0.00 0.00 2.97 0.03 1.00 0.00 2.00 0.00 0.00 0.00
 Final Sat.: 3200 6400 0 0 4759 41 1600 0 3200 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.09 0.52 0.00 0.00 0.58 0.58 0.03 0.00 0.14 0.00 0.00 0.00
 OvlAdjV/S: 0.06
 Crit Moves: **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0
 Volume Module:
 Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 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: 52 3096 23 61 2921 122 224 57 38 4 54 27
 Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 52 3111 23 61 2941 122 224 57 38 4 54 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: 52 3111 23 61 2941 122 224 57 38 4 54 27
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 52 3111 23 61 2941 122 224 57 38 4 54 27
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 52 3111 23 61 2941 122 224 57 38 4 54 27
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
 Final Sat.: 1600 6353 47 1600 4800 1600 3200 1600 1600 1600 1067 533
 Capacity Analysis Module:
 Vol/Sat: 0.03 0.49 0.49 0.04 0.61 0.08 0.07 0.04 0.02 0.00 0.05 0.05
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #18 Newport Blvd (EW) / 17th St (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 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
 Lanes: 1 0 3 1 0 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1
 Volume Module:
 Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 41 1908 151 574 1579 498 818 443 36 149 346 136
 Added Vol: 0 15 0 0 20 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 41 1923 151 574 1599 498 818 443 36 149 346 136
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 41 1923 151 574 1599 498 818 443 36 149 346 136
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 41 1923 151 574 1599 498 818 443 36 149 346 136
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 41 1923 151 574 1599 498 818 443 36 149 346 136
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.71 0.29 2.00 3.00 1.00 3.00 1.85 0.15 2.00 3.00 1.00
 Final Sat.: 1600 5934 466 3200 4800 1600 4800 2959 241 3200 4800 1600
 Capacity Analysis Module:
 Vol/Sat: 0.03 0.32 0.32 0.18 0.33 0.31 0.17 0.15 0.15 0.05 0.07 0.09
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #19 Newport Blvd (NS) / 16th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

 Volume Module:
 Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 2086 47 86 1726 46 25 26 4 39 44 84
 Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 2101 47 86 1746 46 25 26 4 39 44 84
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 2101 47 86 1746 46 25 26 4 39 44 84
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 2101 47 86 1746 46 25 26 4 39 44 84
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 2101 47 86 1746 46 25 26 4 39 44 84

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.49 0.51 1.00 0.47 0.53 1.00
 Final Sat.: 1600 4800 1600 1600 4800 1600 784 816 1600 752 848 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.44 0.03 0.05 0.36 0.03 0.02 0.03 0.00 0.02 0.05 0.05
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

 Volume Module:
 Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 44 1879 17 94 1529 82 74 121 70 6 84 72
 Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 44 1894 17 94 1549 82 74 121 70 6 84 72
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 44 1894 17 94 1549 82 74 121 70 6 84 72
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 44 1894 17 94 1549 82 74 121 70 6 84 72
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 44 1894 17 94 1549 82 74 121 70 6 84 72

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.97 0.03 1.00 2.85 0.15 0.38 0.62 1.00 1.00 1.00 1.00
 Final Sat.: 1600 4757 43 1600 4559 241 607 993 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.40 0.40 0.06 0.34 0.34 0.05 0.12 0.04 0.00 0.05 0.05
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1181 27 28 2882 34
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 1 42 15 1 29 43 1189 27 28 2890 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1189 27 28 2890 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1189 27 28 2890 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1189 27 28 2890 34

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1548 52 1600 1500 100 1600 1600 4693 107 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.03 0.25 0.25 0.02 0.60 0.02
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 216 406 14 70 879 10 14 171 319 33 339 88
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 216 406 14 70 879 10 14 171 319 33 339 88
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 216 406 14 70 879 10 14 171 319 33 339 88
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 216 406 14 70 879 10 14 171 319 33 339 88
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 216 406 14 70 879 10 14 171 319 33 339 88
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 216 406 14 70 879 10 14 171 319 33 339 88

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.93 0.07 1.00 1.98 0.02 1.00 1.00 1.00 1.00 0.79 0.21
Final Sat.: 1600 3093 107 1600 3164 36 1600 1600 1600 1600 1270 330

Capacity Analysis Module:
Vol/Sat: 0.14 0.13 0.13 0.04 0.28 0.28 0.01 0.11 0.20 0.02 0.27 0.27
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 242 213 75 186 328 920 335 900 219 203 2442 111
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 242 213 75 186 328 920 335 908 219 203 2450 111
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 242 213 75 186 328 920 335 908 219 203 2450 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 213 75 186 328 920 335 908 219 203 2450 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 242 213 75 186 328 920 335 908 219 203 2450 111
OvlAdjVol: 585

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.38 1.20 0.42 1.09 1.91 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 2195 1928 677 1737 3063 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.11 0.11 0.29 0.10 0.19 0.14 0.13 0.38 0.07
OvlAdjV/S: 0.18
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.253
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 270 76 79 230 0 7 28 12 81 0 143
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 270 76 79 230 0 7 28 12 81 0 143
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: 0 270 76 79 230 0 7 28 12 81 0 143
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 270 76 79 230 0 7 28 12 81 0 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 270 76 79 230 0 7 28 12 81 0 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 270 76 79 230 0 7 28 12 81 0 143

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 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 1.00 1.00 2.00 0.00 0.15 0.60 0.25 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 238 953 409 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.08 0.05 0.05 0.07 0.00 0.03 0.03 0.03 0.05 0.00 0.09
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 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: 108 1229 61 61 1575 185 320 100 217 127 188 47
Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 108 1248 61 61 1595 185 320 100 217 127 188 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 1248 61 61 1595 185 320 100 217 127 188 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 1248 61 61 1595 185 320 100 217 127 188 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 1248 61 61 1595 185 320 100 217 127 188 47

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.60 0.40
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2560 640

Capacity Analysis Module:
Vol/Sat: 0.07 0.26 0.04 0.04 0.33 0.12 0.10 0.06 0.14 0.08 0.07 0.07
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

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

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 Ignore 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
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.00 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 0 379 0 432 0 1145 97 0 1999 517
Added Vol: 0 0 0 0 0 0 0 0 0 8 0 8 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 379 0 432 0 1145 105 0 2007 525
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 379 0 432 0 1145 0 0 2007 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 379 0 432 0 1145 0 0 2007 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 379 0 432 0 1145 0 0 2007 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.27 0.00 0.36 0.00 0.00 0.42 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

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

Approach: 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 Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 969 26 397 1383 0 0 0 0 31 0 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 969 26 397 1383 0 0 0 0 31 0 305
Added Vol: 0 34 0 0 36 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1003 26 397 1419 0 0 0 0 31 0 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1003 26 397 1419 0 0 0 0 31 0 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1003 26 397 1419 0 0 0 0 31 0 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1003 26 397 1419 0 0 0 0 31 0 305
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.02 0.12 0.30 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Added Vol: 0 11 2 24 12 0 0 0 0 2 0 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 932 16 162 1224 2 37 2 16 35 6 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 932 16 162 1224 2 37 2 16 35 6 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 932 16 162 1224 2 37 2 16 35 6 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 932 16 162 1224 2 37 2 16 35 6 103

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4719 81 1600 3200 1600 1076 58 465 1366 234 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.20 0.10 0.38 0.00 0.02 0.03 0.03 0.02 0.03 0.06
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
Added Vol: 0 2 2 12 2 0 0 0 0 2 0 11
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 638 14 108 926 245 167 40 23 27 44 86
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 49 638 14 108 926 245 167 40 23 27 44 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 49 638 14 108 926 245 167 40 23 27 44 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: 49 638 14 108 926 245 167 40 23 27 44 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.96 0.04 1.00 1.58 0.42 1.61 0.39 1.00 1.00 1.00 1.00
Final Sat.: 1600 3131 69 1600 2530 670 2582 618 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.20 0.20 0.07 0.37 0.37 0.06 0.06 0.01 0.02 0.03 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #10 Newport Blvd (NS) / 28th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.226
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted 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 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 12 552 24 0 0 0 39 32 0 0 26 38
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 552 24 0 0 0 39 32 0 0 26 38
Added Vol: 0 4 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: 12 556 24 0 0 0 39 32 0 0 26 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 12 556 24 0 0 0 39 32 0 0 26 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 556 24 0 0 0 39 32 0 0 26 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 12 556 24 0 0 0 39 32 0 0 26 38

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.04 1.88 0.08 0.00 0.00 0.00 0.55 0.45 0.00 0.00 1.00 1.00
Final Sat.: 65 3005 130 0 0 0 879 721 0 0 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.18 0.18 0.00 0.00 0.00 0.02 0.04 0.00 0.00 0.02 0.02
Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 8 3 17 81 2 393 250 1475 2 30 2219 51
 Added Vol: 0 0 0 0 0 0 0 0 8 0 0 8 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 8 3 17 81 2 393 250 1483 2 30 2227 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: 8 3 17 81 2 393 250 1483 2 30 2227 51
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 8 3 17 81 2 393 250 1483 2 30 2227 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: 8 3 17 81 2 393 250 1483 2 30 2227 51
 OvlAdjVol: 143

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
 Final Sat.: 457 171 971 1561 39 1600 1600 3196 4 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.02 0.02 0.05 0.05 0.25 0.16 0.46 0.46 0.02 0.46 0.03
 OvlAdjV/S: 0.09
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include 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 1 0 0 0 0 0 1 0 0 1 0 1 1 0 2 1 0

 Volume Module:
 Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 1 1 0 70 0 38 39 1575 1 0 2237 40
 Added Vol: 0 0 0 0 0 0 0 0 8 0 0 8 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 1 1 0 70 0 38 39 1583 1 0 2245 40
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 1 1 0 70 0 38 39 1583 1 0 2245 40
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 1 0 70 0 38 39 1583 1 0 2245 40
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 1 1 0 70 0 38 39 1583 1 0 2245 40

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
 Final Sat.: 800 800 0 1037 0 563 1600 3198 2 0 4716 84

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.02 0.49 0.50 0.00 0.48 0.48
 Crit Moves: ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 79 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 39 44 31 876 44 132 123 1508 34 49 2221 1073
 Added Vol: 0 0 0 0 0 0 0 0 8 0 0 8 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 39 44 31 876 44 132 123 1516 34 49 2229 1073
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 39 44 31 876 44 132 123 1516 34 49 2229 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 39 44 31 876 44 132 123 1516 34 49 2229 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: 39 44 31 876 44 132 123 1516 34 49 2229 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.93 0.07 1.00 3.00 1.00
 Final Sat.: 1600 1877 1323 4800 1600 1600 3200 4695 105 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.18 0.03 0.08 0.04 0.32 0.32 0.03 0.46 0.00
 Crit Moves: **** * 0.18 0.03 0.08 0.04 0.32 0.32 0.03 0.46 0.00

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #14 Newport Blvd (NS) / 19th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include 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 3 1 1 2 1 1 0 1 1 0 2 1 1

 Volume Module:
 Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 48 2656 37 182 2825 989 701 237 103 56 340 175
 Added Vol: 0 17 0 0 0 18 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 48 2673 37 182 2843 989 701 237 103 56 340 175
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 2673 37 182 2843 989 701 237 103 56 340 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 48 2673 37 182 2843 989 701 237 103 56 340 175
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 48 2673 37 182 2843 989 701 237 103 56 340 175

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.95 0.05 1.00 3.71 1.29 2.99 1.01 1.00 1.00 2.64 1.36
 Final Sat.: 1600 6313 87 1600 5935 2065 4783 1617 1600 1600 4225 2175

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.42 0.42 0.11 0.48 0.48 0.15 0.15 0.06 0.04 0.08 0.08
 Crit Moves: **** * 0.11 0.48 0.48 0.15 0.15 0.06 0.04 0.08 0.08

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 3 1 0	1 0 3 0 1	0 1 0 0 1	1 0 1 0 1

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Volume Module:

Base Vol:	42 2691	54	68 2747	177	1	7	5	42	25	85
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	42 2691	54	68 2747	177	1	7	5	42	25	85
Added Vol:	0 17	0	0 18	0	0	0	0	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut:	42 2708	54	68 2765	177	1	7	5	42	25	85
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	42 2708	54	68 2765	177	1	7	5	42	25	85
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
Reduced Vol:	42 2708	54	68 2765	177	1	7	5	42	25	85
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	42 2708	54	68 2765	177	1	7	5	42	25	85

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Saturation Flow Module:

Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 3.92	0.08	1.00 3.00	1.00	0.12 0.88	1.00	1.00	1.00 1.00	1.00	1.00
Final Sat.:	1600 6275	125	1600 4800	1600	200 1400	1600	1600	1600 1600	1600	1600

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Capacity Analysis Module:

Vol/Sat:	0.03 0.43	0.43	0.04 0.58	0.11	0.00 0.01	0.00	0.03 0.02	0.05
Crit Moves:	****		****		****			****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 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 4 0 0	0 0 2 1 0	1 0 0 0 2	0 0 0 0 0

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Volume Module:

Base Vol:	508 2790	0	0 2715	72	51	0	522	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	1.00 1.00	1.00
Initial Bse:	508 2790	0	0 2715	72	51	0	522	0	0	0
Added Vol:	2 17	0	0 18	0	0	0	2	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut:	510 2807	0	0 2733	72	51	0	524	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	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	510 2807	0	0 2733	72	51	0	524	0	0	0
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
Reduced Vol:	510 2807	0	0 2733	72	51	0	524	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	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	510 2807	0	0 2733	72	51	0	524	0	0	0
OvlAdjVol:							14			

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	2.00 4.00	0.00	0.00 2.92	0.08	1.00 0.00	2.00	0.00 0.00	0.00	0.00 0.00	0.00
Final Sat.:	3200 6400	0	0 4677	123	1600	0	3200	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.16 0.44	0.00	0.00 0.58	0.58	0.03 0.00	0.16	0.00 0.00	0.00
OvlAdjV/S:						0.00		
Crit Moves:	****		****		****			

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 169 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

 Volume Module:
 Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 96 2816 18 121 3045 116 274 83 53 27 79 51
 Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 96 2835 18 121 3065 116 274 83 53 27 79 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: 96 2835 18 121 3065 116 274 83 53 27 79 51
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 96 2835 18 121 3065 116 274 83 53 27 79 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: 96 2835 18 121 3065 116 274 83 53 27 79 51

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
 Final Sat.: 1600 6360 40 1600 4800 1600 3200 1600 1600 1600 972 628

 Capacity Analysis Module:
 Vol/Sat: 0.06 0.45 0.45 0.08 0.64 0.07 0.09 0.05 0.03 0.02 0.08 0.08
 Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #18 Newport Blvd (EW) / 17th St (EW)

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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 3 1 0 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

 Volume Module:
 Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
 Growth Adj: 1.00 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 1510 146 706 1625 348 715 498 58 302 468 136
 Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 1529 146 706 1645 348 715 498 58 302 468 136
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 1529 146 706 1645 348 715 498 58 302 468 136
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 45 1529 146 706 1645 348 715 498 58 302 468 136
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 45 1529 146 706 1645 348 715 498 58 302 468 136

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.65 0.35 2.00 3.00 1.00 3.00 1.79 0.21 2.00 3.00 1.00
 Final Sat.: 1600 5842 558 3200 4800 1600 4800 2866 334 3200 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.26 0.26 0.22 0.34 0.22 0.15 0.17 0.17 0.09 0.10 0.09
 Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #19 Newport Blvd (NS) / 16th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

 Volume Module:
 Base Vol: 11 1749 70 72 1865 43 37 34 15 65 63 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
 Initial Bse: 11 1749 70 72 1865 43 37 34 15 65 63 80
 Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 11 1768 70 72 1885 43 37 34 15 65 63 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 11 1768 70 72 1885 43 37 34 15 65 63 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 11 1768 70 72 1885 43 37 34 15 65 63 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 11 1768 70 72 1885 43 37 34 15 65 63 80

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.52 0.48 1.00 0.51 0.49 1.00
 Final Sat.: 1600 4800 1600 1600 4800 1600 834 766 1600 813 788 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.37 0.04 0.05 0.39 0.03 0.02 0.04 0.01 0.04 0.08 0.05
 Crit Moves: **** * 0.05 0.39 0.03 0.02 0.04 0.01 0.04 0.08 0.05

LIDO HOUSE HOTEL
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

 Volume Module:
 Base Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 1538 9 75 1766 53 125 71 56 15 50 78
 Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 1557 9 75 1786 53 125 71 56 15 50 78
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 1557 9 75 1786 53 125 71 56 15 50 78
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 1557 9 75 1786 53 125 71 56 15 50 78
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 1557 9 75 1786 53 125 71 56 15 50 78

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.98 0.02 1.00 2.91 0.09 0.64 0.36 1.00 1.00 1.00 1.00
 Final Sat.: 1600 4772 28 1600 4662 138 1020 580 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.33 0.33 0.05 0.38 0.38 0.08 0.12 0.04 0.01 0.03 0.05
 Crit Moves: **** * 0.05 0.38 0.38 0.08 0.12 0.04 0.01 0.03 0.05

**Forecast Year 2018
Without Project Conditions (TPO Analysis)**

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 1799 88 53 1201 420 183 115 197 50 216 23
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 14 46 6 8 65 10 12 5 4 2 2 2
Initial Fut: 144 1845 94 61 1266 430 195 120 201 52 218 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: 144 1845 94 61 1266 430 195 120 201 52 218 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 1845 94 61 1266 430 195 120 201 52 218 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: 144 1845 94 61 1266 430 195 120 201 52 218 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.79 0.21
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2871 329

Capacity Analysis Module:
Vol/Sat: 0.09 0.38 0.06 0.04 0.26 0.27 0.06 0.08 0.13 0.03 0.08 0.08
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 0 0 0 15 0 35 0 18 4 0 43 4
Initial Fut: 0 0 0 441 0 292 0 2431 152 0 924 296
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 441 0 292 0 2431 0 0 924 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 441 0 292 0 2431 0 0 924 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 441 0 292 0 2431 0 0 924 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.18 0.00 0.76 0.00 0.00 0.19 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2
Volume Module:
Base Vol: 0 1236 37 284 851 0 0 0 0 18 0 368
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1236 37 284 851 0 0 0 0 18 0 368
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 0 20 0 0 13 0 0 0 0 0 0 0
Initial Fut: 0 1256 37 284 864 0 0 0 0 18 0 368
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1256 37 284 864 0 0 0 0 18 0 368
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1256 37 284 864 0 0 0 0 18 0 368
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1256 37 284 864 0 0 0 0 18 0 368
OvlAdjVol: 84
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
Capacity Analysis Module:
Vol/Sat: 0.00 0.26 0.02 0.09 0.18 0.00 0.00 0.00 0.00 0.01 0.00 0.12
OvlAdjV/S: 0.03
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit 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
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
Volume Module:
Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
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: 17 1161 46 123 713 2 62 6 14 21 2 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 1161 46 123 713 2 62 6 14 21 2 67
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 1161 46 123 713 2 62 6 14 21 2 67
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.89 0.11 1.00 2.00 1.00 0.76 0.07 0.17 0.91 0.09 1.00
Final Sat.: 1600 4617 183 1600 3200 1600 1210 117 273 1461 139 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.25 0.25 0.08 0.22 0.00 0.04 0.05 0.05 0.01 0.01 0.04
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 0 4 0 0 6 0 1 0 1 0 0 0
Initial Fut: 16 892 30 44 583 90 317 34 19 19 27 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 892 30 44 583 90 317 34 19 19 27 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 892 30 44 583 90 317 34 19 19 27 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 16 892 30 44 583 90 317 34 19 19 27 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.93 0.07 1.00 1.73 0.27 1.81 0.19 1.00 1.00 1.00 1.00
Final Sat.: 1600 3096 104 1600 2772 428 2890 310 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.03 0.21 0.21 0.11 0.11 0.01 0.01 0.02 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 1 0 2 1 1

Volume Module:
Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 3439 36 148 2870 529 806 213 7 55 147 205
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 3439 36 148 2870 529 806 213 7 55 147 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 3439 36 148 2870 529 806 213 7 55 147 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 3439 36 148 2870 529 806 213 7 55 147 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 3439 36 148 2870 529 806 213 7 55 147 205

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1600 6333 67 1600 6400 1600 4800 1600 1600 1600 3200 3200

Capacity Analysis Module:
Vol/Sat: 0.02 0.54 0.54 0.09 0.45 0.33 0.17 0.13 0.00 0.03 0.05 0.06
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 18 3311 42 47 2759 55 5 12 15 27 22 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 3445 44 49 2871 57 5 12 15 27 22 85
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: 19 3445 44 49 2871 57 5 12 15 27 22 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 19 3445 44 49 2871 57 5 12 15 27 22 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 3445 44 49 2871 57 5 12 15 27 22 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 3445 44 49 2871 57 5 12 15 27 22 85

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1600 6320 80 1600 4800 1600 471 1129 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.55 0.55 0.03 0.60 0.04 0.00 0.01 0.01 0.02 0.01 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
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AM PEAK HOUR

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 278 3318 0 0 2742 24 46 0 454 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 289 3453 0 0 2853 25 46 0 454 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: 289 3453 0 0 2853 25 46 0 454 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: 289 3453 0 0 2853 25 46 0 454 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 289 3453 0 0 2853 25 46 0 454 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: 289 3453 0 0 2853 25 46 0 454 0 0 0
OvlAdjVol: 165

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.97 0.03 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4758 42 1600 0 3200 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.09 0.54 0.00 0.00 0.60 0.60 0.03 0.00 0.14 0.00 0.00 0.00
OvlAdjV/S: 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 27
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 3222 24 63 3040 127 224 57 38 4 54 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: 54 3222 24 63 3040 127 224 57 38 4 54 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: 54 3222 24 63 3040 127 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 3222 24 63 3040 127 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 3222 24 63 3040 127 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1600 6353 47 1600 4800 1600 3200 1600 1600 1600 1067 533

Capacity Analysis Module:
Vol/Sat: 0.03 0.51 0.51 0.04 0.63 0.08 0.07 0.04 0.02 0.00 0.05 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 43 1985 157 597 1643 518 818 443 36 149 346 136
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 1985 157 597 1643 518 818 443 36 149 346 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 43 1985 157 597 1643 518 818 443 36 149 346 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 1985 157 597 1643 518 818 443 36 149 346 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 43 1985 157 597 1643 518 818 443 36 149 346 136

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.71 0.29 2.00 3.00 1.00 3.00 1.85 0.15 2.00 3.00 1.00
Final Sat.: 1600 5931 469 3200 4800 1600 4800 2959 241 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.33 0.33 0.19 0.34 0.32 0.17 0.15 0.15 0.05 0.07 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
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AM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 0 1 0 0 1

Volume Module:
Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 2171 49 89 1796 48 25 26 4 39 44 84
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 2171 49 89 1796 48 25 26 4 39 44 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 2171 49 89 1796 48 25 26 4 39 44 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 2171 49 89 1796 48 25 26 4 39 44 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 2171 49 89 1796 48 25 26 4 39 44 84

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.49 0.51 1.00 0.47 0.53 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 784 816 1600 752 848 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.45 0.03 0.06 0.37 0.03 0.02 0.03 0.00 0.02 0.05 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 1955 18 98 1591 85 74 121 70 6 84 72
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: 46 1955 18 98 1591 85 74 121 70 6 84 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 46 1955 18 98 1591 85 74 121 70 6 84 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 1955 18 98 1591 85 74 121 70 6 84 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 46 1955 18 98 1591 85 74 121 70 6 84 72

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.97 0.03 1.00 2.85 0.15 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1600 4757 43 1600 4556 244 607 993 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.41 0.41 0.06 0.35 0.35 0.05 0.12 0.04 0.00 0.05 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
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PM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 112 1279 63 63 1639 193 320 100 217 127 188 47
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 14 67 5 5 56 6 19 3 21 9 7 13
Initial Fut: 126 1346 68 68 1695 199 339 103 238 136 195 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 126 1346 68 68 1695 199 339 103 238 136 195 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 1346 68 68 1695 199 339 103 238 136 195 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 126 1346 68 68 1695 199 339 103 238 136 195 60

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.53 0.47
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2447 753

Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.04 0.04 0.35 0.12 0.11 0.06 0.15 0.09 0.08 0.08
Crit Moves: **** **** **** ****

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 0 0 0 34 0 19 0 82 7 0 36 0
Initial Fut: 0 0 0 428 0 469 0 1273 108 0 2116 538
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 428 0 469 0 1273 0 0 2116 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 428 0 469 0 1273 0 0 2116 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 428 0 469 0 1273 0 0 2116 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.29 0.00 0.40 0.00 0.00 0.44 0.00
Crit Moves: **** ****

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2
Volume Module:
Base Vol: 0 969 26 397 1383 0 0 0 0 31 0 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 969 26 397 1383 0 0 0 0 31 0 305
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 16 0 0 30 0 0 0 0 0 0 0
Initial Fut: 0 985 26 397 1413 0 0 0 0 31 0 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 985 26 397 1413 0 0 0 0 31 0 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 985 26 397 1413 0 0 0 0 31 0 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 985 26 397 1413 0 0 0 0 31 0 305
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.02 0.12 0.29 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Prot+Permit Permitted Permitted
Rights: Include 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 0 1 0 0 1
Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 1.00 2.96 0.04 1.00 2.00 1.00 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4728 72 1600 3200 1600 1076 58 465 1354 246 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.09 0.38 0.00 0.02 0.03 0.03 0.02 0.02 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

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

Approach: 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 1 10 0 0 8 0 0 0 0 0 0 0
Initial Fut: 50 646 12 96 932 245 167 40 23 25 44 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 50 646 12 96 932 245 167 40 23 25 44 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 646 12 96 932 245 167 40 23 25 44 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 50 646 12 96 932 245 167 40 23 25 44 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.96 0.04 1.00 1.58 0.42 1.61 0.39 1.00 1.00 1.00 1.00
Final Sat.: 1600 3142 58 1600 2534 666 2582 618 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.21 0.21 0.06 0.37 0.37 0.06 0.06 0.01 0.02 0.03 0.00
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 1 0 2 1 1

Volume Module:
Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 2764 39 189 2940 1029 701 237 103 56 340 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 2764 39 189 2940 1029 701 237 103 56 340 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 2764 39 189 2940 1029 701 237 103 56 340 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 2764 39 189 2940 1029 701 237 103 56 340 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 2764 39 189 2940 1029 701 237 103 56 340 175

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.70 1.30 2.99 1.01 1.00 1.00 2.64 1.36
Final Sat.: 1600 6312 88 1600 5926 2074 4783 1617 1600 1600 4225 2175

Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.12 0.50 0.50 0.15 0.15 0.06 0.04 0.08 0.08
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 44 2800 56 71 2859 184 1 7 5 42 25 85
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: 44 2800 56 71 2859 184 1 7 5 42 25 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 44 2800 56 71 2859 184 1 7 5 42 25 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 2800 56 71 2859 184 1 7 5 42 25 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 44 2800 56 71 2859 184 1 7 5 42 25 85

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.92 0.08 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
Final Sat.: 1600 6274 126 1600 4800 1600 200 1400 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.04 0.60 0.12 0.00 0.01 0.00 0.03 0.02 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 508 2790 0 0 2715 72 51 0 522 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 529 2903 0 0 2825 75 51 0 522 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: 529 2903 0 0 2825 75 51 0 522 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: 529 2903 0 0 2825 75 51 0 522 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 529 2903 0 0 2825 75 51 0 522 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: 529 2903 0 0 2825 75 51 0 522 0 0 0
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.92 0.08 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4676 124 1600 0 3200 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.17 0.45 0.00 0.00 0.60 0.60 0.03 0.00 0.16 0.00 0.00 0.00
OvlAdjV/S: 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 104 3049 19 131 3297 126 285 86 55 28 82 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: 104 3049 19 131 3297 126 285 86 55 28 82 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: 104 3049 19 131 3297 126 285 86 55 28 82 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 3049 19 131 3297 126 285 86 55 28 82 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: 104 3049 19 131 3297 126 285 86 55 28 82 53

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
Final Sat.: 1600 6359 41 1600 4800 1600 3200 1600 1600 1600 972 628

Capacity Analysis Module:
Vol/Sat: 0.06 0.48 0.48 0.08 0.69 0.08 0.09 0.05 0.03 0.02 0.08 0.08
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 1571 152 735 1691 362 715 498 58 302 468 136
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: 47 1571 152 735 1691 362 715 498 58 302 468 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 1571 152 735 1691 362 715 498 58 302 468 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1571 152 735 1691 362 715 498 58 302 468 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 1571 152 735 1691 362 715 498 58 302 468 136

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.65 0.35 2.00 3.00 1.00 3.00 1.79 0.21 2.00 3.00 1.00
Final Sat.: 1600 5836 564 3200 4800 1600 4800 2866 334 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.27 0.27 0.23 0.35 0.23 0.15 0.17 0.17 0.09 0.10 0.09
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 11 1749 70 72 1865 43 37 34 15 65 63 80
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 11 1820 73 75 1941 45 37 34 15 65 63 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: 11 1820 73 75 1941 45 37 34 15 65 63 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: 11 1820 73 75 1941 45 37 34 15 65 63 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 1820 73 75 1941 45 37 34 15 65 63 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: 11 1820 73 75 1941 45 37 34 15 65 63 80

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.52 0.48 1.00 0.51 0.49 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 834 766 1600 813 788 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.38 0.05 0.05 0.40 0.03 0.02 0.04 0.01 0.04 0.08 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 42 1600 9 78 1838 55 125 71 56 15 50 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: 42 1600 9 78 1838 55 125 71 56 15 50 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 42 1600 9 78 1838 55 125 71 56 15 50 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 1600 9 78 1838 55 125 71 56 15 50 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 1600 9 78 1838 55 125 71 56 15 50 78

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.98 0.02 1.00 2.91 0.09 0.64 0.36 1.00 1.00 1.00 1.00
Final Sat.: 1600 4772 28 1600 4660 140 1020 580 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.34 0.34 0.05 0.39 0.39 0.08 0.12 0.04 0.01 0.03 0.05
Crit Moves: ****

**Sensitivity Analysis
Forecast Year 2018
Without Project Conditions (TPO Analysis)**

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
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: 17 1161 46 123 713 2 62 6 14 21 2 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 1161 46 123 713 2 62 6 14 21 2 67
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 1161 46 123 713 2 62 6 14 21 2 67

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.76 0.07 0.17 0.91 0.09 1.00
Final Sat.: 1600 4800 1600 1600 4787 13 1210 117 273 1461 139 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.03 0.08 0.15 0.15 0.04 0.05 0.05 0.01 0.01 0.04
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 2 1 0 1 0 2 0 1 1 1 0 0 1 1 0 0 1 0

Volume Module:
Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 0 4 0 0 0 6 0 1 0 0 1 0 0 0 0
Initial Fut: 16 892 30 44 583 90 317 34 19 19 27 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 892 30 44 583 90 317 34 19 19 27 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 892 30 44 583 90 317 34 19 19 27 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 16 892 30 44 583 90 317 34 19 19 27 32

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.90 0.10 1.00 2.00 1.00 1.81 0.19 1.00 1.00 0.46 0.54
Final Sat.: 1600 4644 156 1600 3200 1600 2890 310 1600 1600 732 868

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.03 0.18 0.06 0.11 0.11 0.01 0.01 0.04 0.04
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 1 0 0 1

Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4800 1600 1600 4792 8 1076 58 465 1354 246 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.01 0.09 0.25 0.25 0.02 0.03 0.03 0.02 0.02 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 2 1 0 1 0 2 0 1 1 1 0 0 1 1 0 0 1 0

Volume Module:
Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 1 10 0 0 8 0 0 0 0 0 0 0
Initial Fut: 50 646 12 96 932 245 167 40 23 25 44 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 646 12 96 932 245 167 40 23 25 44 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 646 12 96 932 245 167 40 23 25 44 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 646 12 96 932 245 167 40 23 25 44 75

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 1.61 0.39 1.00 1.00 0.37 0.63
Final Sat.: 1600 4712 88 1600 3200 1600 2582 618 1600 1600 592 1008

Capacity Analysis Module:
Vol/Sat: 0.03 0.14 0.14 0.06 0.29 0.15 0.06 0.06 0.01 0.02 0.07 0.07
Crit Moves: ****

**Forecast Year 2018
With Project Conditions (TPO Analysis)**

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 1799 88 53 1201 420 183 115 197 50 216 23
Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0
Approved: 14 46 6 8 65 10 12 5 4 2 2 2
Initial Fut: 144 1860 94 61 1286 430 195 120 201 52 218 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: 144 1860 94 61 1286 430 195 120 201 52 218 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 1860 94 61 1286 430 195 120 201 52 218 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: 144 1860 94 61 1286 430 195 120 201 52 218 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.79 0.21
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2871 329

Capacity Analysis Module:
Vol/Sat: 0.09 0.39 0.06 0.04 0.27 0.27 0.06 0.08 0.13 0.03 0.08 0.08
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
Added Vol: 0 0 0 0 0 0 0 0 0 8 0 6 8
Approved: 0 0 0 15 0 35 0 18 4 0 43 4
Initial Fut: 0 0 0 441 0 292 0 2431 160 0 930 304
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 441 0 292 0 2431 0 0 930 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 441 0 292 0 2431 0 0 930 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 441 0 292 0 2431 0 0 930 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.18 0.00 0.76 0.00 0.00 0.19 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #7 Newport Blvd (NS) / Via Lido (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2
 Volume Module:
 Base Vol: 0 1236 37 284 851 0 0 0 0 18 0 368
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1236 37 284 851 0 0 0 0 18 0 368
 Added Vol: 0 26 0 0 36 0 0 0 0 0 0 0
 Approved: 0 20 0 0 13 0 0 0 0 0 0 0
 Initial Fut: 0 1282 37 284 900 0 0 0 0 18 0 368
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1282 37 284 900 0 0 0 0 18 0 368
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1282 37 284 900 0 0 0 0 18 0 368
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 1282 37 284 900 0 0 0 0 18 0 368
 OvlAdjVol: 84
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
 Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.27 0.02 0.09 0.19 0.00 0.00 0.00 0.00 0.01 0.00 0.12
 OvlAdjV/S: 0.03
 Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Prot+Permit 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
 Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
 Volume Module:
 Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
 Added Vol: 0 9 2 24 12 0 0 0 0 1 0 17
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 17 1170 48 147 725 2 62 6 14 22 2 84
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 17 1170 48 147 725 2 62 6 14 22 2 84
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 17 1170 48 147 725 2 62 6 14 22 2 84
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 17 1170 48 147 725 2 62 6 14 22 2 84
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.88 0.12 1.00 2.00 1.00 0.76 0.07 0.17 0.92 0.08 1.00
 Final Sat.: 1600 4611 189 1600 3200 1600 1210 117 273 1467 133 1600
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.25 0.25 0.09 0.23 0.00 0.04 0.05 0.05 0.01 0.02 0.05
 Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

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

Approach: 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
Added Vol: 0 2 2 12 1 0 0 0 0 1 0 9
Approved: 0 4 0 0 6 0 1 0 1 0 0 0
Initial Fut: 16 894 32 56 584 90 317 34 19 20 27 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 894 32 56 584 90 317 34 19 20 27 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 894 32 56 584 90 317 34 19 20 27 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 16 894 32 56 584 90 317 34 19 20 27 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.93 0.07 1.00 1.73 0.27 1.81 0.19 1.00 1.00 1.00 1.00
Final Sat.: 1600 3089 111 1600 2773 427 2890 310 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.04 0.21 0.21 0.11 0.11 0.01 0.01 0.02 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include 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 1 0 1 0 3 1 1 2 1 1 0 1 1 1 0 2 1 1

Volume Module:
Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 3439 36 148 2870 529 806 213 7 55 147 205
Added Vol: 0 13 0 0 18 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 3452 36 148 2888 529 806 213 7 55 147 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 3452 36 148 2888 529 806 213 7 55 147 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 3452 36 148 2888 529 806 213 7 55 147 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 3452 36 148 2888 529 806 213 7 55 147 205

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1600 6333 67 1600 6400 1600 4800 1600 1600 1600 3200 3200

Capacity Analysis Module:
Vol/Sat: 0.02 0.55 0.55 0.09 0.45 0.33 0.17 0.13 0.00 0.03 0.05 0.06
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 18 3311 42 47 2759 55 5 12 15 27 22 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 3445 44 49 2871 57 5 12 15 27 22 85
Added Vol: 0 13 0 0 0 18 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 3458 44 49 2889 57 5 12 15 27 22 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 19 3458 44 49 2889 57 5 12 15 27 22 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 3458 44 49 2889 57 5 12 15 27 22 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 3458 44 49 2889 57 5 12 15 27 22 85

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1600 6320 80 1600 4800 1600 471 1129 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.55 0.55 0.03 0.60 0.04 0.00 0.01 0.01 0.02 0.01 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 278 3318 0 0 2742 24 46 0 454 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 289 3453 0 0 2853 25 46 0 454 0 0 0
Added Vol: 1 13 0 0 18 0 0 0 2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 290 3466 0 0 2871 25 46 0 456 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: 290 3466 0 0 2871 25 46 0 456 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 290 3466 0 0 2871 25 46 0 456 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: 290 3466 0 0 2871 25 46 0 456 0 0 0
OvlAdjVol: 166

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.97 0.03 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4759 41 1600 0 3200 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.09 0.54 0.00 0.00 0.60 0.60 0.03 0.00 0.14 0.00 0.00 0.00
OvlAdjV/S: 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 27
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 3222 24 63 3040 127 224 57 38 4 54 27
Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 3237 24 63 3060 127 224 57 38 4 54 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: 54 3237 24 63 3060 127 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 3237 24 63 3060 127 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 3237 24 63 3060 127 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1600 6353 47 1600 4800 1600 3200 1600 1600 1600 1067 533

Capacity Analysis Module:
Vol/Sat: 0.03 0.51 0.51 0.04 0.64 0.08 0.07 0.04 0.02 0.00 0.05 0.05
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 43 1985 157 597 1643 518 818 443 36 149 346 136
Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 43 2000 157 597 1663 518 818 443 36 149 346 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 43 2000 157 597 1663 518 818 443 36 149 346 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 2000 157 597 1663 518 818 443 36 149 346 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 43 2000 157 597 1663 518 818 443 36 149 346 136

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.71 0.29 2.00 3.00 1.00 3.00 1.85 0.15 2.00 3.00 1.00
Final Sat.: 1600 5934 466 3200 4800 1600 4800 2959 241 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.34 0.34 0.19 0.35 0.32 0.17 0.15 0.15 0.05 0.07 0.09
Crit Moves: **** **** **** **** ****

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AM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 2171 49 89 1796 48 25 26 4 39 44 84
Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 2186 49 89 1816 48 25 26 4 39 44 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 2186 49 89 1816 48 25 26 4 39 44 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 2186 49 89 1816 48 25 26 4 39 44 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 2186 49 89 1816 48 25 26 4 39 44 84

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.49 0.51 1.00 0.47 0.53 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 784 816 1600 752 848 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.46 0.03 0.06 0.38 0.03 0.02 0.03 0.00 0.02 0.05 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
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AM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 1955 18 98 1591 85 74 121 70 6 84 72
Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 46 1970 18 98 1611 85 74 121 70 6 84 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 46 1970 18 98 1611 85 74 121 70 6 84 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 1970 18 98 1611 85 74 121 70 6 84 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 46 1970 18 98 1611 85 74 121 70 6 84 72

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.97 0.03 1.00 2.85 0.15 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1600 4757 43 1600 4559 241 607 993 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.41 0.41 0.06 0.35 0.35 0.05 0.12 0.04 0.00 0.05 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
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PM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 112 1279 63 63 1639 193 320 100 217 127 188 47
Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0
Approved: 14 67 5 5 56 6 19 3 21 9 7 13
Initial Fut: 126 1365 68 68 1715 199 339 103 238 136 195 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 126 1365 68 68 1715 199 339 103 238 136 195 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 1365 68 68 1715 199 339 103 238 136 195 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 126 1365 68 68 1715 199 339 103 238 136 195 60

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.53 0.47
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2447 753

Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.04 0.04 0.36 0.12 0.11 0.06 0.15 0.09 0.08 0.08
Crit Moves: **** **** **** ****

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PM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
Added Vol: 0 0 0 0 0 0 0 0 0 8 0 8 8
Approved: 0 0 0 34 0 19 0 82 7 0 36 0
Initial Fut: 0 0 0 428 0 469 0 1273 116 0 2124 546
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 428 0 469 0 1273 0 0 2124 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 428 0 469 0 1273 0 0 2124 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 428 0 469 0 1273 0 0 2124 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.29 0.00 0.40 0.00 0.00 0.44 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 969 26 397 1383 0 0 0 0 31 0 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 969 26 397 1383 0 0 0 0 31 0 305
Added Vol: 0 34 0 0 36 0 0 0 0 0 0 0
PasserByVol: 0 16 0 0 30 0 0 0 0 0 0 0
Initial Fut: 0 1019 26 397 1449 0 0 0 0 31 0 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1019 26 397 1449 0 0 0 0 31 0 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1019 26 397 1449 0 0 0 0 31 0 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1019 26 397 1449 0 0 0 0 31 0 305
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.02 0.12 0.30 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: ****

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PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Added Vol: 0 11 2 24 12 0 0 0 0 2 0 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 932 16 162 1224 2 37 2 16 35 6 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 932 16 162 1224 2 37 2 16 35 6 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 932 16 162 1224 2 37 2 16 35 6 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 932 16 162 1224 2 37 2 16 35 6 103

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4719 81 1600 3200 1600 1076 58 465 1366 234 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.20 0.10 0.38 0.00 0.02 0.03 0.03 0.02 0.03 0.06
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include 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 1 1 0 1 0 1 1 0 1 1 0 1 1

 Volume Module:
 Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
 Added Vol: 0 2 2 12 2 0 0 0 0 2 0 11
 Approved: 1 10 0 0 8 0 0 0 0 0 0 0
 Initial Fut: 50 648 14 108 934 245 167 40 23 27 44 86
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 50 648 14 108 934 245 167 40 23 27 44 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 648 14 108 934 245 167 40 23 27 44 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 50 648 14 108 934 245 167 40 23 27 44 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.96 0.04 1.00 1.58 0.42 1.61 0.39 1.00 1.00 1.00 1.00
 Final Sat.: 1600 3132 68 1600 2535 665 2582 618 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.21 0.21 0.07 0.37 0.37 0.06 0.06 0.01 0.02 0.03 0.00
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #14 Newport Blvd (NS) / 19th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 107 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

 Volume Module:
 Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 50 2764 39 189 2940 1029 701 237 103 56 340 175
 Added Vol: 0 17 0 0 18 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 50 2781 39 189 2958 1029 701 237 103 56 340 175
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 50 2781 39 189 2958 1029 701 237 103 56 340 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 2781 39 189 2958 1029 701 237 103 56 340 175
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 50 2781 39 189 2958 1029 701 237 103 56 340 175

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.95 0.05 1.00 3.71 1.29 2.99 1.01 1.00 1.00 2.64 1.36
 Final Sat.: 1600 6313 87 1600 5935 2065 4783 1617 1600 1600 4225 2175

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.44 0.44 0.12 0.50 0.50 0.15 0.15 0.06 0.04 0.08 0.08
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

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

Approach: 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
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 44 2800 56 71 2859 184 1 7 5 42 25 85
Added Vol: 0 17 0 0 18 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 2817 56 71 2877 184 1 7 5 42 25 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 44 2817 56 71 2877 184 1 7 5 42 25 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 2817 56 71 2877 184 1 7 5 42 25 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 44 2817 56 71 2877 184 1 7 5 42 25 85
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.92 0.08 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
Final Sat.: 1600 6275 125 1600 4800 1600 200 1400 1600 1600 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.04 0.60 0.12 0.00 0.01 0.00 0.03 0.02 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 508 2790 0 0 2715 72 51 0 522 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 529 2903 0 0 2825 75 51 0 522 0 0 0
Added Vol: 2 17 0 0 18 0 0 0 2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 531 2920 0 0 2843 75 51 0 524 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: 531 2920 0 0 2843 75 51 0 524 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 531 2920 0 0 2843 75 51 0 524 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: 531 2920 0 0 2843 75 51 0 524 0 0 0
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.92 0.08 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4677 123 1600 0 3200 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.17 0.46 0.00 0.00 0.61 0.61 0.03 0.00 0.16 0.00 0.00 0.00
OvlAdjV/S: 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 104 3049 19 131 3297 126 285 86 55 28 82 53
Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 3068 19 131 3317 126 285 86 55 28 82 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: 104 3068 19 131 3317 126 285 86 55 28 82 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 3068 19 131 3317 126 285 86 55 28 82 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: 104 3068 19 131 3317 126 285 86 55 28 82 53

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
Final Sat.: 1600 6360 40 1600 4800 1600 3200 1600 1600 1600 972 628

Capacity Analysis Module:
Vol/Sat: 0.06 0.48 0.48 0.08 0.69 0.08 0.09 0.05 0.03 0.02 0.08 0.08
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 1571 152 735 1691 362 715 498 58 302 468 136
Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 1590 152 735 1711 362 715 498 58 302 468 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 1590 152 735 1711 362 715 498 58 302 468 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1590 152 735 1711 362 715 498 58 302 468 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 1590 152 735 1711 362 715 498 58 302 468 136

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.65 0.35 2.00 3.00 1.00 3.00 1.79 0.21 2.00 3.00 1.00
Final Sat.: 1600 5842 558 3200 4800 1600 4800 2866 334 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.27 0.27 0.23 0.36 0.23 0.15 0.17 0.17 0.09 0.10 0.09
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 11 1749 70 72 1865 43 37 34 15 65 63 80
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 11 1820 73 75 1941 45 37 34 15 65 63 80
Added Vol: 0 19 0 0 20 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 1839 73 75 1961 45 37 34 15 65 63 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: 11 1839 73 75 1961 45 37 34 15 65 63 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 1839 73 75 1961 45 37 34 15 65 63 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: 11 1839 73 75 1961 45 37 34 15 65 63 80

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.52 0.48 1.00 0.51 0.49 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 834 766 1600 813 788 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.38 0.05 0.05 0.41 0.03 0.02 0.04 0.01 0.04 0.08 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 42 1600 9 78 1838 55 125 71 56 15 50 78
Added Vol: 0 19 0 0 20 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 42 1619 9 78 1858 55 125 71 56 15 50 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 42 1619 9 78 1858 55 125 71 56 15 50 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 1619 9 78 1858 55 125 71 56 15 50 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 1619 9 78 1858 55 125 71 56 15 50 78

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.98 0.02 1.00 2.91 0.09 0.64 0.36 1.00 1.00 1.00 1.00
Final Sat.: 1600 4772 28 1600 4662 138 1020 580 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.34 0.34 0.05 0.40 0.40 0.08 0.12 0.04 0.01 0.03 0.05
Crit Moves: ****

**Sensitivity Analysis
Forecast Year 2018
With Project Conditions (TPO Analysis)**

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
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: 17 1161 46 123 713 2 62 6 14 21 2 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 1161 46 123 713 2 62 6 14 21 2 67
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 1161 46 123 713 2 62 6 14 21 2 67

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.76 0.07 0.17 0.91 0.09 1.00
Final Sat.: 1600 4800 1600 1600 4787 13 1210 117 273 1461 139 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.03 0.08 0.15 0.15 0.04 0.05 0.05 0.01 0.01 0.04
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 2 1 0 1 0 2 0 1 1 1 0 0 1 1 0 0 1 0

Volume Module:
Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 0 4 0 0 0 6 0 1 0 0 1 0 0 0 0
Initial Fut: 16 892 30 44 583 90 317 34 19 19 27 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 892 30 44 583 90 317 34 19 19 27 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 892 30 44 583 90 317 34 19 19 27 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 16 892 30 44 583 90 317 34 19 19 27 32

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.90 0.10 1.00 2.00 1.00 1.81 0.19 1.00 1.00 0.46 0.54
Final Sat.: 1600 4644 156 1600 3200 1600 2890 310 1600 1600 732 868

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.03 0.18 0.06 0.11 0.11 0.01 0.01 0.04 0.04
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4800 1600 1600 4792 8 1076 58 465 1354 246 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.01 0.09 0.25 0.25 0.02 0.03 0.03 0.02 0.02 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
TPO - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 2 1 0 1 0 2 0 1 1 1 0 0 1 1 0 0 1 0

Volume Module:
Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Approved: 1 10 0 0 8 0 0 0 0 0 0 0
Initial Fut: 50 646 12 96 932 245 167 40 23 25 44 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 646 12 96 932 245 167 40 23 25 44 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 646 12 96 932 245 167 40 23 25 44 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 646 12 96 932 245 167 40 23 25 44 75

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 1.61 0.39 1.00 1.00 0.37 0.63
Final Sat.: 1600 4712 88 1600 3200 1600 2582 618 1600 1600 592 1008

Capacity Analysis Module:
Vol/Sat: 0.03 0.14 0.14 0.06 0.29 0.15 0.06 0.06 0.01 0.02 0.07 0.07
Crit Moves: ****

**Forecast Cumulative
Without Project Conditions (CEQA Analysis)**

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 25 4 78 43 1 25 26 3053 21 31 986 19
Added Vol: 0 0 0 0 0 0 0 89 0 0 236 0
Approved: 0 0 0 0 0 0 0 50 0 0 31 0
Initial Fut: 25 4 78 43 1 25 26 3192 21 31 1253 19
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 26 3192 21 31 1253 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 26 3192 21 31 1253 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 26 3192 21 31 1253 19

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1379 221 1600 1564 36 1600 1600 4769 31 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.02 0.67 0.67 0.02 0.26 0.01
Crit Moves: **** **

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 392 1128 25 74 281 7 33 274 267 7 217 83
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 392 1128 25 74 281 7 33 274 267 7 217 83
Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0
Approved: 0 5 12 0 8 0 0 15 0 6 7 0
Initial Fut: 392 1134 37 74 290 7 33 289 267 13 224 83
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 392 1134 37 74 290 7 33 289 267 13 224 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 392 1134 37 74 290 7 33 289 267 13 224 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 392 1134 37 74 290 7 33 289 267 13 224 83

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.94 0.06 1.00 1.95 0.05 1.00 1.00 1.00 1.00 0.73 0.27
Final Sat.: 1600 3099 101 1600 3125 75 1600 1600 1600 1600 1167 433

Capacity Analysis Module:
Vol/Sat: 0.25 0.37 0.37 0.05 0.09 0.09 0.02 0.18 0.17 0.01 0.19 0.19
Crit Moves: **** **

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

 Volume Module:
 Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 216 330 138 182 152 213 1051 2796 172 84 868 207
 Added Vol: 13 0 0 0 0 1 1 103 33 0 130 0
 Approved: 1 4 0 0 0 1 6 12 53 1 0 43 0
 Initial Fut: 230 334 138 182 153 220 1064 2952 206 84 1041 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: 230 334 138 182 153 220 1064 2952 206 84 1041 207
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 230 334 138 182 153 220 1064 2952 206 84 1041 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: 230 334 138 182 153 220 1064 2952 206 84 1041 207
 OvlAdjVol: 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.41 0.59 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
 Final Sat.: 1600 2260 940 2608 2192 3200 3200 4800 1600 1600 6400 1600

 Capacity Analysis Module:
 Vol/Sat: 0.14 0.15 0.15 0.07 0.07 0.07 0.33 0.62 0.13 0.05 0.16 0.13
 OvlAdjV/S: 0.00
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.235
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include 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 0 0 0 1 0 0 1

 Volume Module:
 Base Vol: 0 239 115 100 297 0 10 44 20 56 0 76
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 239 115 100 297 0 10 44 20 56 0 76
 Added Vol: 0 13 0 0 0 33 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 252 115 100 330 0 10 44 20 56 0 76
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 252 115 100 330 0 10 44 20 56 0 76
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 252 115 100 330 0 10 44 20 56 0 76
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 252 115 100 330 0 10 44 20 56 0 76

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.14 0.59 0.27 1.00 0.00 1.00
 Final Sat.: 0 3200 1600 1600 3200 0 216 951 432 1600 0 1600

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.08 0.07 0.06 0.10 0.00 0.05 0.05 0.05 0.04 0.00 0.05
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0

 Volume Module:
 Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 130 1799 88 53 1201 420 183 115 197 50 216 23
 Added Vol: 0 57 0 0 33 0 0 0 0 0 0 0
 Approved: 14 46 6 8 65 10 12 5 4 2 2 2
 Initial Fut: 144 1902 94 61 1299 430 195 120 201 52 218 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: 144 1902 94 61 1299 430 195 120 201 52 218 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 144 1902 94 61 1299 430 195 120 201 52 218 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: 144 1902 94 61 1299 430 195 120 201 52 218 25

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.79 0.21
 Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2871 329

 Capacity Analysis Module:
 Vol/Sat: 0.09 0.40 0.06 0.04 0.27 0.27 0.06 0.08 0.13 0.03 0.08 0.08
 Crit Moves: ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.978
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

 Volume Module:
 Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
 Added Vol: 0 0 0 28 0 6 0 103 0 0 125 4
 Approved: 0 0 0 15 0 35 0 18 4 0 43 4
 Initial Fut: 0 0 0 469 0 298 0 2534 152 0 1049 300
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 0 0 0 469 0 298 0 2534 0 0 1049 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 469 0 298 0 2534 0 0 1049 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 FinalVolume: 0 0 0 469 0 298 0 2534 0 0 1049 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.19 0.00 0.79 0.00 0.00 0.22 0.00
 Crit Moves: ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	0	0	0	0	2

Volume Module:

Base Vol:	0	1236	37	284	851	0	0	0	0	18	0	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1236	37	284	851	0	0	0	0	18	0	368
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
Approved:	0	20	0	0	13	0	0	0	0	0	0	0
Initial Fut:	0	1264	37	284	868	0	0	0	0	18	0	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1264	37	284	868	0	0	0	0	18	0	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1264	37	284	868	0	0	0	0	18	0	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1264	37	284	868	0	0	0	0	18	0	368
OvlAdjVol:	84											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4800	1600	3200	4800	0	0	0	0	1600	0	3200

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.02	0.09	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.12
OvlAdjV/S:	0.03											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

 Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	0	1	0	0	1	0

Volume Module:

Base Vol:	17	1161	46	123	713	2	62	6	14	21	2	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1161	46	123	713	2	62	6	14	21	2	67
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1169	46	123	717	2	62	6	14	21	2	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1169	46	123	717	2	62	6	14	21	2	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1169	46	123	717	2	62	6	14	21	2	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1169	46	123	717	2	62	6	14	21	2	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.00	1.00	0.76	0.07	0.17	0.91	0.09	1.00
Final Sat.:	1600	4618	182	1600	3200	1600	1210	117	273	1461	139	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.25	0.25	0.08	0.22	0.00	0.04	0.05	0.05	0.01	0.01	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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 1 1 0 1 0 1 1 0 1 1

 Volume Module:
 Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
 Added Vol: 0 8 0 0 4 0 0 0 0 0 0 0
 Approved: 0 4 0 0 6 0 1 0 1 0 0 0
 Initial Fut: 16 900 30 44 587 90 317 34 19 19 27 32
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 900 30 44 587 90 317 34 19 19 27 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 900 30 44 587 90 317 34 19 19 27 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 16 900 30 44 587 90 317 34 19 19 27 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.94 0.06 1.00 1.73 0.27 1.81 0.19 1.00 1.00 1.00 1.00
 Final Sat.: 1600 3097 103 1600 2775 425 2890 310 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.29 0.29 0.03 0.21 0.21 0.11 0.11 0.01 0.01 0.02 0.00
 Crit Moves: ****

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

 Intersection #10 Newport Blvd (NS) / 28th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0 1

 Volume Module:
 Base Vol: 8 778 35 0 0 0 28 30 0 0 16 11
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 8 778 35 0 0 0 28 30 0 0 16 11
 Added Vol: 0 8 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 8 786 35 0 0 0 28 30 0 0 16 11
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 8 786 35 0 0 0 28 30 0 0 16 11
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 8 786 35 0 0 0 28 30 0 0 16 11
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 8 786 35 0 0 0 28 30 0 0 16 11

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.02 1.90 0.08 0.00 0.00 0.00 0.48 0.52 0.00 0.00 1.00 1.00
 Final Sat.: 31 3034 135 0 0 0 772 828 0 0 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.26 0.26 0.00 0.00 0.00 0.02 0.04 0.00 0.00 0.01 0.01
 Crit Moves: ****

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

 Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 121 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 1 0 1 0 1

 Volume Module:
 Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 3 0 1 117 0 376 347 2257 6 5 1194 82
 Added Vol: 0 0 0 0 0 13 33 104 0 0 171 0
 Approved: 0 0 0 1 0 1 0 94 0 0 86 0
 Initial Fut: 3 0 1 118 0 390 380 2455 6 5 1451 82
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 3 0 1 118 0 390 380 2455 6 5 1451 82
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 3 0 1 118 0 390 380 2455 6 5 1451 82
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 3 0 1 118 0 390 380 2455 6 5 1451 82
 OvlAdjVol: 10

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
 Final Sat.: 1200 0 400 1600 0 1600 1600 3192 8 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.24 0.24 0.77 0.77 0.00 0.30 0.05
 OvlAdjV/S: 0.01
 Crit Moves: **** **

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

 Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 118 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 0 1 0 1 1 0 0 0 0 2 1 0

 Volume Module:
 Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 1 0 1 46 1 16 22 2363 4 0 1288 37
 Added Vol: 0 0 0 0 0 0 0 104 0 0 171 0
 Approved: 0 0 0 0 0 0 0 98 0 0 86 0
 Initial Fut: 1 0 1 46 1 16 22 2565 4 0 1545 37
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 1 0 1 46 1 16 22 2565 4 0 1545 37
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 0 1 46 1 16 22 2565 4 0 1545 37
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 1 0 1 46 1 16 22 2565 4 0 1545 37

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 0.00 2.93 0.07
 Final Sat.: 800 0 800 1168 25 406 1600 3195 5 0 4686 114

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.03 0.04 0.04 0.01 0.80 0.80 0.00 0.33 0.33
 Crit Moves: **** **

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

 Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 33 56 60 858 43 82 156 2211 29 37 1314 625
 Added Vol: 0 0 0 42 0 0 0 104 0 0 171 62
 Approved: 0 0 0 9 0 9 9 86 0 0 76 7
 Initial Fut: 33 56 60 909 43 91 165 2401 29 37 1561 694
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 56 60 909 43 91 165 2401 29 37 1561 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 33 56 60 909 43 91 165 2401 29 37 1561 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: 33 56 60 909 43 91 165 2401 29 37 1561 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
 Final Sat.: 1600 1600 1600 4800 1600 1600 3200 4742 58 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.04 0.04 0.19 0.03 0.06 0.05 0.51 0.51 0.02 0.33 0.00
 Crit Moves: **** **** **** **** ****

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

 Intersection #14 Newport Blvd (NS) / 19th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include 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 3 1 1 2 1 1 0 1 1 0 2 1 1

 Volume Module:
 Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 3439 36 148 2870 529 806 213 7 55 147 205
 Added Vol: 0 322 0 0 145 3 9 5 0 0 1 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 3761 36 148 3015 532 815 218 7 55 148 205
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 3761 36 148 3015 532 815 218 7 55 148 205
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 3761 36 148 3015 532 815 218 7 55 148 205
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 3761 36 148 3015 532 815 218 7 55 148 205

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
 Final Sat.: 1600 6339 61 1600 6400 1600 4800 1600 1600 1600 3200 3200

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.59 0.59 0.09 0.47 0.33 0.17 0.14 0.00 0.03 0.05 0.06
 Crit Moves: **** **** **** **** ****

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 18 3311 42 47 2759 55 5 12 15 27 22 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 3445 44 49 2871 57 5 12 15 27 22 85
Added Vol: 0 322 0 0 145 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 3767 44 49 3016 57 5 12 15 27 22 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 19 3767 44 49 3016 57 5 12 15 27 22 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 3767 44 49 3016 57 5 12 15 27 22 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 3767 44 49 3016 57 5 12 15 27 22 85
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1600 6327 73 1600 4800 1600 471 1129 1600 1600 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.60 0.60 0.03 0.63 0.04 0.00 0.01 0.01 0.02 0.01 0.05
Crit Moves: ****

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 278 3318 0 0 2742 24 46 0 454 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 289 3453 0 0 2853 25 46 0 454 0 0 0
Added Vol: 2 322 0 0 128 17 0 0 9 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 291 3775 0 0 2981 42 46 0 463 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: 291 3775 0 0 2981 42 46 0 463 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 291 3775 0 0 2981 42 46 0 463 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: 291 3775 0 0 2981 42 46 0 463 0 0 0
OvlAdjVol: 172
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.96 0.04 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4733 67 1600 0 3200 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.09 0.59 0.00 0.00 0.63 0.63 0.03 0.00 0.14 0.00 0.00 0.00
OvlAdjV/S: 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 27
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 3222 24 63 3040 127 224 57 38 4 54 27
Added Vol: 0 324 0 0 0 137 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 3546 24 63 3177 127 224 57 38 4 54 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: 54 3546 24 63 3177 127 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 3546 24 63 3177 127 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 3546 24 63 3177 127 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1600 6357 43 1600 4800 1600 3200 1600 1600 1600 1067 533

Capacity Analysis Module:
Vol/Sat: 0.03 0.56 0.56 0.04 0.66 0.08 0.07 0.04 0.02 0.00 0.05 0.05
Crit Moves: ****

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AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 43 1985 157 597 1643 518 818 443 36 149 346 136
Added Vol: 0 158 2 0 72 65 166 66 0 1 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 43 2143 159 597 1715 583 984 509 36 150 372 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 43 2143 159 597 1715 583 984 509 36 150 372 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 2143 159 597 1715 583 984 509 36 150 372 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 43 2143 159 597 1715 583 984 509 36 150 372 136

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.72 0.28 2.00 3.00 1.00 3.00 1.87 0.13 2.00 3.00 1.00
Final Sat.: 1600 5958 442 3200 4800 1600 4800 2989 211 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.36 0.19 0.36 0.36 0.21 0.17 0.17 0.05 0.08 0.09
Crit Moves: ****

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AM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 2171 49 89 1796 48 25 26 4 39 44 84
Added Vol: 0 160 0 0 73 0 0 33 0 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 2331 49 89 1869 48 25 59 4 39 57 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 2331 49 89 1869 48 25 59 4 39 57 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 2331 49 89 1869 48 25 59 4 39 57 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 2331 49 89 1869 48 25 59 4 39 57 84

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.30 0.70 1.00 0.41 0.59 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 476 1124 1600 650 950 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.49 0.03 0.06 0.39 0.03 0.02 0.05 0.00 0.02 0.06 0.05
Crit Moves: ****

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AM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 1955 18 98 1591 85 74 121 70 6 84 72
Added Vol: 1 56 0 0 32 42 104 0 2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 2011 18 98 1623 127 178 121 72 6 84 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 2011 18 98 1623 127 178 121 72 6 84 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 2011 18 98 1623 127 178 121 72 6 84 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 2011 18 98 1623 127 178 121 72 6 84 72

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.97 0.03 1.00 2.78 0.22 0.60 0.40 1.00 1.00 1.00 1.00
Final Sat.: 1600 4758 42 1600 4451 349 953 647 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.42 0.42 0.06 0.36 0.36 0.11 0.19 0.05 0.00 0.05 0.05
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #1 Orange St (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 30 1 42 15 1 29 45 1229 28 29 2999 35
Added Vol: 0 0 0 0 0 0 0 294 0 0 191 0
Approved: 0 0 0 0 0 0 0 40 0 0 67 0
Initial Fut: 30 1 42 15 1 29 45 1563 28 29 3257 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 45 1563 28 29 3257 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 45 1563 28 29 3257 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 45 1563 28 29 3257 35
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1548 52 1600 1500 100 1600 1600 4715 85 1600 4800 1600
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.03 0.33 0.33 0.02 0.68 0.02
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #2 Superior Ave (NS) / Placentia Ave (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 216 406 14 70 879 10 14 171 319 33 339 88
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 216 406 14 70 879 10 14 171 319 33 339 88
Added Vol: 3 4 0 0 8 0 0 0 6 0 0 0
Approved: 0 12 16 0 5 0 0 20 0 27 34 0
Initial Fut: 219 422 30 70 892 10 14 191 325 60 373 88
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 422 30 70 892 10 14 191 325 60 373 88
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 422 30 70 892 10 14 191 325 60 373 88
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 219 422 30 70 892 10 14 191 325 60 373 88
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.87 0.13 1.00 1.98 0.02 1.00 1.00 1.00 1.00 0.81 0.19
Final Sat.: 1600 2988 212 1600 3165 35 1600 1600 1600 1600 1295 305
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.14 0.04 0.28 0.28 0.01 0.12 0.20 0.04 0.29 0.29
Crit Moves: **** **** **** ****

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

 Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 160 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	1	0	2	0	3	0	1	1

Volume Module:

Base Vol:	242	213	75	186	328	920	335	900	219	203	2442	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	242	213	75	186	328	920	349	937	228	211	2541	116
Added Vol:	46	0	0	0	0	14	7	178	30	0	173	0
Approved:	1	5	1	0	8	27	16	39	3	0	74	0
Initial Fut:	289	218	76	186	336	961	372	1154	261	211	2788	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	218	76	186	336	961	372	1154	261	211	2788	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	218	76	186	336	961	372	1154	261	211	2788	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	218	76	186	336	961	372	1154	261	211	2788	116
OvlAdjVol:												589

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.49	1.12	0.39	1.07	1.93	2.00	2.00	3.00	1.00	1.00	4.00	1.00
Final Sat.:	2376	1797	628	1710	3090	3200	3200	4800	1600	1600	6400	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.12	0.11	0.11	0.30	0.12	0.24	0.16	0.13	0.44	0.07	
OvlAdjV/S:												0.18	
Crit Moves:	****												****

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

 Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	1	0	2	0	0	1	0

Volume Module:

Base Vol:	0	270	76	79	230	0	7	28	12	81	0	143
Growth Adj:	1.00	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	270	76	79	230	0	7	28	12	81	0	143
Added Vol:	0	46	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	316	76	79	260	0	7	28	12	81	0	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	1.00
PHF Adj:	1.00	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	316	76	79	260	0	7	28	12	81	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	316	76	79	260	0	7	28	12	81	0	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	316	76	79	260	0	7	28	12	81	0	143

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.00	1.00	2.00	0.00	0.15	0.60	0.25	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	238	953	409	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.05	0.05	0.08	0.00	0.03	0.03	0.03	0.05	0.00	0.09	
Crit Moves:	****												****

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

 Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 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 2 0 1 0 1 1 0 1 1 0

 Volume Module:
 Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 112 1279 63 63 1639 193 320 100 217 127 188 47
 Added Vol: 0 59 0 0 80 0 0 0 0 0 0 0
 Approved: 14 67 5 5 56 6 19 3 21 9 7 13
 Initial Fut: 126 1405 68 68 1775 199 339 103 238 136 195 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 126 1405 68 68 1775 199 339 103 238 136 195 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 126 1405 68 68 1775 199 339 103 238 136 195 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 126 1405 68 68 1775 199 339 103 238 136 195 60

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.53 0.47
 Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2447 753

 Capacity Analysis Module:
 Vol/Sat: 0.08 0.29 0.04 0.04 0.37 0.12 0.11 0.06 0.15 0.09 0.08 0.08
 Crit Moves: **** **** **** ****

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

 Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 101 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

 Volume Module:
 Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
 Added Vol: 0 0 0 69 0 11 0 178 0 0 162 13
 Approved: 0 0 0 34 0 19 0 82 7 0 36 0
 Initial Fut: 0 0 0 497 0 480 0 1451 108 0 2278 551
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 PHF Volume: 0 0 0 497 0 480 0 1451 0 0 2278 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 497 0 480 0 1451 0 0 2278 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
 FinalVolume: 0 0 0 497 0 480 0 1451 0 0 2278 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.30 0.00 0.45 0.00 0.00 0.47 0.00
 Crit Moves: **** ****

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PM PEAK HOUR

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

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

Approach: 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 Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2
Volume Module:
Base Vol: 0 969 26 397 1383 0 0 0 0 31 0 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 969 26 397 1383 0 0 0 0 31 0 305
Added Vol: 0 15 0 0 13 0 0 0 0 0 0 0
PasserByVol: 0 16 0 0 30 0 0 0 0 0 0 0
Initial Fut: 0 1000 26 397 1426 0 0 0 0 31 0 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1000 26 397 1426 0 0 0 0 31 0 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1000 26 397 1426 0 0 0 0 31 0 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1000 26 397 1426 0 0 0 0 31 0 305
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.02 0.12 0.30 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: ****

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Prot+Permit Permitted Permitted
Rights: Include 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
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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
Initial Bse: 14 921 14 138 1212 2 37 2 16 33 6 80
Added Vol: 0 15 0 0 13 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 936 14 138 1225 2 37 2 16 33 6 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 936 14 138 1225 2 37 2 16 33 6 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 936 14 138 1225 2 37 2 16 33 6 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 936 14 138 1225 2 37 2 16 33 6 80
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.96 0.04 1.00 2.00 1.00 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4729 71 1600 3200 1600 1076 58 465 1354 246 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.20 0.09 0.38 0.00 0.02 0.03 0.03 0.02 0.02 0.05
Crit Moves: ****

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
Added Vol: 0 15 0 0 13 0 0 0 0 0 0 0
Approved: 1 10 0 0 8 0 0 0 0 0 0 0
Initial Fut: 50 661 12 96 945 245 167 40 23 25 44 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 50 661 12 96 945 245 167 40 23 25 44 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 661 12 96 945 245 167 40 23 25 44 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 50 661 12 96 945 245 167 40 23 25 44 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.96 0.04 1.00 1.59 0.41 1.61 0.39 1.00 1.00 1.00 1.00
Final Sat.: 1600 3143 57 1600 2541 659 2582 618 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.21 0.21 0.06 0.37 0.37 0.06 0.06 0.01 0.02 0.03 0.00
Crit Moves: ****

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

Intersection #10 Newport Blvd (NS) / 28th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted 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 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 12 552 24 0 0 0 39 32 0 0 26 38
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 552 24 0 0 0 39 32 0 0 26 38
Added Vol: 0 15 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: 12 567 24 0 0 0 39 32 0 0 26 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 12 567 24 0 0 0 39 32 0 0 26 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 12 567 24 0 0 0 39 32 0 0 26 38
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 12 567 24 0 0 0 39 32 0 0 26 38

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.04 1.88 0.08 0.00 0.00 0.00 0.55 0.45 0.00 0.00 1.00 1.00
Final Sat.: 64 3009 127 0 0 0 879 721 0 0 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.00 0.00 0.00 0.02 0.04 0.00 0.00 0.02 0.02
Crit Moves: ****

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

 Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 104 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 3 0 1

 Volume Module:
 Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 8 3 17 81 2 393 260 1535 2 31 2309 53
 Added Vol: 0 0 0 0 0 0 43 28 225 0 0 181 0
 Approved: 0 0 0 0 2 0 0 1 121 0 0 116 1
 Initial Fut: 8 3 17 83 2 436 289 1881 2 31 2606 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 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 8 3 17 83 2 436 289 1881 2 31 2606 54
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 8 3 17 83 2 436 289 1881 2 31 2606 54
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 8 3 17 83 2 436 289 1881 2 31 2606 54
 OvlAdjVol: 147

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
 Final Sat.: 457 171 971 1562 38 1600 1600 3196 4 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.02 0.02 0.05 0.05 0.27 0.18 0.59 0.59 0.02 0.54 0.03
 OvlAdjV/S: 0.09
 Crit Moves: ****

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

 Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted 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 1 0 0 0 0 1 0 0 1 0 1 2 1 0

 Volume Module:
 Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 1 1 0 70 0 38 41 1639 1 0 2328 42
 Added Vol: 0 0 0 0 0 0 0 225 0 0 181 0
 Approved: 0 0 0 0 0 0 0 123 0 0 118 0
 Initial Fut: 1 1 0 70 0 38 41 1987 1 0 2627 42
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 1 0 70 0 38 41 1987 1 0 2627 42
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 1 0 70 0 38 41 1987 1 0 2627 42
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 1 1 0 70 0 38 41 1987 1 0 2627 42

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
 Final Sat.: 800 800 0 1037 0 563 1600 3198 2 0 4725 75

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.03 0.62 0.62 0.00 0.56 0.56
 Crit Moves: ****

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

 Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 126 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include 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 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 39 44 31 876 44 132 128 1569 35 51 2311 1117
 Added Vol: 0 0 0 0 100 0 0 0 225 0 0 181 74
 Approved: 0 0 0 0 3 0 16 27 99 0 0 111 12
 Initial Fut: 39 44 31 979 44 148 155 1893 35 51 2603 1203
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 39 44 31 979 44 148 155 1893 35 51 2603 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 39 44 31 979 44 148 155 1893 35 51 2603 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: 39 44 31 979 44 148 155 1893 35 51 2603 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
 Final Sat.: 1600 1877 1323 4800 1600 1600 3200 4712 88 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.20 0.03 0.09 0.05 0.40 0.40 0.03 0.54 0.00
 Crit Moves: **** * 0.03 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08

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

 Intersection #14 Newport Blvd (NS) / 19th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 136 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include 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 3 1 1 2 1 1 0 1 1 0 2 1 1

 Volume Module:
 Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 50 2764 39 189 2940 1029 701 237 103 56 340 175
 Added Vol: 0 304 0 0 433 11 5 3 0 0 5 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 50 3068 39 189 3373 1040 706 240 103 56 345 175
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 50 3068 39 189 3373 1040 706 240 103 56 345 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 3068 39 189 3373 1040 706 240 103 56 345 175
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 50 3068 39 189 3373 1040 706 240 103 56 345 175

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.95 0.05 1.00 3.82 1.18 2.99 1.01 1.00 1.00 2.65 1.35
 Final Sat.: 1600 6321 79 1600 6114 1886 4776 1624 1600 1600 4246 2154

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.49 0.49 0.12 0.55 0.55 0.15 0.15 0.06 0.04 0.08 0.08
 Crit Moves: **** * 0.03 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08

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

 Intersection #15 Newport Blvd (NS) / Broadway (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 80 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

 Volume Module:
 Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 44 2800 56 71 2859 184 1 7 5 42 25 85
 Added Vol: 0 304 0 0 433 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 44 3104 56 71 3292 184 1 7 5 42 25 85
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 44 3104 56 71 3292 184 1 7 5 42 25 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 44 3104 56 71 3292 184 1 7 5 42 25 85
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 44 3104 56 71 3292 184 1 7 5 42 25 85

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
 Final Sat.: 1600 6286 114 1600 4800 1600 200 1400 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.49 0.49 0.04 0.69 0.12 0.00 0.01 0.00 0.03 0.02 0.05
 Crit Moves: **** **** ****

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

 Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Ovl Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 508 2790 0 0 2715 72 51 0 522 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 529 2903 0 0 2825 75 51 0 522 0 0 0
 Added Vol: 9 288 0 0 433 0 16 0 5 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 538 3191 0 0 3258 75 67 0 527 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: 538 3191 0 0 3258 75 67 0 527 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 538 3191 0 0 3258 75 67 0 527 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: 538 3191 0 0 3258 75 67 0 527 0 0 0
 OvlAdjVol: 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
 Final Sat.: 3200 6400 0 0 4692 108 1600 0 3200 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.17 0.50 0.00 0.00 0.69 0.69 0.04 0.00 0.16 0.00 0.00 0.00
 OvlAdjV/S: 0.00
 Crit Moves: **** **** ****

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

 Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1	0	3	1	0	3	0	1	0	1	0	0

Volume Module:

Base Vol:	96	2816	18	121	3045	116	274	83	53	27	79	51
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	104	3049	19	131	3297	126	285	86	55	28	82	53
Added Vol:	0	297	0	0	438	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	3346	19	131	3735	126	285	86	55	28	82	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:	104	3346	19	131	3735	126	285	86	55	28	82	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	3346	19	131	3735	126	285	86	55	28	82	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:	104	3346	19	131	3735	126	285	86	55	28	82	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	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	6363	37	1600	4800	1600	3200	1600	1600	1600	972	628

Capacity Analysis Module:

Vol/Sat:	0.06	0.53	0.53	0.08	0.78	0.08	0.09	0.05	0.03	0.02	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

 Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 126 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	3	0	1	1	0	2	0

Volume Module:

Base Vol:	45	1510	146	706	1625	348	715	498	58	302	468	136
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1571	152	735	1691	362	715	498	58	302	468	136
Added Vol:	0	151	5	0	218	220	146	58	0	5	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1722	157	735	1909	582	861	556	58	307	556	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1722	157	735	1909	582	861	556	58	307	556	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1722	157	735	1909	582	861	556	58	307	556	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1722	157	735	1909	582	861	556	58	307	556	136

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.67	0.33	2.00	3.00	1.00	3.00	1.81	0.19	2.00	3.00	1.00
Final Sat.:	1600	5866	534	3200	4800	1600	4800	2898	302	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.29	0.29	0.23	0.40	0.36	0.18	0.19	0.19	0.10	0.12	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

 Intersection #19 Newport Blvd (NS) / 16th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

 Volume Module:
 Base Vol: 11 1749 70 72 1865 43 37 34 15 65 63 80
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 11 1820 73 75 1941 45 37 34 15 65 63 80
 Added Vol: 0 156 0 0 224 0 0 28 0 0 43 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 11 1976 73 75 2165 45 37 62 15 65 106 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: 11 1976 73 75 2165 45 37 62 15 65 106 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 11 1976 73 75 2165 45 37 62 15 65 106 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: 11 1976 73 75 2165 45 37 62 15 65 106 80

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.37 0.63 1.00 0.38 0.62 1.00
 Final Sat.: 1600 4800 1600 1600 4800 1600 598 1002 1600 608 992 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.41 0.05 0.05 0.45 0.03 0.02 0.06 0.01 0.04 0.11 0.05
 Crit Moves: **** **** ****

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

 Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

 Volume Module:
 Base Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 42 1600 9 78 1838 55 125 71 56 15 50 78
 Added Vol: 5 54 0 0 75 149 102 0 5 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 47 1654 9 78 1913 204 227 71 61 15 50 78
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 47 1654 9 78 1913 204 227 71 61 15 50 78
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 47 1654 9 78 1913 204 227 71 61 15 50 78
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 47 1654 9 78 1913 204 227 71 61 15 50 78

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.98 0.02 1.00 2.71 0.29 0.76 0.24 1.00 1.00 1.00 1.00
 Final Sat.: 1600 4773 27 1600 4337 463 1219 381 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.35 0.35 0.05 0.44 0.44 0.14 0.19 0.04 0.01 0.03 0.05
 Crit Moves: **** **** ****

**Sensitivity Analysis
Forecast Cumulative
Without Project Conditions (CEQA Analysis)**

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
Added Vol: 0 0 0 28 0 6 0 103 0 0 125 4
Approved: 0 0 0 15 0 35 0 18 4 0 43 4
Initial Fut: 0 0 0 469 0 298 0 2534 152 0 1049 300
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 469 0 298 0 2534 0 0 1049 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 469 0 298 0 2534 0 0 1049 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 469 0 298 0 2534 0 0 1049 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.83 0.00 1.17 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2934 0 1866 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.16 0.00 0.79 0.00 0.00 0.22 0.00
Crit Moves: ****

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
Added Vol: 0 8 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 1169 46 123 717 2 62 6 14 21 2 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 1169 46 123 717 2 62 6 14 21 2 67
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 1169 46 123 717 2 62 6 14 21 2 67
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 1169 46 123 717 2 62 6 14 21 2 67

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.76 0.07 0.17 0.91 0.09 1.00
Final Sat.: 1600 4800 1600 1600 4787 13 1210 117 273 1461 139 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.03 0.08 0.15 0.15 0.04 0.05 0.05 0.01 0.01 0.04
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1	0	2	1	0	2	0	1	1	1	0	0

Volume Module:

Base Vol:	16	888	30	44	577	90	316	34	18	19	27	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	888	30	44	577	90	316	34	18	19	27	32
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
Approved:	0	4	0	0	6	0	1	0	1	0	0	0
Initial Fut:	16	900	30	44	587	90	317	34	19	19	27	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	900	30	44	587	90	317	34	19	19	27	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	900	30	44	587	90	317	34	19	19	27	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	900	30	44	587	90	317	34	19	19	27	32

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.90	0.10	1.00	2.00	1.00	1.81	0.19	1.00	1.00	0.46	0.54
Final Sat.:	1600	4645	155	1600	3200	1600	2890	310	1600	1600	732	868

Capacity Analysis Module:

Vol/Sat:	0.01	0.19	0.19	0.03	0.18	0.06	0.11	0.11	0.01	0.01	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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PM PEAK HOUR - SENSITIVITY TEST

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
Added Vol: 0 0 0 69 0 11 0 178 0 0 162 13
Approved: 0 0 0 34 0 19 0 82 7 0 36 0
Initial Fut: 0 0 0 497 0 480 0 1451 108 0 2278 551
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 497 0 480 0 1451 0 0 2278 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 497 0 480 0 1451 0 0 2278 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 497 0 480 0 1451 0 0 2278 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.53 0.00 1.47 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2444 0 2356 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.20 0.00 0.45 0.00 0.00 0.47 0.00
Crit Moves: **** **

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Added Vol: 0 15 0 0 0 13 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 936 14 138 1225 2 37 2 16 33 6 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: 14 936 14 138 1225 2 37 2 16 33 6 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 936 14 138 1225 2 37 2 16 33 6 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: 14 936 14 138 1225 2 37 2 16 33 6 80

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4800 1600 1600 4792 8 1076 58 465 1354 246 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.01 0.09 0.26 0.26 0.02 0.03 0.03 0.02 0.02 0.05
Crit Moves: **** **

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CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include 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 1 0 0 1 1 0 0 1 0

Volume Module:
Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
Added Vol: 0 15 0 0 13 0 0 0 0 0 0 0
Approved: 1 10 0 0 8 0 0 0 0 0 0 0
Initial Fut: 50 661 12 96 945 245 167 40 23 25 44 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 661 12 96 945 245 167 40 23 25 44 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 661 12 96 945 245 167 40 23 25 44 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 661 12 96 945 245 167 40 23 25 44 75

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 1.61 0.39 1.00 1.00 0.37 0.63
Final Sat.: 1600 4714 86 1600 3200 1600 2582 618 1600 1600 592 1008

Capacity Analysis Module:
Vol/Sat: 0.03 0.14 0.14 0.06 0.30 0.15 0.06 0.06 0.01 0.02 0.07 0.07
Crit Moves: ****

**Forecast Cumulative
With Project Conditions (CEQA Analysis)**

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #1 Orange St (NS) / W Coast Hwy (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 80 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted 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
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 25 4 78 43 1 25 26 3053 21 31 986 19
 Added Vol: 0 0 0 0 0 0 0 97 0 0 242 0
 Approved: 0 0 0 0 0 0 0 50 0 0 31 0
 Initial Fut: 25 4 78 43 1 25 26 3200 21 31 1259 19
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 4 78 43 1 25 26 3200 21 31 1259 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 4 78 43 1 25 26 3200 21 31 1259 19
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 4 78 43 1 25 26 3200 21 31 1259 19

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
 Final Sat.: 1379 221 1600 1564 36 1600 1600 4769 31 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.02 0.67 0.67 0.02 0.26 0.01
 Crit Moves: **** **

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

 Volume Module:
 Base Vol: 392 1128 25 74 281 7 33 274 267 7 217 83
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 392 1128 25 74 281 7 33 274 267 7 217 83
 Added Vol: 0 1 0 0 1 0 0 0 0 0 0 0
 Approved: 0 5 12 0 8 0 0 15 0 6 7 0
 Initial Fut: 392 1134 37 74 290 7 33 289 267 13 224 83
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 392 1134 37 74 290 7 33 289 267 13 224 83
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 392 1134 37 74 290 7 33 289 267 13 224 83
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 392 1134 37 74 290 7 33 289 267 13 224 83

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.94 0.06 1.00 1.95 0.05 1.00 1.00 1.00 1.00 0.73 0.27
 Final Sat.: 1600 3099 101 1600 3125 75 1600 1600 1600 1600 1167 433

 Capacity Analysis Module:
 Vol/Sat: 0.25 0.37 0.37 0.05 0.09 0.09 0.02 0.18 0.17 0.01 0.19 0.19
 Crit Moves: **** **

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 216 330 138 182 152 213 1051 2796 172 84 868 207
Added Vol: 13 0 0 0 0 1 1 111 33 0 136 0
Approved: 1 4 0 0 0 1 6 12 53 1 0 43 0
Initial Fut: 230 334 138 182 153 220 1064 2960 206 84 1047 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: 230 334 138 182 153 220 1064 2960 206 84 1047 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 230 334 138 182 153 220 1064 2960 206 84 1047 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: 230 334 138 182 153 220 1064 2960 206 84 1047 207
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.41 0.59 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1600 2260 940 2608 2192 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.14 0.15 0.15 0.07 0.07 0.07 0.33 0.62 0.13 0.05 0.16 0.13
OvlAdjV/S: 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.235
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 239 115 100 297 0 10 44 20 56 0 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 239 115 100 297 0 10 44 20 56 0 76
Added Vol: 0 13 0 0 0 33 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 252 115 100 330 0 10 44 20 56 0 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 252 115 100 330 0 10 44 20 56 0 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 252 115 100 330 0 10 44 20 56 0 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 252 115 100 330 0 10 44 20 56 0 76

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.14 0.59 0.27 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 216 951 432 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.08 0.07 0.06 0.10 0.00 0.05 0.05 0.05 0.04 0.00 0.05
Crit Moves: ****

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AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 1799 88 53 1201 420 183 115 197 50 216 23
Added Vol: 0 72 0 0 53 0 0 0 0 0 0 0
Approved: 14 46 6 8 65 10 12 5 4 2 2 2
Initial Fut: 144 1917 94 61 1319 430 195 120 201 52 218 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: 144 1917 94 61 1319 430 195 120 201 52 218 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 1917 94 61 1319 430 195 120 201 52 218 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: 144 1917 94 61 1319 430 195 120 201 52 218 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.79 0.21
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2871 329

Capacity Analysis Module:
Vol/Sat: 0.09 0.40 0.06 0.04 0.27 0.27 0.06 0.08 0.13 0.03 0.08 0.08
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
Added Vol: 0 0 0 28 0 6 0 103 8 0 130 12
Approved: 0 0 0 15 0 35 0 18 4 0 43 4
Initial Fut: 0 0 0 469 0 298 0 2534 160 0 1054 308
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 469 0 298 0 2534 0 0 1054 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 469 0 298 0 2534 0 0 1054 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 469 0 298 0 2534 0 0 1054 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.19 0.00 0.79 0.00 0.00 0.22 0.00
Crit Moves: ****

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

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

Approach: 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 Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 0 0 0 0 0 0 2
Volume Module:
Base Vol: 0 1236 37 284 851 0 0 0 0 18 0 368
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1236 37 284 851 0 0 0 0 18 0 368
Added Vol: 0 34 0 0 40 0 0 0 0 0 0 0 0
Approved: 0 20 0 0 13 0 0 0 0 0 0 0 0
Initial Fut: 0 1290 37 284 904 0 0 0 0 18 0 368
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1290 37 284 904 0 0 0 0 18 0 368
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1290 37 284 904 0 0 0 0 18 0 368
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1290 37 284 904 0 0 0 0 18 0 368
OvlAdjVol: 84
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.02 0.09 0.19 0.00 0.00 0.00 0.00 0.01 0.00 0.12
OvlAdjV/S: 0.03
Crit Moves: ****

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
Volume Module:
Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
Added Vol: 0 17 2 24 16 0 0 0 0 1 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 1178 48 147 729 2 62 6 14 22 2 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 1178 48 147 729 2 62 6 14 22 2 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 1178 48 147 729 2 62 6 14 22 2 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 1178 48 147 729 2 62 6 14 22 2 84
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.88 0.12 1.00 2.00 1.00 0.76 0.07 0.17 0.92 0.08 1.00
Final Sat.: 1600 4612 188 1600 3200 1600 1210 117 273 1467 133 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.26 0.26 0.09 0.23 0.00 0.04 0.05 0.05 0.01 0.02 0.05
Crit Moves: ****

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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 1 1 0 1 0 1 1 0 1 1

 Volume Module:
 Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
 Added Vol: 0 10 2 12 6 0 0 0 0 0 1 0 9
 Approved: 0 4 0 0 6 0 1 0 1 0 0 0
 Initial Fut: 16 902 32 56 589 90 317 34 19 20 27 41
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 902 32 56 589 90 317 34 19 20 27 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 902 32 56 589 90 317 34 19 20 27 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 16 902 32 56 589 90 317 34 19 20 27 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.93 0.07 1.00 1.73 0.27 1.81 0.19 1.00 1.00 1.00 1.00
 Final Sat.: 1600 3090 110 1600 2776 424 2890 310 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.29 0.29 0.04 0.21 0.21 0.11 0.11 0.01 0.01 0.02 0.00
 Crit Moves: ****

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

 Intersection #10 Newport Blvd (NS) / 28th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1

 Volume Module:
 Base Vol: 8 778 35 0 0 0 28 30 0 0 16 11
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 8 778 35 0 0 0 28 30 0 0 16 11
 Added Vol: 0 12 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: 8 790 35 0 0 0 28 30 0 0 16 11
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 8 790 35 0 0 0 28 30 0 0 16 11
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 8 790 35 0 0 0 28 30 0 0 16 11
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 8 790 35 0 0 0 28 30 0 0 16 11

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.02 1.90 0.08 0.00 0.00 0.00 0.48 0.52 0.00 0.00 1.00 1.00
 Final Sat.: 31 3035 134 0 0 0 772 828 0 0 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.26 0.26 0.00 0.00 0.00 0.02 0.04 0.00 0.00 0.01 0.01
 Crit Moves: ****

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 3 0 1 117 0 376 347 2257 6 5 1194 82
Added Vol: 0 0 0 0 0 13 33 110 0 0 179 0
Approved: 0 0 0 1 0 1 0 94 0 0 86 0
Initial Fut: 3 0 1 118 0 390 380 2461 6 5 1459 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 3 0 1 118 0 390 380 2461 6 5 1459 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 118 0 390 380 2461 6 5 1459 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 0 1 118 0 390 380 2461 6 5 1459 82
OvlAdjVol: 10

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1200 0 400 1600 0 1600 1600 3192 8 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.24 0.24 0.77 0.77 0.00 0.30 0.05
OvlAdjV/S: 0.01
Crit Moves: ****

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 1 0 0 2 1 0

Volume Module:
Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 1 0 1 46 1 16 22 2363 4 0 1288 37
Added Vol: 0 0 0 0 0 0 0 110 0 0 179 0
Approved: 0 0 0 0 0 0 0 98 0 0 86 0
Initial Fut: 1 0 1 46 1 16 22 2571 4 0 1553 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 0 1 46 1 16 22 2571 4 0 1553 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 46 1 16 22 2571 4 0 1553 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 0 1 46 1 16 22 2571 4 0 1553 37

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 0.00 2.93 0.07
Final Sat.: 800 0 800 1168 25 406 1600 3195 5 0 4687 113

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.04 0.04 0.01 0.80 0.80 0.00 0.33 0.33
Crit Moves: ****

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

 Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 33 56 60 858 43 82 156 2211 29 37 1314 625
 Added Vol: 0 0 0 0 42 0 0 0 110 0 0 179 62
 Approved: 0 0 0 0 9 0 9 9 86 0 0 76 7
 Initial Fut: 33 56 60 909 43 91 165 2407 29 37 1569 694
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 56 60 909 43 91 165 2407 29 37 1569 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 33 56 60 909 43 91 165 2407 29 37 1569 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: 33 56 60 909 43 91 165 2407 29 37 1569 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
 Final Sat.: 1600 1600 1600 4800 1600 1600 3200 4743 57 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.04 0.04 0.19 0.03 0.06 0.05 0.51 0.51 0.02 0.33 0.00
 Crit Moves: **** **** **** **** ****

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

 Intersection #14 Newport Blvd (NS) / 19th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include 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 3 1 1 2 1 1 0 1 1 0 2 1 1

 Volume Module:
 Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 3439 36 148 2870 529 806 213 7 55 147 205
 Added Vol: 0 335 0 0 163 3 9 5 0 0 1 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 3774 36 148 3033 532 815 218 7 55 148 205
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 3774 36 148 3033 532 815 218 7 55 148 205
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 3774 36 148 3033 532 815 218 7 55 148 205
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 3774 36 148 3033 532 815 218 7 55 148 205

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
 Final Sat.: 1600 6339 61 1600 6400 1600 4800 1600 1600 1600 3200 3200

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.60 0.60 0.09 0.47 0.33 0.17 0.14 0.00 0.03 0.05 0.06
 Crit Moves: **** **** **** **** ****

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

 Intersection #15 Newport Blvd (NS) / Broadway (EW)

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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
 Volume Module:
 Base Vol: 18 3311 42 47 2759 55 5 12 15 27 22 85
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 19 3445 44 49 2871 57 5 12 15 27 22 85
 Added Vol: 0 335 0 0 163 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 19 3780 44 49 3034 57 5 12 15 27 22 85
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 19 3780 44 49 3034 57 5 12 15 27 22 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 3780 44 49 3034 57 5 12 15 27 22 85
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 19 3780 44 49 3034 57 5 12 15 27 22 85
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
 Final Sat.: 1600 6327 73 1600 4800 1600 471 1129 1600 1600 1600 1600
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.60 0.60 0.03 0.63 0.04 0.00 0.01 0.01 0.02 0.01 0.05
 Crit Moves: **** **** ****

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

 Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 103 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Ovl Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
 Volume Module:
 Base Vol: 278 3318 0 0 2742 24 46 0 454 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 289 3453 0 0 2853 25 46 0 454 0 0 0
 Added Vol: 4 335 0 0 146 17 0 0 11 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 293 3788 0 0 2999 42 46 0 465 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: 293 3788 0 0 2999 42 46 0 465 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 293 3788 0 0 2999 42 46 0 465 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: 293 3788 0 0 2999 42 46 0 465 0 0 0
 OvlAdjVol: 172
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 4.00 0.00 0.00 2.96 0.04 1.00 0.00 2.00 0.00 0.00 0.00
 Final Sat.: 3200 6400 0 0 4734 66 1600 0 3200 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.09 0.59 0.00 0.00 0.63 0.63 0.03 0.00 0.15 0.00 0.00 0.00
 OvlAdjV/S: 0.05
 Crit Moves: **** **** ****

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 27
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 3222 24 63 3040 127 224 57 38 4 54 27
Added Vol: 0 338 0 0 157 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 3560 24 63 3197 127 224 57 38 4 54 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: 54 3560 24 63 3197 127 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 3560 24 63 3197 127 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 3560 24 63 3197 127 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1600 6357 43 1600 4800 1600 3200 1600 1600 1600 1067 533

Capacity Analysis Module:
Vol/Sat: 0.03 0.56 0.56 0.04 0.67 0.08 0.07 0.04 0.02 0.00 0.05 0.05
Crit Moves: **** **** **** **** ****

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 43 1985 157 597 1643 518 818 443 36 149 346 136
Added Vol: 0 173 2 0 92 65 166 66 0 1 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 43 2158 159 597 1735 583 984 509 36 150 372 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 43 2158 159 597 1735 583 984 509 36 150 372 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 2158 159 597 1735 583 984 509 36 150 372 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 43 2158 159 597 1735 583 984 509 36 150 372 136

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.73 0.27 2.00 3.00 1.00 3.00 1.87 0.13 2.00 3.00 1.00
Final Sat.: 1600 5961 439 3200 4800 1600 4800 2989 211 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.36 0.19 0.36 0.36 0.21 0.17 0.17 0.05 0.08 0.09
Crit Moves: **** **** **** **** ****

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

 Intersection #19 Newport Blvd (NS) / 16th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: 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
 Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

 Volume Module:
 Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 2171 49 89 1796 48 25 26 4 39 44 84
 Added Vol: 0 174 0 0 93 0 0 33 0 0 13 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 2345 49 89 1889 48 25 59 4 39 57 84
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 2345 49 89 1889 48 25 59 4 39 57 84
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 2345 49 89 1889 48 25 59 4 39 57 84
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 2345 49 89 1889 48 25 59 4 39 57 84

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.30 0.70 1.00 0.41 0.59 1.00
 Final Sat.: 1600 4800 1600 1600 4800 1600 476 1124 1600 650 950 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.49 0.03 0.06 0.39 0.03 0.02 0.05 0.00 0.02 0.06 0.05
 Crit Moves: **** *

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

 Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

 Volume Module:
 Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 46 1955 18 98 1591 85 74 121 70 6 84 72
 Added Vol: 1 70 0 0 52 42 104 0 2 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 47 2025 18 98 1643 127 178 121 72 6 84 72
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 47 2025 18 98 1643 127 178 121 72 6 84 72
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 47 2025 18 98 1643 127 178 121 72 6 84 72
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 47 2025 18 98 1643 127 178 121 72 6 84 72

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.97 0.03 1.00 2.78 0.22 0.60 0.40 1.00 1.00 1.00 1.00
 Final Sat.: 1600 4758 42 1600 4455 345 953 647 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.43 0.43 0.06 0.37 0.37 0.11 0.19 0.05 0.00 0.05 0.05
 Crit Moves: **** *

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 30 1 42 15 1 29 45 1229 28 29 2999 35
Added Vol: 0 0 0 0 0 0 0 302 0 0 198 0
Approved: 0 0 0 0 0 0 0 40 0 0 67 0
Initial Fut: 30 1 42 15 1 29 45 1571 28 29 3264 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 45 1571 28 29 3264 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 45 1571 28 29 3264 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 45 1571 28 29 3264 35

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1548 52 1600 1500 100 1600 1600 4716 84 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.03 0.33 0.33 0.02 0.68 0.02
Crit Moves: **** **** **** **** ****

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 216 406 14 70 879 10 14 171 319 33 339 88
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 216 406 14 70 879 10 14 171 319 33 339 88
Added Vol: 3 4 0 0 8 0 0 0 6 0 0 0
Approved: 0 12 16 0 5 0 0 20 0 27 34 0
Initial Fut: 219 422 30 70 892 10 14 191 325 60 373 88
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 422 30 70 892 10 14 191 325 60 373 88
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 422 30 70 892 10 14 191 325 60 373 88
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 219 422 30 70 892 10 14 191 325 60 373 88

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.87 0.13 1.00 1.98 0.02 1.00 1.00 1.00 1.00 0.81 0.19
Final Sat.: 1600 2988 212 1600 3165 35 1600 1600 1600 1600 1295 305

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.14 0.04 0.28 0.28 0.01 0.12 0.20 0.04 0.29 0.29
Crit Moves: **** **** **** **** ****

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PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 161 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 242 213 75 186 328 920 349 937 228 211 2541 116
Added Vol: 46 0 0 0 0 14 7 186 30 0 180 0
Approved: 1 5 1 0 8 27 16 39 3 0 74 0
Initial Fut: 289 218 76 186 336 961 372 1162 261 211 2795 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 289 218 76 186 336 961 372 1162 261 211 2795 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 289 218 76 186 336 961 372 1162 261 211 2795 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 289 218 76 186 336 961 372 1162 261 211 2795 116
OvlAdjVol: 589

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.49 1.12 0.39 1.07 1.93 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 2376 1797 628 1710 3090 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.11 0.11 0.30 0.12 0.24 0.16 0.13 0.44 0.07
OvlAdjV/S: 0.18
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 270 76 79 230 0 7 28 12 81 0 143
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 270 76 79 230 0 7 28 12 81 0 143
Added Vol: 0 46 0 0 30 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 316 76 79 260 0 7 28 12 81 0 143
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 316 76 79 260 0 7 28 12 81 0 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 316 76 79 260 0 7 28 12 81 0 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 316 76 79 260 0 7 28 12 81 0 143

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 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 1.00 1.00 2.00 0.00 0.15 0.60 0.25 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 238 953 409 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.05 0.05 0.08 0.00 0.03 0.03 0.03 0.05 0.00 0.09
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 112 1279 63 63 1639 193 320 100 217 127 188 47
Added Vol: 0 78 0 0 100 0 0 0 0 0 0 0
Approved: 14 67 5 5 56 6 19 3 21 9 7 13
Initial Fut: 126 1424 68 68 1795 199 339 103 238 136 195 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 126 1424 68 68 1795 199 339 103 238 136 195 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 1424 68 68 1795 199 339 103 238 136 195 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 126 1424 68 68 1795 199 339 103 238 136 195 60

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.53 0.47
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2447 753

Capacity Analysis Module:
Vol/Sat: 0.08 0.30 0.04 0.04 0.37 0.12 0.11 0.06 0.15 0.09 0.08 0.08
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
Added Vol: 0 0 0 69 0 11 0 178 8 0 170 21
Approved: 0 0 0 34 0 19 0 82 7 0 36 0
Initial Fut: 0 0 0 497 0 480 0 1451 116 0 2286 559
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 497 0 480 0 1451 0 0 2286 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 497 0 480 0 1451 0 0 2286 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 497 0 480 0 1451 0 0 2286 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.30 0.00 0.45 0.00 0.00 0.48 0.00
Crit Moves: ****

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2
Volume Module:
Base Vol: 0 969 26 397 1383 0 0 0 0 31 0 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 969 26 397 1383 0 0 0 0 31 0 305
Added Vol: 0 49 0 0 49 0 0 0 0 0 0 0
PasserByVol: 0 16 0 0 30 0 0 0 0 0 0 0
Initial Fut: 0 1034 26 397 1462 0 0 0 0 31 0 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1034 26 397 1462 0 0 0 0 31 0 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1034 26 397 1462 0 0 0 0 31 0 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1034 26 397 1462 0 0 0 0 31 0 305
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
Capacity Analysis Module:
Vol/Sat: 0.00 0.22 0.02 0.12 0.30 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: ****

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Added Vol: 0 27 2 24 25 0 0 0 0 2 0 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 948 16 162 1237 2 37 2 16 35 6 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 948 16 162 1237 2 37 2 16 35 6 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 948 16 162 1237 2 37 2 16 35 6 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 948 16 162 1237 2 37 2 16 35 6 103
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4720 80 1600 3200 1600 1076 58 465 1366 234 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.20 0.10 0.39 0.00 0.02 0.03 0.03 0.02 0.03 0.06
Crit Moves: ****

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include 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 1 1 0 1 0 1 1 0 1 1

 Volume Module:
 Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
 Added Vol: 0 17 2 12 15 0 0 0 0 2 0 11
 Approved: 1 10 0 0 8 0 0 0 0 0 0 0
 Initial Fut: 50 663 14 108 947 245 167 40 23 27 44 86
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 50 663 14 108 947 245 167 40 23 27 44 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 663 14 108 947 245 167 40 23 27 44 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: 50 663 14 108 947 245 167 40 23 27 44 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.96 0.04 1.00 1.59 0.41 1.61 0.39 1.00 1.00 1.00 1.00
 Final Sat.: 1600 3134 66 1600 2542 658 2582 618 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.21 0.21 0.07 0.37 0.37 0.06 0.06 0.01 0.02 0.03 0.00
 Crit Moves: **** **** **** **** ****

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

 Intersection #10 Newport Blvd (NS) / 28th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.230
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted 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 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1

 Volume Module:
 Base Vol: 12 552 24 0 0 0 39 32 0 0 26 38
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 12 552 24 0 0 0 39 32 0 0 26 38
 Added Vol: 0 19 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: 12 571 24 0 0 0 39 32 0 0 26 38
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 12 571 24 0 0 0 39 32 0 0 26 38
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 12 571 24 0 0 0 39 32 0 0 26 38
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 12 571 24 0 0 0 39 32 0 0 26 38

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.04 1.88 0.08 0.00 0.00 0.00 0.55 0.45 0.00 0.00 1.00 1.00
 Final Sat.: 63 3010 127 0 0 0 879 721 0 0 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.19 0.19 0.00 0.00 0.00 0.02 0.04 0.00 0.00 0.02 0.02
 Crit Moves: **** **** **** **** ****

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 1 0 3 0 1

Volume Module:
Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 8 3 17 81 2 393 260 1535 2 31 2309 53
Added Vol: 0 0 0 0 0 0 43 28 232 0 0 189 0
Approved: 0 0 0 0 2 0 0 1 121 0 0 116 1
Initial Fut: 8 3 17 83 2 436 289 1888 2 31 2614 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 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 3 17 83 2 436 289 1888 2 31 2614 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 83 2 436 289 1888 2 31 2614 54
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 3 17 83 2 436 289 1888 2 31 2614 54
OvlAdjVol: 147

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 457 171 971 1562 38 1600 1600 3196 4 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.02 0.02 0.05 0.05 0.27 0.18 0.59 0.59 0.02 0.54 0.03
OvlAdjV/S: 0.09
Crit Moves: ****

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 0 0 0 1 0 0 1 0 1 1 0 2 1 0

Volume Module:
Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 1 1 0 70 0 38 41 1639 1 0 2328 42
Added Vol: 0 0 0 0 0 0 0 232 0 0 189 0
Approved: 0 0 0 0 0 0 0 123 0 0 118 0
Initial Fut: 1 1 0 70 0 38 41 1994 1 0 2635 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 1 0 70 0 38 41 1994 1 0 2635 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1 0 70 0 38 41 1994 1 0 2635 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 1 0 70 0 38 41 1994 1 0 2635 42

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 800 800 0 1037 0 563 1600 3198 2 0 4725 75

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.03 0.62 0.62 0.00 0.56 0.56
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include 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 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 39 44 31 876 44 132 128 1569 35 51 2311 1117
Added Vol: 0 0 0 0 100 0 0 0 232 0 0 189 74
Approved: 0 0 0 0 3 0 16 27 99 0 0 111 12
Initial Fut: 39 44 31 979 44 148 155 1900 35 51 2611 1203
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 39 44 31 979 44 148 155 1900 35 51 2611 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 44 31 979 44 148 155 1900 35 51 2611 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: 39 44 31 979 44 148 155 1900 35 51 2611 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1600 1877 1323 4800 1600 1600 3200 4712 88 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.20 0.03 0.09 0.05 0.40 0.40 0.03 0.54 0.00
Crit Moves: ****

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Level Of Service Computation Report

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 2764 39 189 2940 1029 701 237 103 56 340 175
Added Vol: 0 321 0 0 451 11 5 3 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 3085 39 189 3391 1040 706 240 103 56 345 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 3085 39 189 3391 1040 706 240 103 56 345 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 3085 39 189 3391 1040 706 240 103 56 345 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 3085 39 189 3391 1040 706 240 103 56 345 175

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.83 1.17 2.99 1.01 1.00 1.00 2.65 1.35
Final Sat.: 1600 6321 79 1600 6122 1878 4776 1624 1600 1600 4246 2154

Capacity Analysis Module:
Vol/Sat: 0.03 0.49 0.49 0.12 0.55 0.55 0.15 0.15 0.06 0.04 0.08 0.08
Crit Moves: ****

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

 Intersection #15 Newport Blvd (NS) / Broadway (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 81 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

 Volume Module:
 Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 44 2800 56 71 2859 184 1 7 5 42 25 85
 Added Vol: 0 321 0 0 451 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 44 3121 56 71 3310 184 1 7 5 42 25 85
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 44 3121 56 71 3310 184 1 7 5 42 25 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 44 3121 56 71 3310 184 1 7 5 42 25 85
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 44 3121 56 71 3310 184 1 7 5 42 25 85

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
 Final Sat.: 1600 6287 113 1600 4800 1600 200 1400 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.50 0.50 0.04 0.69 0.12 0.00 0.01 0.00 0.03 0.02 0.05
 Crit Moves: **** **** ****

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

 Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Ovl Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

 Volume Module:
 Base Vol: 508 2790 0 0 2715 72 51 0 522 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 529 2903 0 0 2825 75 51 0 522 0 0 0
 Added Vol: 11 305 0 0 451 0 16 0 7 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 540 3208 0 0 3276 75 67 0 529 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: 540 3208 0 0 3276 75 67 0 529 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 540 3208 0 0 3276 75 67 0 529 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: 540 3208 0 0 3276 75 67 0 529 0 0 0
 OvlAdjVol: 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
 Final Sat.: 3200 6400 0 0 4693 107 1600 0 3200 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.17 0.50 0.00 0.00 0.70 0.70 0.04 0.00 0.17 0.00 0.00 0.00
 OvlAdjV/S: 0.00
 Crit Moves: **** **** ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.021
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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
 Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

 Volume Module:
 Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
 Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 104 3049 19 131 3297 126 285 86 55 28 82 53
 Added Vol: 0 316 0 0 458 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 104 3365 19 131 3755 126 285 86 55 28 82 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: 104 3365 19 131 3755 126 285 86 55 28 82 53
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 104 3365 19 131 3755 126 285 86 55 28 82 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: 104 3365 19 131 3755 126 285 86 55 28 82 53

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
 Final Sat.: 1600 6363 37 1600 4800 1600 3200 1600 1600 1600 972 628

 Capacity Analysis Module:
 Vol/Sat: 0.06 0.53 0.53 0.08 0.78 0.08 0.09 0.05 0.03 0.02 0.08 0.08
 Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #18 Newport Blvd (EW) / 17th St (EW)

 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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 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
 Lanes: 1 0 3 1 0 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

 Volume Module:
 Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 47 1571 152 735 1691 362 715 498 58 302 468 136
 Added Vol: 0 170 5 0 238 220 146 58 0 5 88 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 47 1741 157 735 1929 582 861 556 58 307 556 136
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 47 1741 157 735 1929 582 861 556 58 307 556 136
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 47 1741 157 735 1929 582 861 556 58 307 556 136
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 47 1741 157 735 1929 582 861 556 58 307 556 136

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.67 0.33 2.00 3.00 1.00 3.00 1.81 0.19 2.00 3.00 1.00
 Final Sat.: 1600 5871 529 3200 4800 1600 4800 2898 302 3200 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.30 0.30 0.23 0.40 0.36 0.18 0.19 0.19 0.10 0.12 0.09
 Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	0	1	0	0	0	1	0

Volume Module:

Base Vol:	11	1749	70	72	1865	43	37	34	15	65	63	80
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1820	73	75	1941	45	37	34	15	65	63	80
Added Vol:	0	175	0	0	244	0	0	28	0	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1995	73	75	2185	45	37	62	15	65	106	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:	11	1995	73	75	2185	45	37	62	15	65	106	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1995	73	75	2185	45	37	62	15	65	106	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:	11	1995	73	75	2185	45	37	62	15	65	106	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:	1.00	3.00	1.00	1.00	3.00	1.00	0.37	0.63	1.00	0.38	0.62	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	598	1002	1600	608	992	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.42	0.05	0.05	0.46	0.03	0.02	0.06	0.01	0.04	0.11	0.05
Crit Moves:	****			****		****				****		

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

 Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	40	1538	9	75	1766	53	125	71	56	15	50	78
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1600	9	78	1838	55	125	71	56	15	50	78
Added Vol:	5	73	0	0	95	149	102	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1673	9	78	1933	204	227	71	61	15	50	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1673	9	78	1933	204	227	71	61	15	50	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1673	9	78	1933	204	227	71	61	15	50	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1673	9	78	1933	204	227	71	61	15	50	78

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.71	0.29	0.76	0.24	1.00	1.00	1.00	1.00
Final Sat.:	1600	4773	27	1600	4341	459	1219	381	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.35	0.35	0.05	0.45	0.45	0.14	0.19	0.04	0.01	0.03	0.05
Crit Moves:	****			****		****			****			

**Sensitivity Analysis
Forecast Cumulative
With Project Conditions (CEQA Analysis)**

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
Added Vol: 0 0 0 28 0 6 0 103 8 0 130 12
Approved: 0 0 0 15 0 35 0 18 4 0 43 4
Initial Fut: 0 0 0 469 0 298 0 2534 160 0 1054 308
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 469 0 298 0 2534 0 0 1054 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 469 0 298 0 2534 0 0 1054 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 469 0 298 0 2534 0 0 1054 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.83 0.00 1.17 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2934 0 1866 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.16 0.00 0.79 0.00 0.00 0.22 0.00
Crit Moves: *****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 17 1161 46 123 713 2 62 6 14 21 2 67
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 1161 46 123 713 2 62 6 14 21 2 67
Added Vol: 0 17 2 24 16 0 0 0 0 1 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 1178 48 147 729 2 62 6 14 22 2 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 17 1178 48 147 729 2 62 6 14 22 2 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 1178 48 147 729 2 62 6 14 22 2 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 1178 48 147 729 2 62 6 14 22 2 84

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.76 0.07 0.17 0.92 0.08 1.00
Final Sat.: 1600 4800 1600 1600 4787 13 1210 117 273 1467 133 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.25 0.03 0.09 0.15 0.15 0.04 0.05 0.05 0.01 0.02 0.05
Crit Moves: *****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 2 1 0 1 0 2 0 1 1 1 0 0 1 1 0 0 1 0

Volume Module:
Base Vol: 16 888 30 44 577 90 316 34 18 19 27 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 888 30 44 577 90 316 34 18 19 27 32
Added Vol: 0 10 2 12 6 0 0 0 0 1 0 9
Approved: 0 4 0 0 6 0 1 0 1 0 0 0
Initial Fut: 16 902 32 56 589 90 317 34 19 20 27 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 16 902 32 56 589 90 317 34 19 20 27 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 902 32 56 589 90 317 34 19 20 27 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 16 902 32 56 589 90 317 34 19 20 27 41

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.90 0.10 1.00 2.00 1.00 1.81 0.19 1.00 1.00 0.40 0.60
Final Sat.: 1600 4636 164 1600 3200 1600 2890 310 1600 1600 635 965

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.04 0.18 0.06 0.11 0.11 0.01 0.01 0.04 0.04
Crit Moves: ****

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
Added Vol: 0 0 0 69 0 11 0 178 8 0 170 21
Approved: 0 0 0 34 0 19 0 82 7 0 36 0
Initial Fut: 0 0 0 497 0 480 0 1451 116 0 2286 559
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 497 0 480 0 1451 0 0 2286 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 497 0 480 0 1451 0 0 2286 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 497 0 480 0 1451 0 0 2286 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.53 0.00 1.47 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2444 0 2356 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.20 0.00 0.45 0.00 0.00 0.48 0.00
Crit Moves: **** **

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 14 921 14 138 1212 2 37 2 16 33 6 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: 14 921 14 138 1212 2 37 2 16 33 6 80
Added Vol: 0 27 2 24 25 0 0 0 0 2 0 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 948 16 162 1237 2 37 2 16 35 6 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 948 16 162 1237 2 37 2 16 35 6 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 948 16 162 1237 2 37 2 16 35 6 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 948 16 162 1237 2 37 2 16 35 6 103

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.67 0.04 0.29 0.85 0.15 1.00
Final Sat.: 1600 4800 1600 1600 4792 8 1076 58 465 1366 234 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.01 0.10 0.26 0.26 0.02 0.03 0.03 0.02 0.03 0.06
Crit Moves: **** **

LIDO HOUSE HOTEL
CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include 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 1 0 0 1 1 0 0 1 0

Volume Module:
Base Vol: 49 636 12 96 924 245 167 40 23 25 44 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 636 12 96 924 245 167 40 23 25 44 75
Added Vol: 0 17 2 12 15 0 0 0 0 2 0 11
Approved: 1 10 0 0 8 0 0 0 0 0 0 0
Initial Fut: 50 663 14 108 947 245 167 40 23 27 44 86
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 663 14 108 947 245 167 40 23 27 44 86
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 663 14 108 947 245 167 40 23 27 44 86
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 663 14 108 947 245 167 40 23 27 44 86

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.94 0.06 1.00 2.00 1.00 1.61 0.39 1.00 1.00 0.34 0.66
Final Sat.: 1600 4701 99 1600 3200 1600 2582 618 1600 1600 542 1058

Capacity Analysis Module:
Vol/Sat: 0.03 0.14 0.14 0.07 0.30 0.15 0.06 0.06 0.01 0.02 0.08 0.08
Crit Moves: **** **** **** ****

**Forecast General Plan Buildout
Without Project Conditions**

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 3969 20 30 1259 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 4 78 43 1 25 25 3969 20 30 1259 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 25 3969 20 30 1259 18
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 25 3969 20 30 1259 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 25 3969 20 30 1259 18

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1379 221 1600 1564 36 1600 1600 4776 24 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.02 0.83 0.83 0.02 0.26 0.01
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 360 1138 37 89 272 5 31 382 298 11 278 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 360 1138 37 89 272 5 31 382 298 11 278 117
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 360 1138 37 89 272 5 31 382 298 11 278 117
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 360 1138 37 89 272 5 31 382 298 11 278 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 360 1138 37 89 272 5 31 382 298 11 278 117

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.94 0.06 1.00 1.96 0.04 1.00 1.00 1.00 1.00 0.70 0.30
Final Sat.: 1600 3099 101 1600 3142 58 1600 1600 1600 1600 1126 474

Capacity Analysis Module:
Vol/Sat: 0.23 0.37 0.37 0.06 0.09 0.09 0.02 0.24 0.19 0.01 0.25 0.25
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.102
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 261 515 322 232 190 141 761 3026 182 157 857 264
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 261 515 322 232 190 141 761 3026 182 157 857 264
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 261 515 322 232 190 141 761 3026 182 157 857 264
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 261 515 322 232 190 141 761 3026 182 157 857 264
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 261 515 322 232 190 141 761 3026 182 157 857 264
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.13 0.87 1.65 1.35 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1600 1801 1399 2639 2161 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.16 0.29 0.23 0.09 0.09 0.04 0.24 0.63 0.11 0.10 0.13 0.17
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 308 227 159 309 0 13 87 26 56 0 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 308 227 159 309 0 13 87 26 56 0 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 308 227 159 309 0 13 87 26 56 0 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 308 227 159 309 0 13 87 26 56 0 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 308 227 159 309 0 13 87 26 56 0 76

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.10 0.69 0.21 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 165 1105 330 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.14 0.10 0.10 0.00 0.08 0.08 0.08 0.04 0.00 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 121 2090 173 103 1344 390 212 225 222 67 240 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 121 2090 173 103 1344 390 212 225 222 67 240 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 121 2090 173 103 1344 390 212 225 222 67 240 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 2090 173 103 1344 390 212 225 222 67 240 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 2090 173 103 1344 390 212 225 222 67 240 32

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.76 0.24
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2824 376

Capacity Analysis Module:
Vol/Sat: 0.08 0.44 0.11 0.06 0.28 0.24 0.07 0.14 0.14 0.04 0.09 0.08
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.205
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 480 0 558 0 2740 140 0 1202 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: 0 0 0 480 0 558 0 2740 140 0 1202 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 1.00
PHF Adj: 1.00 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 0 480 0 558 0 2740 0 0 1202 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 480 0 558 0 2740 0 0 1202 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 0 480 0 558 0 2740 0 0 1202 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.35 0.00 0.86 0.00 0.00 0.25 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2
Volume Module:
Base Vol: 0 1540 43 277 830 0 0 0 0 20 0 430
Growth Adj: 1.00 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 1540 43 277 830 0 0 0 0 20 0 430
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1540 43 277 830 0 0 0 0 20 0 430
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1540 43 277 830 0 0 0 0 20 0 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1540 43 277 830 0 0 0 0 20 0 430
OvlAdjVol: 153
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
Capacity Analysis Module:
Vol/Sat: 0.00 0.32 0.03 0.09 0.17 0.00 0.00 0.00 0.00 0.01 0.00 0.13
OvlAdjV/S: 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
Volume Module:
Base Vol: 21 1440 69 206 737 2 62 6 14 22 2 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: 21 1440 69 206 737 2 62 6 14 22 2 81
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 1440 69 206 737 2 62 6 14 22 2 81
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 1440 69 206 737 2 62 6 14 22 2 81
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 21 1440 69 206 737 2 62 6 14 22 2 81
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.86 0.14 1.00 2.00 1.00 0.76 0.07 0.17 0.92 0.08 1.00
Final Sat.: 1600 4581 219 1600 3200 1600 1210 117 273 1467 133 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.31 0.31 0.13 0.23 0.00 0.04 0.05 0.05 0.01 0.02 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 19 1110 73 69 602 69 368 78 27 40 42 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: 19 1110 73 69 602 69 368 78 27 40 42 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 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: 19 1110 73 69 602 69 368 78 27 40 42 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 1110 73 69 602 69 368 78 27 40 42 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: 19 1110 73 69 602 69 368 78 27 40 42 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.88 0.12 1.00 1.79 0.21 1.65 0.35 1.00 1.00 1.00 1.00
Final Sat.: 1600 3003 197 1600 2871 329 2640 560 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.37 0.37 0.04 0.21 0.21 0.14 0.14 0.02 0.03 0.03 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #10 Newport Blvd (NS) / 28th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 10 1140 45 0 0 0 40 39 0 0 28 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: 10 1140 45 0 0 0 40 39 0 0 28 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: 10 1140 45 0 0 0 40 39 0 0 28 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 1140 45 0 0 0 40 39 0 0 28 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: 10 1140 45 0 0 0 40 39 0 0 28 22

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 1.91 0.07 0.00 0.00 0.00 0.51 0.49 0.00 0.00 1.00 1.00
Final Sat.: 27 3053 121 0 0 0 810 790 0 0 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.37 0.37 0.00 0.00 0.00 0.03 0.05 0.00 0.00 0.02 0.01
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 3 0 1 116 0 405 407 2854 6 5 1565 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 0 1 116 0 405 407 2854 6 5 1565 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 116 0 405 407 2854 6 5 1565 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 116 0 405 407 2854 6 5 1565 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1 116 0 405 407 2854 6 5 1565 93
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1200 0 400 1600 0 1600 1600 3193 7 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.25 0.25 0.89 0.89 0.00 0.33 0.06
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 1 0 1 64 1 36 67 2746 4 0 1524 73
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1 0 1 64 1 36 67 2746 4 0 1524 73
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 0 1 64 1 36 67 2746 4 0 1524 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 64 1 36 67 2746 4 0 1524 73
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 0 1 64 1 36 67 2746 4 0 1524 73

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.00 0.50 0.63 0.01 0.36 1.00 1.99 0.01 0.00 2.86 0.14
Final Sat.: 800 0 800 1014 16 570 1600 3195 5 0 4581 219

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.06 0.06 0.04 0.86 0.86 0.00 0.33 0.33
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 38 54 60 858 39 94 189 2762 33 37 1638 656
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 54 60 858 39 94 189 2762 33 37 1638 656
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: 38 54 60 858 39 94 189 2762 33 37 1638 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 54 60 858 39 94 189 2762 33 37 1638 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: 38 54 60 858 39 94 189 2762 33 37 1638 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 1600 1600 4800 1600 1600 3200 4743 57 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.18 0.02 0.06 0.06 0.58 0.58 0.02 0.34 0.00
Crit Moves: **** **

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 39 3811 28 127 3028 768 1305 235 9 53 194 234
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 3811 28 127 3028 768 1305 235 9 53 194 234
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 39 3811 28 127 3028 768 1305 235 9 53 194 234
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 3811 28 127 3028 768 1305 235 9 53 194 234
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 39 3811 28 127 3028 768 1305 235 9 53 194 234

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.99 1.01 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1600 6353 47 1600 6381 1619 4800 1600 1600 1600 3200 3200

Capacity Analysis Module:
Vol/Sat: 0.02 0.60 0.60 0.08 0.47 0.47 0.27 0.15 0.01 0.03 0.06 0.07
Crit Moves: **** **

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 23 3836 48 42 3075 56 4 10 16 30 22 78
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 3836 48 42 3075 56 4 10 16 30 22 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 23 3836 48 42 3075 56 4 10 16 30 22 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 3836 48 42 3075 56 4 10 16 30 22 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 3836 48 42 3075 56 4 10 16 30 22 78

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1600 6321 79 1600 4800 1600 457 1143 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.61 0.61 0.03 0.64 0.04 0.00 0.01 0.01 0.02 0.01 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 465 3901 0 0 3028 36 49 0 511 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: 465 3901 0 0 3028 36 49 0 511 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: 465 3901 0 0 3028 36 49 0 511 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 465 3901 0 0 3028 36 49 0 511 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: 465 3901 0 0 3028 36 49 0 511 0 0 0
OvlAdjVol: 46

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.96 0.04 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4744 56 1600 0 3200 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.15 0.61 0.00 0.00 0.64 0.64 0.03 0.00 0.16 0.00 0.00 0.00
OvlAdjV/S: 0.01
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0
Volume Module:
Base Vol: 62 3728 22 59 3126 150 343 69 50 4 57 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 62 3728 22 59 3126 150 343 69 50 4 57 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 62 3728 22 59 3126 150 343 69 50 4 57 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 62 3728 22 59 3126 150 343 69 50 4 57 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 62 3728 22 59 3126 150 343 69 50 4 57 29
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.66 0.34
Final Sat.: 1600 6362 38 1600 4800 1600 3200 1600 1600 1600 1060 540
Capacity Analysis Module:
Vol/Sat: 0.04 0.59 0.59 0.04 0.65 0.09 0.11 0.04 0.03 0.00 0.05 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1
Volume Module:
Base Vol: 55 2177 177 597 1719 592 1198 666 57 194 493 165
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 2177 177 597 1719 592 1198 666 57 194 493 165
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 2177 177 597 1719 592 1198 666 57 194 493 165
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 2177 177 597 1719 592 1198 666 57 194 493 165
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 2177 177 597 1719 592 1198 666 57 194 493 165
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.70 0.30 2.00 3.00 1.00 3.00 1.84 0.16 2.00 3.00 1.00
Final Sat.: 1600 5919 481 3200 4800 1600 4800 2948 252 3200 4800 1600
Capacity Analysis Module:
Vol/Sat: 0.03 0.37 0.37 0.19 0.36 0.37 0.25 0.23 0.23 0.06 0.10 0.10
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 19 2412 53 80 1946 71 27 28 5 39 60 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: 19 2412 53 80 1946 71 27 28 5 39 60 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 19 2412 53 80 1946 71 27 28 5 39 60 71
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 2412 53 80 1946 71 27 28 5 39 60 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 2412 53 80 1946 71 27 28 5 39 60 71

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 0.49 0.51 1.00 0.39 0.61 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 785 815 1600 630 970 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.50 0.03 0.05 0.41 0.04 0.02 0.03 0.00 0.02 0.06 0.04
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 52 2250 20 91 1759 78 80 131 90 7 82 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: 52 2250 20 91 1759 78 80 131 90 7 82 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 52 2250 20 91 1759 78 80 131 90 7 82 71
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 2250 20 91 1759 78 80 131 90 7 82 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 2250 20 91 1759 78 80 131 90 7 82 71

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.97 0.03 1.00 2.87 0.13 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1600 4758 42 1600 4596 204 607 993 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.47 0.47 0.06 0.38 0.38 0.05 0.13 0.06 0.00 0.05 0.04
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include 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 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1457 27 28 3600 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1457 27 28 3600 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1457 27 28 3600 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1457 27 28 3600 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1457 27 28 3600 34

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1548 52 1600 1500 100 1600 1600 4713 87 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.03 0.31 0.31 0.02 0.75 0.02
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 205 394 26 88 884 6 8 201 299 69 441 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 205 394 26 88 884 6 8 201 299 69 441 117
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 205 394 26 88 884 6 8 201 299 69 441 117
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 394 26 88 884 6 8 201 299 69 441 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 205 394 26 88 884 6 8 201 299 69 441 117

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.88 0.12 1.00 1.99 0.01 1.00 1.00 1.00 1.00 0.79 0.21
Final Sat.: 1600 3002 198 1600 3178 22 1600 1600 1600 1600 1265 335

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.06 0.28 0.28 0.01 0.13 0.19 0.04 0.35 0.35
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 249 279 163 293 453 684 227 1014 216 411 2667 154
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 249 279 163 293 453 684 227 1014 216 411 2667 154
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 249 279 163 293 453 684 227 1014 216 411 2667 154
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 249 279 163 293 453 684 227 1014 216 411 2667 154
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 249 279 163 293 453 684 227 1014 216 411 2667 154
OvlAdjVol: 457

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.08 1.21 0.71 1.18 1.82 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1728 1938 1134 1885 2915 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.14 0.16 0.16 0.21 0.07 0.21 0.14 0.26 0.42 0.10
OvlAdjV/S: 0.14
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

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

Approach: 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 319 99 103 271 0 7 31 12 123 0 217
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 319 99 103 271 0 7 31 12 123 0 217
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 319 99 103 271 0 7 31 12 123 0 217
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 319 99 103 271 0 7 31 12 123 0 217
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 319 99 103 271 0 7 31 12 123 0 217

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.14 0.62 0.24 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 224 992 384 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.06 0.06 0.08 0.00 0.03 0.03 0.03 0.08 0.00 0.14
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 130 1331 97 106 1808 244 366 167 240 192 326 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 1331 97 106 1808 244 366 167 240 192 326 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 1331 97 106 1808 244 366 167 240 192 326 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 1331 97 106 1808 244 366 167 240 192 326 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 1331 97 106 1808 244 366 167 240 192 326 74

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 2.00 1.00 1.00 1.00 1.63 0.37
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2608 592

Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.06 0.07 0.38 0.15 0.11 0.10 0.15 0.12 0.13 0.13
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 577 0 510 0 1743 90 0 2280 640
Growth Adj: 1.00 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 0 577 0 510 0 1743 90 0 2280 640
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 577 0 510 0 1743 0 0 2280 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 577 0 510 0 1743 0 0 2280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 577 0 510 0 1743 0 0 2280 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.32 0.00 0.54 0.00 0.00 0.48 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 983 26 444 1527 0 0 0 0 33 0 317
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 983 26 444 1527 0 0 0 0 33 0 317
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 983 26 444 1527 0 0 0 0 33 0 317
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 983 26 444 1527 0 0 0 0 33 0 317
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 983 26 444 1527 0 0 0 0 33 0 317
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200

Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.02 0.14 0.32 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 14 921 15 150 1408 2 37 2 25 60 6 161
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 921 15 150 1408 2 37 2 25 60 6 161
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 921 15 150 1408 2 37 2 25 60 6 161
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 921 15 150 1408 2 37 2 25 60 6 161
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 921 15 150 1408 2 37 2 25 60 6 161

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 0.58 0.03 0.39 0.91 0.09 1.00
Final Sat.: 1600 4723 77 1600 3200 1600 925 50 625 1455 145 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.19 0.09 0.44 0.00 0.02 0.04 0.04 0.04 0.04 0.10
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

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

Approach: 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 1 1 0 1 0 1 1 0 1 1
Volume Module:
Base Vol: 83 705 32 118 1185 190 121 70 42 63 67 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 83 705 32 118 1185 190 121 70 42 63 67 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 83 705 32 118 1185 190 121 70 42 63 67 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 83 705 32 118 1185 190 121 70 42 63 67 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: 83 705 32 118 1185 190 121 70 42 63 67 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.91 0.09 1.00 1.72 0.28 1.27 0.73 1.00 1.00 1.00 1.00
Final Sat.: 1600 3061 139 1600 2758 442 2027 1173 1600 1600 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.05 0.23 0.23 0.07 0.43 0.43 0.06 0.06 0.03 0.04 0.04 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #10 Newport Blvd (NS) / 28th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted 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 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0 1 0 1
Volume Module:
Base Vol: 14 718 28 0 0 0 43 32 0 0 37 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 718 28 0 0 0 43 32 0 0 37 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 718 28 0 0 0 43 32 0 0 37 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 718 28 0 0 0 43 32 0 0 37 59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 718 28 0 0 0 43 32 0 0 37 59
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.04 1.89 0.07 0.00 0.00 0.00 0.57 0.43 0.00 0.00 1.00 1.00
Final Sat.: 59 3023 118 0 0 0 917 683 0 0 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.24 0.00 0.00 0.00 0.03 0.05 0.00 0.00 0.02 0.04
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1

Volume Module:
Base Vol: 8 3 17 93 2 427 335 2087 2 30 2833 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 3 17 93 2 427 335 2087 2 30 2833 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 3 17 93 2 427 335 2087 2 30 2833 65
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 93 2 427 335 2087 2 30 2833 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 3 17 93 2 427 335 2087 2 30 2833 65
OvlAdjVol: 92

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 457 171 971 1566 34 1600 1600 3197 3 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.02 0.02 0.06 0.06 0.27 0.21 0.65 0.65 0.02 0.59 0.04
OvlAdjV/S: 0.06
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 119 0 100 85 1941 1 0 2640 55
Growth Adj: 1.00 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 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 55
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 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: 0.00 1.00 0.00 0.54 0.00 0.46 1.00 1.99 0.01 0.00 2.94 0.06
Final Sat.: 0 1600 0 869 0 731 1600 3198 2 0 4702 98

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.14 0.05 0.61 0.61 0.00 0.56 0.56
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 41 37 32 878 38 136 137 2017 39 53 2840 1113
Growth Adj: 1.00 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 37 32 878 38 136 137 2017 39 53 2840 1113
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 37 32 878 38 136 137 2017 39 53 2840 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 37 32 878 38 136 137 2017 39 53 2840 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: 41 37 32 878 38 136 137 2017 39 53 2840 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.07 0.93 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1600 1716 1484 4800 1600 1600 3200 4709 91 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.02 0.18 0.02 0.09 0.04 0.43 0.43 0.03 0.59 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 58 3018 36 222 3082 1479 930 271 105 43 354 173
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 58 3018 36 222 3082 1479 930 271 105 43 354 173
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 58 3018 36 222 3082 1479 930 271 105 43 354 173
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 3018 36 222 3082 1479 930 271 105 43 354 173
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 3018 36 222 3082 1479 930 271 105 43 354 173

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.38 1.62 3.00 1.00 1.00 1.00 2.69 1.31
Final Sat.: 1600 6325 75 1600 5406 2594 4800 1600 1600 1600 4299 2101

Capacity Analysis Module:
Vol/Sat: 0.04 0.48 0.48 0.14 0.57 0.57 0.19 0.17 0.07 0.03 0.08 0.08
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOZING WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 47 3036 56 64 3027 179 2 10 8 44 24 82
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 3036 56 64 3027 179 2 10 8 44 24 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 3036 56 64 3027 179 2 10 8 44 24 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 3036 56 64 3027 179 2 10 8 44 24 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 3036 56 64 3027 179 2 10 8 44 24 82

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.17 0.83 1.00 1.00 1.00 1.00
Final Sat.: 1600 6284 116 1600 4800 1600 267 1333 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.48 0.48 0.04 0.63 0.11 0.00 0.01 0.01 0.03 0.02 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOZING WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 645 3133 0 0 3028 75 67 0 832 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: 645 3133 0 0 3028 75 67 0 832 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: 645 3133 0 0 3028 75 67 0 832 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 645 3133 0 0 3028 75 67 0 832 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: 645 3133 0 0 3028 75 67 0 832 0 0 0
OvlAdjVol: 187

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4684 116 1600 0 3200 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.20 0.49 0.00 0.00 0.65 0.65 0.04 0.00 0.26 0.00 0.00 0.00
OvlAdjV/S: 0.06
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 118 3234 17 131 3530 166 335 82 56 24 85 51
Growth Adj: 1.00 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 3234 17 131 3530 166 335 82 56 24 85 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: 118 3234 17 131 3530 166 335 82 56 24 85 51
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 118 3234 17 131 3530 166 335 82 56 24 85 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: 118 3234 17 131 3530 166 335 82 56 24 85 51

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.62 0.38
Final Sat.: 1600 6367 33 1600 4800 1600 3200 1600 1600 1600 1000 600

Capacity Analysis Module:
Vol/Sat: 0.07 0.51 0.51 0.08 0.74 0.10 0.10 0.05 0.04 0.02 0.09 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 72 1648 145 749 1902 594 971 618 79 321 726 144
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 72 1648 145 749 1902 594 971 618 79 321 726 144
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 72 1648 145 749 1902 594 971 618 79 321 726 144
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 72 1648 145 749 1902 594 971 618 79 321 726 144
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 72 1648 145 749 1902 594 971 618 79 321 726 144

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.68 0.32 2.00 3.00 1.00 3.00 1.77 0.23 2.00 3.00 1.00
Final Sat.: 1600 5882 518 3200 4800 1600 4800 2837 363 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.05 0.28 0.28 0.23 0.40 0.37 0.20 0.22 0.22 0.10 0.15 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 14 1902 63 65 2190 56 68 52 30 66 70 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 1902 63 65 2190 56 68 52 30 66 70 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 1902 63 65 2190 56 68 52 30 66 70 74
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 1902 63 65 2190 56 68 52 30 66 70 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 1902 63 65 2190 56 68 52 30 66 70 74

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 0.57 0.43 1.00 0.49 0.51 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 907 693 1600 776 824 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.40 0.04 0.04 0.46 0.04 0.04 0.08 0.02 0.04 0.09 0.05
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 56 1689 10 79 2092 73 127 71 63 16 61 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 1689 10 79 2092 73 127 71 63 16 61 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 56 1689 10 79 2092 73 127 71 63 16 61 74
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 1689 10 79 2092 73 127 71 63 16 61 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 56 1689 10 79 2092 73 127 71 63 16 61 74

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.98 0.02 1.00 2.90 0.10 0.64 0.36 1.00 1.00 1.00 1.00
Final Sat.: 1600 4772 28 1600 4638 162 1026 574 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.04 0.35 0.35 0.05 0.45 0.45 0.08 0.12 0.04 0.01 0.04 0.05
Crit Moves: ****

**Sensitivity Analysis
Forecast General Plan Buildout
Without Project Conditions**

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 480 0 558 0 2740 140 0 1202 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: 0 0 0 480 0 558 0 2740 140 0 1202 370
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 480 0 558 0 2740 0 0 1202 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 480 0 558 0 2740 0 0 1202 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 480 0 558 0 2740 0 0 1202 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.39 0.00 1.61 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2220 0 2580 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.22 0.00 0.86 0.00 0.00 0.25 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 21 1440 69 206 737 2 62 6 14 22 2 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: 21 1440 69 206 737 2 62 6 14 22 2 81
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 1440 69 206 737 2 62 6 14 22 2 81
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 1440 69 206 737 2 62 6 14 22 2 81
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 21 1440 69 206 737 2 62 6 14 22 2 81

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.76 0.07 0.17 0.92 0.08 1.00
Final Sat.: 1600 4800 1600 1600 4787 13 1210 117 273 1467 133 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.30 0.04 0.13 0.15 0.15 0.04 0.05 0.05 0.01 0.02 0.05
Crit Moves: **** **** ****

 LIDO HOUSE HOTEL
 FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
 AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1	0	1	0	0

Volume Module:
 Base Vol: 19 1110 73 69 602 69 368 78 27 40 42 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: 19 1110 73 69 602 69 368 78 27 40 42 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: 19 1110 73 69 602 69 368 78 27 40 42 52
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 1110 73 69 602 69 368 78 27 40 42 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: 19 1110 73 69 602 69 368 78 27 40 42 52

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.81 0.19 1.00 2.00 1.00 1.65 0.35 1.00 1.00 0.45 0.55
 Final Sat.: 1600 4504 296 1600 3200 1600 2640 560 1600 1600 715 885

Capacity Analysis Module:
 Vol/Sat: 0.01 0.25 0.25 0.04 0.19 0.04 0.14 0.14 0.02 0.03 0.06 0.06
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 577 0 510 0 1743 90 0 2280 640
Growth Adj: 1.00 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 0 577 0 510 0 1743 90 0 2280 640
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 577 0 510 0 1743 0 0 2280 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 577 0 510 0 1743 0 0 2280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 577 0 510 0 1743 0 0 2280 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.59 xxxx 1.41 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2548 0 2252 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.23 0.00 0.54 0.00 0.00 0.48 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 14 921 15 150 1408 2 37 2 25 60 6 161
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 921 15 150 1408 2 37 2 25 60 6 161
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 921 15 150 1408 2 37 2 25 60 6 161
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 921 15 150 1408 2 37 2 25 60 6 161
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 921 15 150 1408 2 37 2 25 60 6 161

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.58 0.03 0.39 0.91 0.09 1.00
Final Sat.: 1600 4800 1600 1600 4793 7 925 50 625 1455 145 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.01 0.09 0.29 0.29 0.02 0.04 0.04 0.04 0.04 0.10
Crit Moves: ****

LIDO HOUSE HOTEL
 FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
 PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

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

 Approach: 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:	1	0	2	1	0	2	1	1	0	1	0	1

Volume Module:

Base Vol:	83	705	32	118	1185	190	121	70	42	63	67	74
Growth Adj:	1.00	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	705	32	118	1185	190	121	70	42	63	67	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	705	32	118	1185	190	121	70	42	63	67	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	705	32	118	1185	190	121	70	42	63	67	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	705	32	118	1185	190	121	70	42	63	67	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.00	1.00	1.27	0.73	1.00	1.00	0.48	0.52
Final Sat.:	1600	4592	208	1600	3200	1600	2027	1173	1600	1600	760	840

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.07	0.37	0.12	0.06	0.06	0.03	0.04	0.09	0.09
Crit Moves:	****			****			****			****		

**Forecast General Plan Buildout
With Project Conditions**

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 3970 20 30 1260 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 4 78 43 1 25 25 3970 20 30 1260 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 25 3970 20 30 1260 18
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 25 3970 20 30 1260 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 25 3970 20 30 1260 18

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1379 221 1600 1564 36 1600 1600 4776 24 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.02 0.83 0.83 0.02 0.26 0.01
Crit Moves: **** **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
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 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 360 1138 37 89 272 5 31 382 298 11 278 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 360 1138 37 89 272 5 31 382 298 11 278 117
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 360 1138 37 89 272 5 31 382 298 11 278 117
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 360 1138 37 89 272 5 31 382 298 11 278 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 360 1138 37 89 272 5 31 382 298 11 278 117

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.94 0.06 1.00 1.96 0.04 1.00 1.00 1.00 1.00 0.70 0.30
Final Sat.: 1600 3099 101 1600 3142 58 1600 1600 1600 1600 1126 474

Capacity Analysis Module:
Vol/Sat: 0.23 0.37 0.37 0.06 0.09 0.09 0.02 0.24 0.19 0.01 0.25 0.25
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 259 515 324 234 190 140 757 3032 181 159 861 268
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 259 515 324 234 190 140 757 3032 181 159 861 268
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 259 515 324 234 190 140 757 3032 181 159 861 268
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 259 515 324 234 190 140 757 3032 181 159 861 268
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 259 515 324 234 190 140 757 3032 181 159 861 268
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.11 0.89 1.66 1.34 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1600 1781 1419 2649 2151 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.16 0.29 0.23 0.09 0.09 0.04 0.24 0.63 0.11 0.10 0.13 0.17
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 308 227 159 309 0 13 86 26 56 0 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 308 227 159 309 0 13 86 26 56 0 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 308 227 159 309 0 13 86 26 56 0 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 308 227 159 309 0 13 86 26 56 0 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 308 227 159 309 0 13 86 26 56 0 76

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.10 0.69 0.21 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 166 1101 333 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.14 0.10 0.10 0.00 0.08 0.08 0.08 0.04 0.00 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 119 2086 170 101 1341 384 211 219 220 70 247 33
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 119 2086 170 101 1341 384 211 219 220 70 247 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: 119 2086 170 101 1341 384 211 219 220 70 247 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 119 2086 170 101 1341 384 211 219 220 70 247 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: 119 2086 170 101 1341 384 211 219 220 70 247 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 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.76 0.24
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2823 377

Capacity Analysis Module:
Vol/Sat: 0.07 0.43 0.11 0.06 0.28 0.24 0.07 0.14 0.14 0.04 0.09 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.207
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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
Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 492 0 557 0 2748 140 0 1203 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: 0 0 0 492 0 557 0 2748 140 0 1203 370
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 492 0 557 0 2748 0 0 1203 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 492 0 557 0 2748 0 0 1203 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 492 0 557 0 2748 0 0 1203 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.35 0.00 0.86 0.00 0.00 0.25 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2

Volume Module:
Base Vol: 0 1540 43 277 830 0 0 0 0 20 0 430
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1540 43 277 830 0 0 0 0 20 0 430
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1540 43 277 830 0 0 0 0 20 0 430
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1540 43 277 830 0 0 0 0 20 0 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1540 43 277 830 0 0 0 0 20 0 430
OvlAdjVol: 153

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200

Capacity Analysis Module:
Vol/Sat: 0.00 0.32 0.03 0.09 0.17 0.00 0.00 0.00 0.00 0.01 0.00 0.13
OvlAdjV/S: 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit 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
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 21 1450 59 147 725 2 62 6 14 22 2 84
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 1450 59 147 725 2 62 6 14 22 2 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 1450 59 147 725 2 62 6 14 22 2 84
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 1450 59 147 725 2 62 6 14 22 2 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 21 1450 59 147 725 2 62 6 14 22 2 84

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.88 0.12 1.00 2.00 1.00 0.76 0.07 0.17 0.92 0.08 1.00
Final Sat.: 1600 4612 188 1600 3200 1600 1210 117 273 1467 133 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.31 0.31 0.09 0.23 0.00 0.04 0.05 0.05 0.01 0.02 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include 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
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 1

 Volume Module:
 Base Vol: 20 1113 74 68 601 68 366 78 28 41 42 51
 Growth Adj: 1.00 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 1113 74 68 601 68 366 78 28 41 42 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 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 20 1113 74 68 601 68 366 78 28 41 42 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 1113 74 68 601 68 366 78 28 41 42 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 20 1113 74 68 601 68 366 78 28 41 42 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.88 0.12 1.00 1.80 0.20 1.65 0.35 1.00 1.00 1.00 1.00
 Final Sat.: 1600 3001 199 1600 2875 325 2638 562 1600 1600 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.37 0.37 0.04 0.21 0.21 0.14 0.14 0.02 0.03 0.03 0.00
 Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

 Intersection #10 Newport Blvd (NS) / 28th St (EW)

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1

 Volume Module:
 Base Vol: 10 1140 45 0 0 0 40 38 0 0 28 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: 10 1140 45 0 0 0 40 38 0 0 28 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: 10 1140 45 0 0 0 40 38 0 0 28 22
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 1140 45 0 0 0 40 38 0 0 28 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: 10 1140 45 0 0 0 40 38 0 0 28 22

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.02 1.91 0.07 0.00 0.00 0.00 0.51 0.49 0.00 0.00 1.00 1.00
 Final Sat.: 27 3053 121 0 0 0 821 779 0 0 1600 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.37 0.37 0.00 0.00 0.00 0.03 0.05 0.00 0.00 0.02 0.01
 Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 0 1 1 0 1 1 0 3 0 1

Volume Module:
Base Vol: 3 0 1 118 0 403 399 2863 6 5 1564 91
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 0 1 118 0 403 399 2863 6 5 1564 91
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 118 0 403 399 2863 6 5 1564 91
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 118 0 403 399 2863 6 5 1564 91
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1 118 0 403 399 2863 6 5 1564 91
OvlAdjVol: 4

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1200 0 400 1600 0 1600 1600 3193 7 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.25 0.25 0.90 0.90 0.00 0.33 0.06
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 1 0 0 0 2 1 0

Volume Module:
Base Vol: 1 0 1 64 1 36 68 2752 4 0 1527 72
Growth Adj: 1.00 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 0 1 64 1 36 68 2752 4 0 1527 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 0 1 64 1 36 68 2752 4 0 1527 72
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 64 1 36 68 2752 4 0 1527 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 0 1 64 1 36 68 2752 4 0 1527 72

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.00 0.50 0.63 0.01 0.36 1.00 1.99 0.01 0.00 2.86 0.14
Final Sat.: 800 0 800 1014 16 570 1600 3195 5 0 4584 216

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.06 0.06 0.04 0.86 0.86 0.00 0.33 0.33
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 38 55 60 859 39 94 190 2761 33 37 1638 665
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 55 60 859 39 94 190 2761 33 37 1638 665
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: 38 55 60 859 39 94 190 2761 33 37 1638 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 55 60 859 39 94 190 2761 33 37 1638 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: 38 55 60 859 39 94 190 2761 33 37 1638 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 1600 1600 4800 1600 1600 3200 4743 57 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.18 0.02 0.06 0.06 0.58 0.58 0.02 0.34 0.00
Crit Moves: **** **

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 40 3811 28 125 3028 782 1310 237 10 53 198 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 3811 28 125 3028 782 1310 237 10 53 198 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 3811 28 125 3028 782 1310 237 10 53 198 230
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 3811 28 125 3028 782 1310 237 10 53 198 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 3811 28 125 3028 782 1310 237 10 53 198 230

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.97 0.03 1.00 3.97 1.03 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1600 6353 47 1600 6358 1642 4800 1600 1600 1600 3200 3200

Capacity Analysis Module:
Vol/Sat: 0.03 0.60 0.60 0.08 0.48 0.48 0.27 0.15 0.01 0.03 0.06 0.07
Crit Moves: **** **

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 23 3840 47 42 3070 55 4 10 15 29 22 78
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 3840 47 42 3070 55 4 10 15 29 22 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 23 3840 47 42 3070 55 4 10 15 29 22 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 3840 47 42 3070 55 4 10 15 29 22 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 3840 47 42 3070 55 4 10 15 29 22 78
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1600 6323 77 1600 4800 1600 457 1143 1600 1600 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.61 0.61 0.03 0.64 0.03 0.00 0.01 0.01 0.02 0.01 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 463 3900 0 0 3020 37 50 0 500 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: 463 3900 0 0 3020 37 50 0 500 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: 463 3900 0 0 3020 37 50 0 500 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 463 3900 0 0 3020 37 50 0 500 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: 463 3900 0 0 3020 37 50 0 500 0 0 0
OvlAdjVol: 37
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.96 0.04 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4742 58 1600 0 3200 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.14 0.61 0.00 0.00 0.64 0.64 0.03 0.00 0.16 0.00 0.00 0.00
OvlAdjV/S: 0.01
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0
Volume Module:
Base Vol: 60 3715 20 55 3115 143 346 65 51 4 57 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 3715 20 55 3115 143 346 65 51 4 57 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 3715 20 55 3115 143 346 65 51 4 57 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 3715 20 55 3115 143 346 65 51 4 57 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 3715 20 55 3115 143 346 65 51 4 57 29
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.66 0.34
Final Sat.: 1600 6366 34 1600 4800 1600 3200 1600 1600 1600 1060 540
Capacity Analysis Module:
Vol/Sat: 0.04 0.58 0.58 0.03 0.65 0.09 0.11 0.04 0.03 0.00 0.05 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1
Volume Module:
Base Vol: 54 2179 176 597 1721 590 1207 667 57 192 485 164
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: 54 2179 176 597 1721 590 1207 667 57 192 485 164
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: 54 2179 176 597 1721 590 1207 667 57 192 485 164
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 2179 176 597 1721 590 1207 667 57 192 485 164
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: 54 2179 176 597 1721 590 1207 667 57 192 485 164
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.70 0.30 2.00 3.00 1.00 3.00 1.84 0.16 2.00 3.00 1.00
Final Sat.: 1600 5922 478 3200 4800 1600 4800 2948 252 3200 4800 1600
Capacity Analysis Module:
Vol/Sat: 0.03 0.37 0.37 0.19 0.36 0.37 0.25 0.23 0.23 0.06 0.10 0.10
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1
Volume Module:
Base Vol: 19 2403 54 79 1935 70 27 28 5 39 61 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 2403 54 79 1935 70 27 28 5 39 61 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: 19 2403 54 79 1935 70 27 28 5 39 61 70
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 2403 54 79 1935 70 27 28 5 39 61 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: 19 2403 54 79 1935 70 27 28 5 39 61 70
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.49 0.51 1.00 0.39 0.61 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 785 815 1600 624 976 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.50 0.03 0.05 0.40 0.04 0.02 0.03 0.00 0.02 0.06 0.04
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1
Volume Module:
Base Vol: 52 2244 20 92 1754 79 81 130 89 7 82 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: 52 2244 20 92 1754 79 81 130 89 7 82 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 52 2244 20 92 1754 79 81 130 89 7 82 71
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 2244 20 92 1754 79 81 130 89 7 82 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 2244 20 92 1754 79 81 130 89 7 82 71
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.97 0.03 1.00 2.87 0.13 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1600 4758 42 1600 4593 207 614 986 1600 1600 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.03 0.47 0.47 0.06 0.38 0.38 0.05 0.13 0.06 0.00 0.05 0.04
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1456 27 28 3605 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1456 27 28 3605 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1456 27 28 3605 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1456 27 28 3605 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1456 27 28 3605 34

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1548 52 1600 1500 100 1600 1600 4713 87 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.03 0.31 0.31 0.02 0.75 0.02
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #2 Superior Ave (NS) / Placentia Ave (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 205 394 26 88 884 6 8 201 299 69 441 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 205 394 26 88 884 6 8 201 299 69 441 117
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 205 394 26 88 884 6 8 201 299 69 441 117
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 394 26 88 884 6 8 201 299 69 441 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 205 394 26 88 884 6 8 201 299 69 441 117

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.88 0.12 1.00 1.99 0.01 1.00 1.00 1.00 1.00 0.79 0.21
Final Sat.: 1600 3002 198 1600 3178 22 1600 1600 1600 1600 1265 335

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.06 0.28 0.28 0.01 0.13 0.19 0.04 0.35 0.35
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 250 279 162 289 453 687 228 1010 218 411 2668 153
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 250 279 162 289 453 687 228 1010 218 411 2668 153
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 250 279 162 289 453 687 228 1010 218 411 2668 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 250 279 162 289 453 687 228 1010 218 411 2668 153
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 250 279 162 289 453 687 228 1010 218 411 2668 153
OvlAdjVol: 459

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.08 1.21 0.71 1.17 1.83 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1731 1936 1132 1870 2930 3200 3200 4800 1600 1600 6400 1600

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.14 0.15 0.15 0.21 0.07 0.21 0.14 0.26 0.42 0.10
OvlAdjV/S: 0.14
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #4 Balboa Blvd (NS) / 32nd St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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 2 0 1 1 0 2 0 0 0 0 1 0 0 1

Volume Module:
Base Vol: 0 319 99 103 271 0 7 31 12 123 0 218
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 319 99 103 271 0 7 31 12 123 0 218
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 319 99 103 271 0 7 31 12 123 0 218
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 319 99 103 271 0 7 31 12 123 0 218
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 319 99 103 271 0 7 31 12 123 0 218

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.14 0.62 0.24 1.00 0.00 1.00
Final Sat.: 0 3200 1600 1600 3200 0 224 992 384 1600 0 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.06 0.06 0.08 0.00 0.03 0.03 0.03 0.08 0.00 0.14
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 128 1322 95 107 1810 246 373 168 240 190 326 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 128 1322 95 107 1810 246 373 168 240 190 326 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 128 1322 95 107 1810 246 373 168 240 190 326 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 128 1322 95 107 1810 246 373 168 240 190 326 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 128 1322 95 107 1810 246 373 168 240 190 326 74

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 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 2.00 1.00 1.00 1.00 1.63 0.37
Final Sat.: 1600 4800 1600 1600 4800 1600 3200 1600 1600 1600 2608 592

Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.06 0.07 0.38 0.15 0.12 0.11 0.15 0.12 0.13 0.13
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 574 0 514 0 1746 90 0 2286 640
Growth Adj: 1.00 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 0 574 0 514 0 1746 90 0 2286 640
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 574 0 514 0 1746 0 0 2286 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 574 0 514 0 1746 0 0 2286 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 574 0 514 0 1746 0 0 2286 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3200 0 1600 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.32 0.00 0.55 0.00 0.00 0.48 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #7 Newport Blvd (NS) / Via Lido (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 3 0 1 2 0 3 0 0 0 0 0 0 2
Volume Module:
Base Vol: 0 983 26 434 1527 0 0 0 0 33 0 317
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 983 26 434 1527 0 0 0 0 33 0 317
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 983 26 434 1527 0 0 0 0 33 0 317
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 983 26 434 1527 0 0 0 0 33 0 317
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 983 26 434 1527 0 0 0 0 33 0 317
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 3.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4800 1600 3200 4800 0 0 0 0 1600 0 3200
Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.02 0.14 0.32 0.00 0.00 0.00 0.00 0.02 0.00 0.10
OvlAdjV/S: 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 0 1 0 0 1 0 0 1
Volume Module:
Base Vol: 14 932 16 162 1396 2 37 2 34 65 6 103
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 932 16 162 1396 2 37 2 34 65 6 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 932 16 162 1396 2 37 2 34 65 6 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 932 16 162 1396 2 37 2 34 65 6 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 932 16 162 1396 2 37 2 34 65 6 103
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 0.51 0.03 0.46 0.92 0.08 1.00
Final Sat.: 1600 4719 81 1600 3200 1600 811 44 745 1465 135 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.20 0.10 0.44 0.00 0.02 0.05 0.05 0.04 0.04 0.06
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

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

Approach: 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 1 1 0 1 0 1 1 0 1 1

Volume Module:
Base Vol: 84 704 31 112 1193 190 122 68 43 63 67 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 84 704 31 112 1193 190 122 68 43 63 67 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 84 704 31 112 1193 190 122 68 43 63 67 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 84 704 31 112 1193 190 122 68 43 63 67 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: 84 704 31 112 1193 190 122 68 43 63 67 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.92 0.08 1.00 1.73 0.27 1.28 0.72 1.00 1.00 1.00 1.00
Final Sat.: 1600 3065 135 1600 2760 440 2055 1145 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.05 0.23 0.23 0.07 0.43 0.43 0.06 0.06 0.03 0.04 0.04 0.00
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #10 Newport Blvd (NS) / 28th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted 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 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 14 718 28 0 0 0 43 32 0 0 37 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 718 28 0 0 0 43 32 0 0 37 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 718 28 0 0 0 43 32 0 0 37 59
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 718 28 0 0 0 43 32 0 0 37 59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 718 28 0 0 0 43 32 0 0 37 59

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.04 1.89 0.07 0.00 0.00 0.00 0.57 0.43 0.00 0.00 1.00 1.00
Final Sat.: 59 3023 118 0 0 0 917 683 0 0 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.24 0.00 0.00 0.00 0.03 0.05 0.00 0.00 0.02 0.04
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 8 3 17 92 2 427 336 2092 2 30 2839 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 3 17 92 2 427 336 2092 2 30 2839 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 3 17 92 2 427 336 2092 2 30 2839 65
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 92 2 427 336 2092 2 30 2839 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 3 17 92 2 427 336 2092 2 30 2839 65
OvlAdjVol: 91

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 457 171 971 1566 34 1600 1600 3197 3 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.02 0.02 0.06 0.06 0.27 0.21 0.65 0.65 0.02 0.59 0.04
OvlAdjV/S: 0.06
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 119 0 100 85 1941 1 0 2640 55
Growth Adj: 1.00 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 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 55
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 55

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.54 0.00 0.46 1.00 1.99 0.01 0.00 2.94 0.06
Final Sat.: 0 1600 0 869 0 731 1600 3198 2 0 4702 98

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.14 0.05 0.61 0.61 0.00 0.56 0.56
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 41 37 32 879 38 135 135 2020 39 53 2845 1107
Growth Adj: 1.00 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 37 32 879 38 135 135 2020 39 53 2845 1107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 37 32 879 38 135 135 2020 39 53 2845 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 37 32 879 38 135 135 2020 39 53 2845 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: 41 37 32 879 38 135 135 2020 39 53 2845 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.07 0.93 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1600 1716 1484 4800 1600 1600 3200 4709 91 1600 4800 1600
Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.02 0.18 0.02 0.08 0.04 0.43 0.43 0.03 0.59 0.00
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Split Phase Split Phase
Rights: Include 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 3 1 1 2 1 1 0 1 1 0 2 1 1
Volume Module:
Base Vol: 55 3000 36 221 3139 1403 934 273 108 46 353 180
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 3000 36 221 3139 1403 934 273 108 46 353 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 3000 36 221 3139 1403 934 273 108 46 353 180
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 3000 36 221 3139 1403 934 273 108 46 353 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 3000 36 221 3139 1403 934 273 108 46 353 180
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.95 0.05 1.00 3.46 1.54 3.00 1.00 1.00 1.00 2.65 1.35
Final Sat.: 1600 6324 76 1600 5529 2471 4800 1600 1600 1600 4239 2161
Capacity Analysis Module:
Vol/Sat: 0.03 0.47 0.47 0.14 0.57 0.57 0.19 0.17 0.07 0.03 0.08 0.08
Crit Moves: ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 47 3016 56 64 3087 180 2 10 9 44 24 82
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 3016 56 64 3087 180 2 10 9 44 24 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 3016 56 64 3087 180 2 10 9 44 24 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 3016 56 64 3087 180 2 10 9 44 24 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 3016 56 64 3087 180 2 10 9 44 24 82
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.17 0.83 1.00 1.00 1.00 1.00
Final Sat.: 1600 6283 117 1600 4800 1600 267 1333 1600 1600 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.03 0.48 0.48 0.04 0.64 0.11 0.00 0.01 0.01 0.03 0.02 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 651 3118 0 0 3086 79 62 0 754 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: 651 3118 0 0 3086 79 62 0 754 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: 651 3118 0 0 3086 79 62 0 754 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 651 3118 0 0 3086 79 62 0 754 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: 651 3118 0 0 3086 79 62 0 754 0 0 0
OvlAdjVol: 103
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3200 6400 0 0 4680 120 1600 0 3200 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.20 0.49 0.00 0.00 0.66 0.66 0.04 0.00 0.24 0.00 0.00 0.00
OvlAdjV/S: 0.03
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 118 3214 17 131 3540 167 334 82 56 24 85 51
Growth Adj: 1.00 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 3214 17 131 3540 167 334 82 56 24 85 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: 118 3214 17 131 3540 167 334 82 56 24 85 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 118 3214 17 131 3540 167 334 82 56 24 85 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: 118 3214 17 131 3540 167 334 82 56 24 85 51

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.62 0.38
Final Sat.: 1600 6366 34 1600 4800 1600 3200 1600 1600 1600 1000 600

Capacity Analysis Module:
Vol/Sat: 0.07 0.50 0.50 0.08 0.74 0.10 0.10 0.05 0.04 0.02 0.09 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 71 1649 147 741 1901 572 956 612 79 329 717 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 71 1649 147 741 1901 572 956 612 79 329 717 145
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 71 1649 147 741 1901 572 956 612 79 329 717 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 1649 147 741 1901 572 956 612 79 329 717 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 71 1649 147 741 1901 572 956 612 79 329 717 145

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.67 0.33 2.00 3.00 1.00 3.00 1.77 0.23 2.00 3.00 1.00
Final Sat.: 1600 5876 524 3200 4800 1600 4800 2834 366 3200 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.04 0.28 0.28 0.23 0.40 0.36 0.20 0.22 0.22 0.10 0.15 0.09
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 14 1896 64 67 2193 56 63 49 27 65 70 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 1896 64 67 2193 56 63 49 27 65 70 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 1896 64 67 2193 56 63 49 27 65 70 75
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 1896 64 67 2193 56 63 49 27 65 70 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 1896 64 67 2193 56 63 49 27 65 70 75

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.56 0.44 1.00 0.48 0.52 1.00
Final Sat.: 1600 4800 1600 1600 4800 1600 900 700 1600 770 830 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.40 0.04 0.04 0.46 0.04 0.04 0.07 0.02 0.04 0.08 0.05
Crit Moves: **** **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 56 1688 10 80 2093 74 128 70 62 15 60 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 1688 10 80 2093 74 128 70 62 15 60 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 56 1688 10 80 2093 74 128 70 62 15 60 74
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 1688 10 80 2093 74 128 70 62 15 60 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 56 1688 10 80 2093 74 128 70 62 15 60 74

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.98 0.02 1.00 2.90 0.10 0.65 0.35 1.00 1.00 1.00 1.00
Final Sat.: 1600 4772 28 1600 4636 164 1034 566 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.04 0.35 0.35 0.05 0.45 0.45 0.08 0.12 0.04 0.01 0.04 0.05
Crit Moves: **** **** **** ****

**Sensitivity Analysis
Forecast General Plan Buildout
With Project Conditions**

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 492 0 557 0 2748 140 0 1203 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: 0 0 0 492 0 557 0 2748 140 0 1203 370
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 492 0 557 0 2748 0 0 1203 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 492 0 557 0 2748 0 0 1203 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 492 0 557 0 2748 0 0 1203 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.40 0.01 1.59 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2251 0 2549 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.22 0.00 0.86 0.00 0.00 0.25 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 21 1450 59 147 725 2 62 6 14 22 2 84
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 21 1450 59 147 725 2 62 6 14 22 2 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 21 1450 59 147 725 2 62 6 14 22 2 84
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 21 1450 59 147 725 2 62 6 14 22 2 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 21 1450 59 147 725 2 62 6 14 22 2 84

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.76 0.07 0.17 0.92 0.08 1.00
Final Sat.: 1600 4800 1600 1600 4787 13 1210 117 273 1467 133 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.30 0.04 0.09 0.15 0.15 0.04 0.05 0.05 0.01 0.02 0.05
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
 FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
 AM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

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

 Approach: 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:	1	0	2	1	0	2	1	1	0	1	0	0

Volume Module:
 Base Vol: 20 1113 74 68 601 68 366 78 28 41 42 51
 Growth Adj: 1.00 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 1113 74 68 601 68 366 78 28 41 42 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: 20 1113 74 68 601 68 366 78 28 41 42 51
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 1113 74 68 601 68 366 78 28 41 42 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: 20 1113 74 68 601 68 366 78 28 41 42 51

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.81 0.19 1.00 2.00 1.00 1.65 0.35 1.00 1.00 0.45 0.55
 Final Sat.: 1600 4501 299 1600 3200 1600 2638 562 1600 1600 723 877

Capacity Analysis Module:
 Vol/Sat: 0.01 0.25 0.25 0.04 0.19 0.04 0.14 0.14 0.02 0.03 0.06 0.06
 Crit Moves: **** **

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 1 0 1 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 574 0 514 0 1746 90 0 2286 640
Growth Adj: 1.00 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 0 574 0 514 0 1746 90 0 2286 640
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 574 0 514 0 1746 0 0 2286 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 574 0 514 0 1746 0 0 2286 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 574 0 514 0 1746 0 0 2286 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.58 0.01 1.41 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 2532 0 2268 0 3200 1600 0 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.23 0.00 0.55 0.00 0.00 0.48 0.00
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR - SENSITIVITY TEST

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

Intersection #8 Newport Blvd (NS) / Finley Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 2 1 0 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 14 932 16 162 1396 2 37 2 34 65 6 103
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 932 16 162 1396 2 37 2 34 65 6 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 932 16 162 1396 2 37 2 34 65 6 103
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 932 16 162 1396 2 37 2 34 65 6 103
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 932 16 162 1396 2 37 2 34 65 6 103

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 2.99 0.01 0.51 0.03 0.46 0.92 0.08 1.00
Final Sat.: 1600 4800 1600 1600 4793 7 811 44 745 1465 135 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.01 0.10 0.29 0.29 0.02 0.05 0.05 0.04 0.04 0.06
Crit Moves: **** **** ****

LIDO HOUSE HOTEL
 FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
 PM PEAK HOUR - SENSITIVITY TEST

Level Of Service Computation Report

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

 Intersection #9 Newport Blvd (NS) / 32nd Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			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	1	1	0	1	0	0

Volume Module:
 Base Vol: 84 704 31 112 1193 190 122 68 43 63 67 74
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 84 704 31 112 1193 190 122 68 43 63 67 74
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 84 704 31 112 1193 190 122 68 43 63 67 74
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 84 704 31 112 1193 190 122 68 43 63 67 74
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 84 704 31 112 1193 190 122 68 43 63 67 74

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.87 0.13 1.00 2.00 1.00 1.28 0.72 1.00 1.00 0.48 0.52
 Final Sat.: 1600 4598 202 1600 3200 1600 2055 1145 1600 1600 760 840

Capacity Analysis Module:
 Vol/Sat: 0.05 0.15 0.15 0.07 0.37 0.12 0.06 0.06 0.03 0.04 0.09 0.09
 Crit Moves: **** **** **** ****

APPENDIX C
City of Newport Beach
Approved Project Data

Traffic Phasing Data
Projects Less Than 100% Complete

Project Number	Project Name	Percent
148	FASHION ISLAND EXPANSION	40 %
154	TEMPLE BAT YAHM EXPANSION	65 %
555	CIOSA - IRVINE PROJECT	91 %
910	NEWPORT DUNES	0 %
945	HOAG HOSPITAL PHASE III	0 %
949	ST. MARK PRESBYTERIAN CHU	77 %
955	2300 NEWPORT BLVD	0 %
957	NEWPORT EXECUTIVE COURT	0 %
958	HOAG HEALTH CENTER	75 %
959	NORTH NEWPORT CENTER	0 %
960	SANTA BARBARA CONDO (MARR	0 %
962	328 OLD NEWPORT MEDICAL O	0 %
964	BAYVIEW MEDICAL OFFICE -	0 %
965	MARINER'S POINTE 23,015 S	0 %
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 %

Traffic Phasing Ordinance Approved Projects 80% Volume Summary Intersection Report

	<u>Int. Number</u>				<u>Int. Name</u>											
	2565				SUPERIOR AVE / PLACENTIA 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	17	8	15	13		5	12		8			15		6	7	
PM	28	5	20	62		12	16		5			20		27	34	

	<u>Int. Number</u>				<u>Int. Name</u>											
	2620				NEWPORT BLVD / COAST HWY W											
	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		50	22	47				15		35		18	4		43	4
PM		53	90	36				34		19		82	7		36	

	<u>Int. Number</u>				<u>Int. Name</u>											
	2630				RIVERSIDE AVE / COAST HWY W											
	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		2	94	86				1		1		94			86	
PM		2	122	117				2			1	121			116	1

	<u>Int. Number</u>				<u>Int. Name</u>											
	2635				COAST HWY W / TUSTIN 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			98	86								98			86	
PM			123	118								123			118	

Traffic Phasing Ordinance Approved Projects 80% Volume Summary Intersection Report

	<u>Int. Number</u>		<u>Int. Name</u>													
	2480		BEACON ST / HOSPITAL RD NEWPORT 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	66	84	21	7	14	46	6	8	65	10	12	5	4	2	2	2
PM	86	66	43	29	14	67	5	5	56	6	19	3	21	9	7	13

	<u>Int. Number</u>		<u>Int. Name</u>													
	2285		COAST HWY W / ORANGE 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			50	31								50			31	
PM			40	67								40			67	

	<u>Int. Number</u>		<u>Int. Name</u>													
	1855		COAST HWY W / SUPERIOR AVE BALBOA BLVD													
	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	5	7	66	43	1	4			1	6	12	53	1		43	
PM	6	36	58	74	1	5	1		8	27	16	39	3		74	

	<u>Int. Number</u>		<u>Int. Name</u>													
	1415		NEWPORT BLVD / VIA LIDO SHORT 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	20	13				20			13							
PM	16	30				16			30							

Traffic Phasing Ordinance Approved Projects 80% Volume Summary Intersection Report

	<u>Int. Number</u>		<u>Int. Name</u>													
	1310		NEWPORT BLVD / 32ND 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	6	2			4			6		1		1			
PM	11	8			1	10			8							

	<u>Int. Number</u>		<u>Int. Name</u>													
	3060		COAST HWY W / DOVER DR BAYSHORE 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		18	94	83				9		9	9	86			76	7
PM		19	127	123				3		16	27	99			111	12

APPENDIX D
One Percent Traffic
Volume Analysis Worksheets

One-Percent Volume Analysis

Intersection: **Orange St/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	107	1	0	No
Southbound	69	1	0	No
Eastbound	3150	32	8	No
Westbound	1067	11	6	No

Intersection: **Orange St/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	73	1	0	No
Southbound	45	0	0	No
Eastbound	1342	13	8	No
Westbound	3130	31	8	No

One-Percent Volume Analysis

Intersection: **Superior Ave/Placentia Ave**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1562	16	0	No
Southbound	370	4	0	No
Eastbound	589	6	0	No
Westbound	320	3	0	No

Intersection: **Superior Ave/Placentia Ave**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	664	7	0	No
Southbound	964	10	0	No
Eastbound	524	5	0	No
Westbound	521	5	0	No

One-Percent Volume Analysis

Intersection: **Superior Ave/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	689	7	0	No
Southbound	554	6	0	No
Eastbound	4085	41	8	No
Westbound	1202	12	6	No

Intersection: **Superior Ave/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	537	5	0	No
Southbound	1469	15	0	No
Eastbound	1572	16	8	No
Westbound	2942	29	8	No

One-Percent Volume Analysis

Intersection: **Balboa Blvd/32nd St**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	354	4	0	No
Southbound	397	4	0	No
Eastbound	74	1	0	No
Westbound	132	1	0	No

Intersection: **Balboa Blvd/32nd St**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	346	3	0	No
Southbound	309	3	0	No
Eastbound	47	0	0	No
Westbound	224	2	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/Hospital Rd**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2083	21	15	No
Southbound	1757	18	20	Yes
Eastbound	516	5	0	No
Westbound	295	3	0	No

Intersection: **Newport Blvd/Hospital Rd**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1540	15	19	Yes
Southbound	1962	20	20	Yes
Eastbound	680	7	0	No
Westbound	391	4	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	No
Southbound	733	7	0	No
Eastbound	2583	26	8	No
Westbound	1220	12	14	Yes

Intersection: **Newport Blvd/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	0	0	0	No
Southbound	897	9	0	No
Eastbound	1381	14	8	No
Westbound	2654	27	16	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/Via Lido**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1293	13	26	Yes
Southbound	1148	11	36	Yes
Eastbound	0	0	0	No
Westbound	386	4	0	No

Intersection: **Newport Blvd/Via Lido**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1011	10	34	Yes
Southbound	1810	18	36	Yes
Eastbound	0	0	0	No
Westbound	336	3	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/Finley Ave**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1224	12	11	No
Southbound	838	8	36	Yes
Eastbound	82	1	0	No
Westbound	90	1	18	Yes

Intersection: **Newport Blvd/Finley Ave**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	949	9	13	Yes
Southbound	1352	14	36	Yes
Eastbound	55	1	0	No
Westbound	119	1	25	Yes

One-Percent Volume Analysis

Intersection: **Newport Blvd/32nd St**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	938	9	4	No
Southbound	717	7	13	Yes
Eastbound	370	4	0	No
Westbound	78	1	10	Yes

Intersection: **Newport Blvd/32nd St**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	708	7	4	No
Southbound	1273	13	14	Yes
Eastbound	230	2	0	No
Westbound	144	1	13	Yes

One-Percent Volume Analysis

Intersection: **Newport Blvd/28th St**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	821	8	4	No
Southbound	0	0	0	No
Eastbound	58	1	0	No
Westbound	27	0	0	No

Intersection: **Newport Blvd/28th St**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	588	6	4	No
Southbound	0	0	0	No
Eastbound	71	1	0	No
Westbound	64	1	0	No

One-Percent Volume Analysis

Intersection: **Riverside Ave/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	4	0	0	No
Southbound	495	5	0	No
Eastbound	2704	27	6	No
Westbound	1367	14	8	No

Intersection: **Riverside Ave/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	28	0	0	No
Southbound	478	5	0	No
Eastbound	1919	19	8	No
Westbound	2510	25	8	No

One-Percent Volume Analysis

Intersection: **Tustin Ave/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2	0	0	No
Southbound	63	1	0	No
Eastbound	2487	25	6	No
Westbound	1411	14	8	No

Intersection: **Tustin Ave/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2	0	0	No
Southbound	108	1	0	No
Eastbound	1804	18	8	No
Westbound	2488	25	8	No

One-Percent Volume Analysis

Intersection: **Dover Dr/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	149	1	0	No
Southbound	1001	10	0	No
Eastbound	2491	25	6	No
Westbound	2059	21	8	No

Intersection: **Dover Dr/West Coast Hwy**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	114	1	0	No
Southbound	1071	11	0	No
Eastbound	1858	19	8	No
Westbound	3602	36	8	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/19th St**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3505	35	13	No
Southbound	3547	35	18	No
Eastbound	1026	10	0	No
Westbound	407	4	0	No

Intersection: **Newport Blvd/19th St**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2853	29	17	No
Southbound	4158	42	18	No
Eastbound	1041	10	0	No
Westbound	571	6	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/Broadway**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3508	35	13	No
Southbound	2977	30	18	No
Eastbound	32	0	0	No
Westbound	134	1	0	No

Intersection: **Newport Blvd/Broadway**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2900	29	17	No
Southbound	3114	31	18	No
Eastbound	13	0	0	No
Westbound	152	2	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/Harbor Blvd**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3742	37	14	No
Southbound	2878	29	18	No
Eastbound	500	5	2	No
Westbound	0	0	0	No

Intersection: **Newport Blvd/Harbor Blvd**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3432	34	19	No
Southbound	2900	29	18	No
Eastbound	573	6	2	No
Westbound	0	0	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/18th St-Rochester St**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3300	33	15	No
Southbound	3230	32	20	No
Eastbound	319	3	0	No
Westbound	85	1	0	No

Intersection: **Newport Blvd/18th St-Rochester St**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	3172	32	19	No
Southbound	3554	36	20	No
Eastbound	426	4	0	No
Westbound	163	2	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/17th St**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2185	22	15	No
Southbound	2758	28	20	No
Eastbound	1297	13	0	No
Westbound	631	6	0	No

Intersection: **Newport Blvd/17th St**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1770	18	19	Yes
Southbound	2788	28	20	No
Eastbound	1271	13	0	No
Westbound	906	9	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/16th St**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2230	22	15	No
Southbound	1933	19	20	Yes
Eastbound	55	1	0	No
Westbound	167	2	0	No

Intersection: **Newport Blvd/16th St**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1904	19	19	Yes
Southbound	2061	21	20	No
Eastbound	86	1	0	No
Westbound	208	2	0	No

One-Percent Volume Analysis

Intersection: **Newport Blvd/Industrial Way**

Scenario: Forecast Year 2018

Time Period: AM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	2019	20	15	No
Southbound	1774	18	20	Yes
Eastbound	265	3	0	No
Westbound	162	2	0	No

Intersection: **Newport Blvd/Industrial Way**

Scenario: Forecast Year 2018

Time Period: PM Peak Hour

Approach Direction	Forecast Year 2018 NP Projected Peak Hour Volume	1% of Projected Peak Hour Volume	Project Peak Hour Volume	Project Peak Hour Surpass 1% of Projected Peak Hour?
Northbound	1651	17	19	Yes
Southbound	1971	20	20	Yes
Eastbound	252	3	0	No
Westbound	143	1	0	No

APPENDIX E
Cumulative Project Information

City of Newport Beach

Koll-Conexant
4311 Jamboree Road

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Apartments	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65

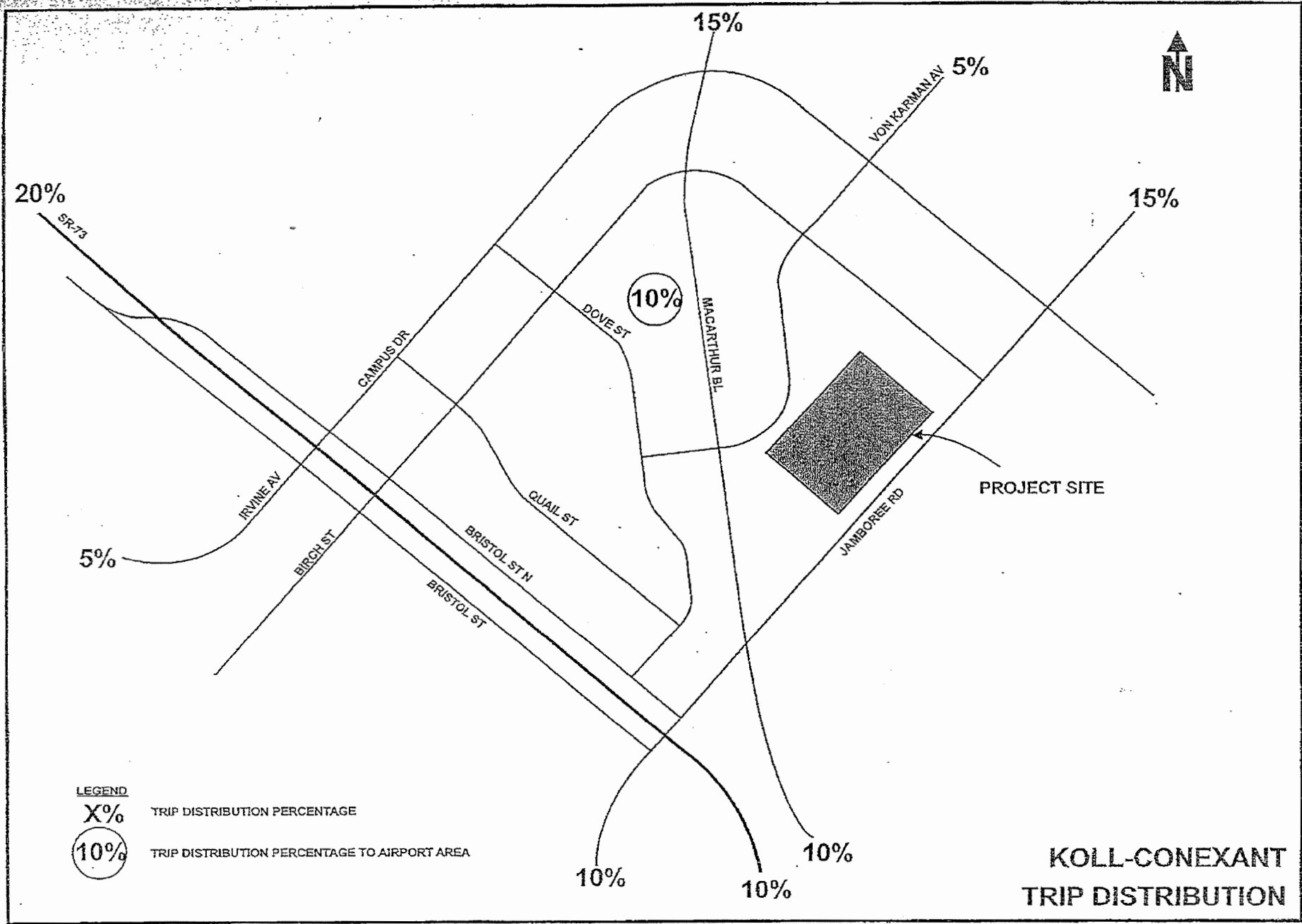
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	167	TSF	227	32	259	42	207	249	1839
Industrial	ITE-8th	269	TSF	218	30	247	32	229	261	1875
	ITE-8th									
	ITE-8th									
Total				445	61	506	74	436	510	3714

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Apartment	ITE-8th	974	DU	97	399	497	390	214	604	6477
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				97	399	497	390	214	604	6477
Net Increase				-348	338	-10	316	-221	94	2764

Note: Do not assign negative trips to the circulation system



BACK BAY LANDING

Table 2

Project Trip Generation¹

Land Use	Quantity	Units ²	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Specialty Retail ³		TSF	0.61	0.39	1.00	1.19	1.52	2.71	44.32
Quality Restaurant ⁴		TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95
High Turnover (Sit-Down) Restaurant		TSF	5.99	5.53	11.52	6.58	4.57	11.15	127.15
Office		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Enclosed Dry Stack Storage ⁵		Spaces	0.031	0.017	0.048	0.004	0.044	0.048	0.334
Residential Condominium		DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Displaced Existing Trips Generated									
RV/Boat Storage and Kayak Launch ⁶	-	-	2	1	3	3	5	8	39
Proposed Trips Generated									
Specialty Retail	32,859	TSF	20	13	33	39	50	89	1,456
Quality Restaurant	4,100	TSF	3	1	4	21	10	31	369
- Pass-By (43% Evening Peak Hour) ⁷			0	0	0	-9	-4	-13	-13
High Turnover (Sit-Down) Restaurant	3,500	TSF	21	19	40	23	16	39	445
- Pass-By (43% Evening Peak Hour)			0	0	0	-10	-7	-17	-17
Office	17,075	TSF	23	3	26	4	21	25	188
Enclosed Dry Stack Storage	140	Spaces	4	2	6	1	6	7	47
Residential Condominium	49	DU	3	18	21	17	8	25	285
Subtotal			74	56	130	86	100	186	2,760
Net New Trips									
Commercial			69	37	106	66	87	153	2,436
Residential			3	18	21	17	8	25	285
Total			72	55	127	83	95	178	2,721

¹ Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 230, 710, 814, 820, 931, and 932.

² TSF = Thousand Square Feet; DU = Dwelling Units

³ Institute of Transportation Engineers, Trip Generation, does not provide morning peak hour trip generation rates for the Specialty Retail land use. Therefore, the trip generation rates for Shopping Center (Land Use Category 820) were used to estimate the morning peak hour trips.

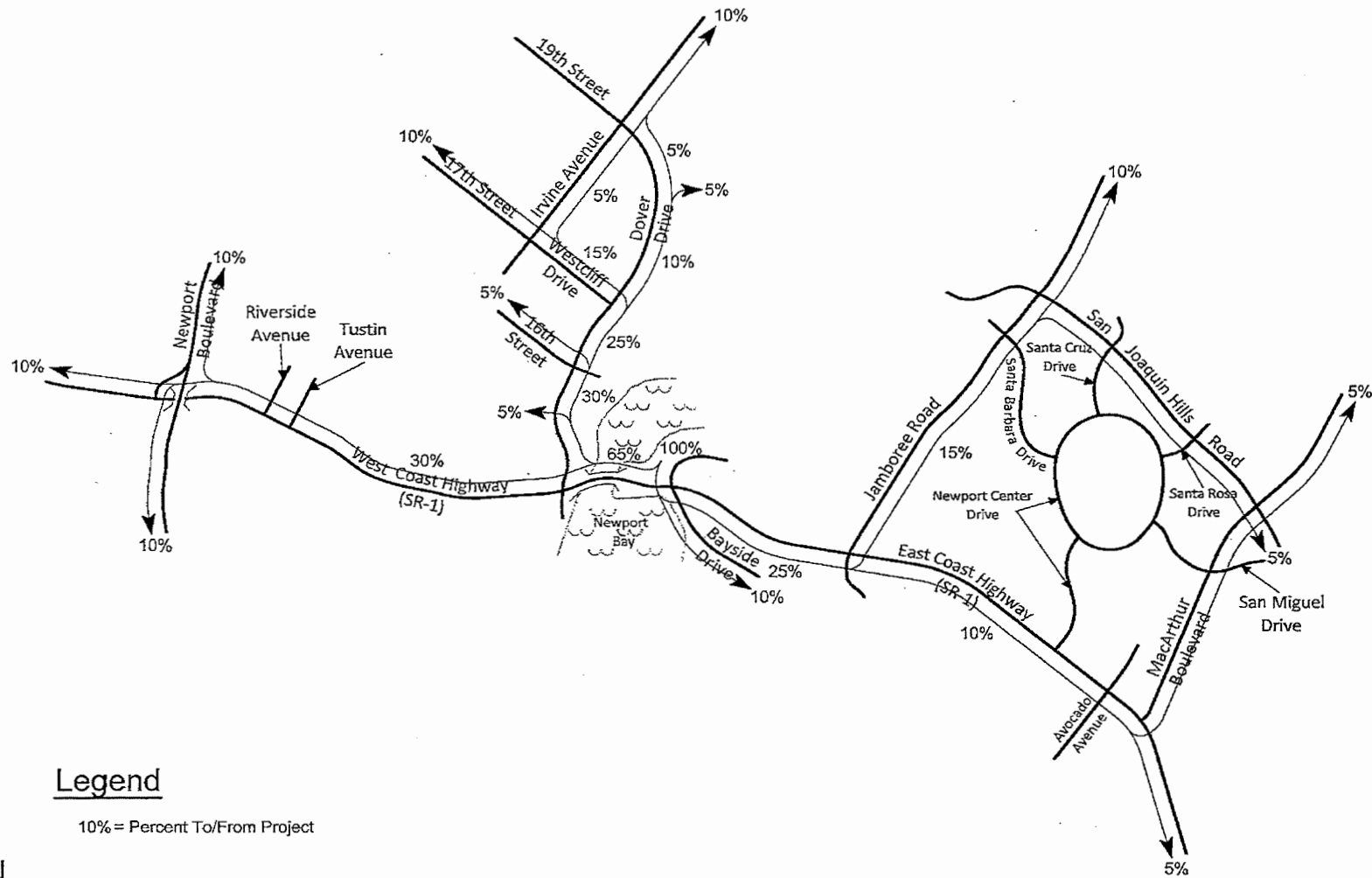
⁴ Institute of Transportation Engineers, Trip Generation, does not provide inbound/outbound splits for the peak hour of adjacent street traffic (one hour between 7:00 AM - 9:00 AM) for the Quality Restaurant land use. Therefore, the inbound/outbound splits for the AM peak hour of generator were used.

⁵ Source: Linscott, Law, and Greenspan, Dry Stack Boat Storage: Appendix D - Trip Generation Study Data, 2007.

⁶ Based on trip generation count data for the existing site (see Appendix D). The "other uses" shown in Table D-1 (see Appendix D) include trips from the existing marina, Pearson's Port, and some parking from the adjacent residential uses, which will remain after the proposed project is constructed.

⁷ Source: Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

Figure 9
Project Trip Distribution - Commercial



Legend

10% = Percent To/From Project

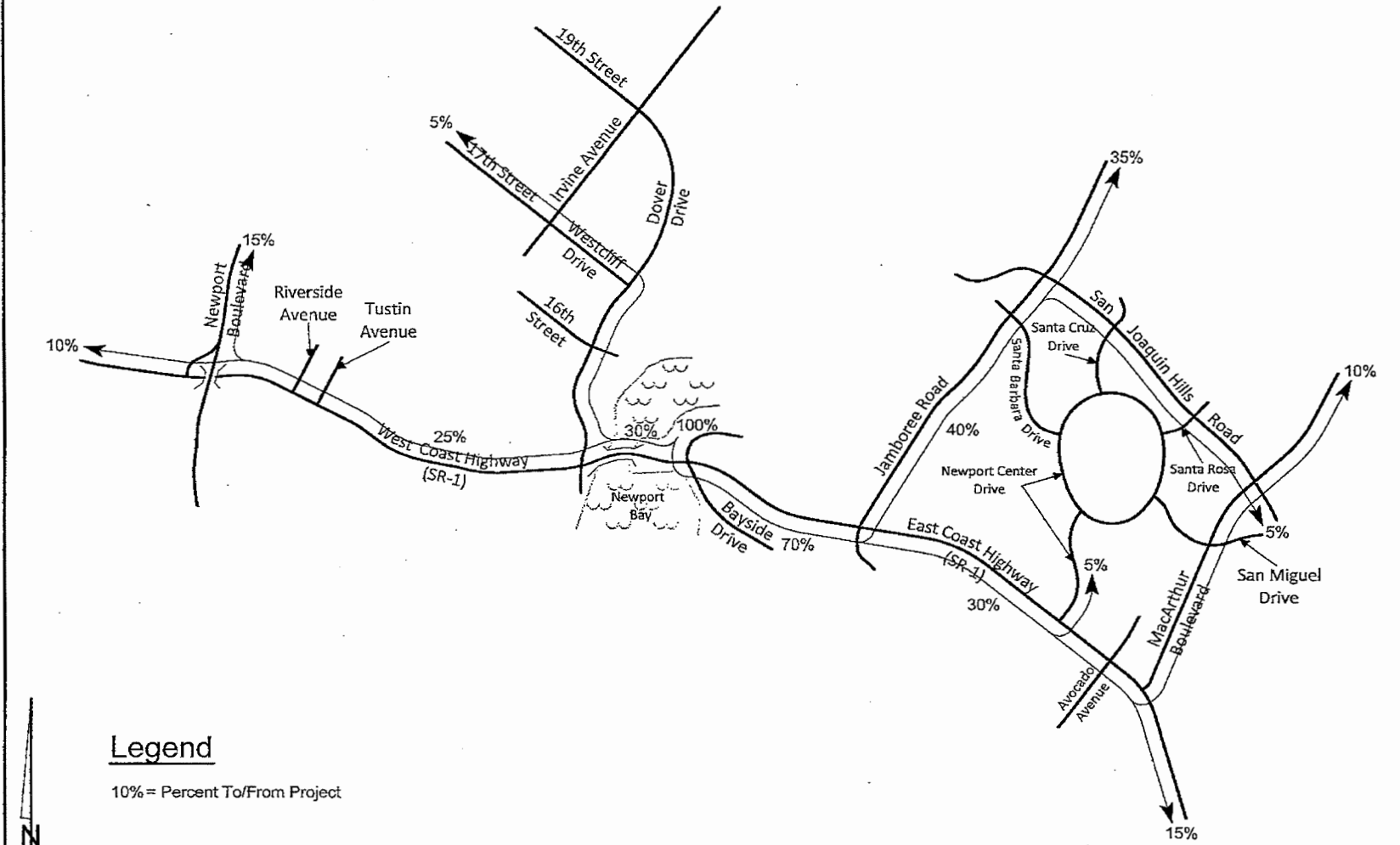


KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5188/9

Figure 10
Project Trip Distribution - Residential



Legend

10% = Percent To/From Project



NTS
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5188/10

BALBUA MARINA
EXPANSION WEST

Table 2
Project Trip Generation¹

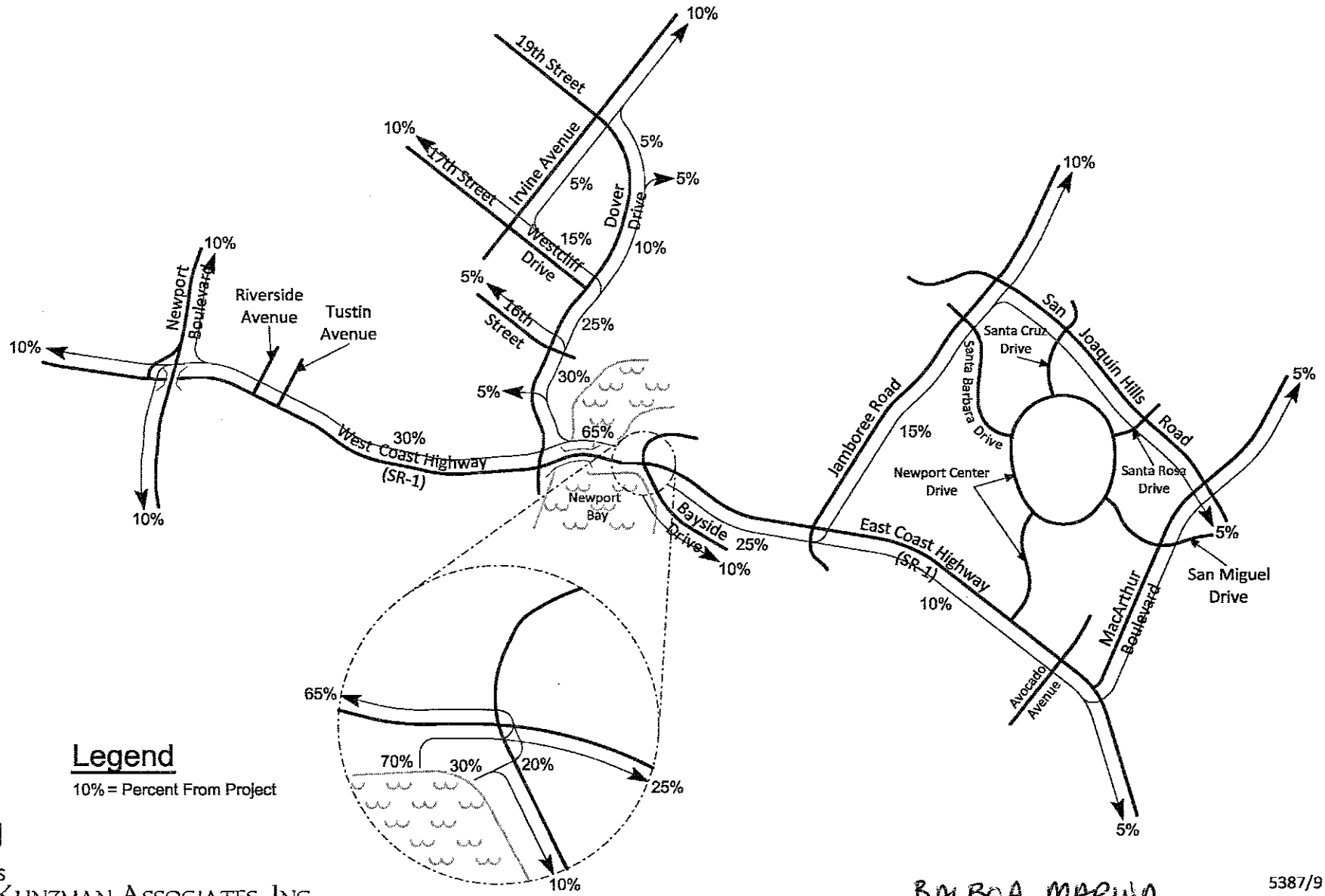
Land Use	Quantity	Units ²	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Trip Generation Rates</u>									
Quality Restaurant ³		TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95
Office		TSF	1.37	0.19	1.56	0.25	1.24	1.49	11.03
Marina		Berth	0.03	0.05	0.08	0.11	0.08	0.19	2.96
<u>Trips Generated</u>									
Quality Restaurant	16.274	TSF	11	2	13	82	40	122	1,464
Office	0.200	TSF	0	0	0	0	0	0	2
Marina	36	Berth	1	2	3	4	3	7	107
Subtotal			12	4	16	86	43	129	1,573

¹ Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 931, 710, and 420.

² TSF = Thousand Square Feet

³ Institute of Transportation Engineers, Trip Generation, does not provide inbound/outbound splits for the peak hour of adjacent street traffic (one hour between 7:00 AM - 9:00 AM) for the Quality Restaurant land use. Therefore, the inbound/outbound splits for the AM peak hour of generator were used.

Figure 9
Project Outbound Trip Distribution



Legend
10% = Percent From Project



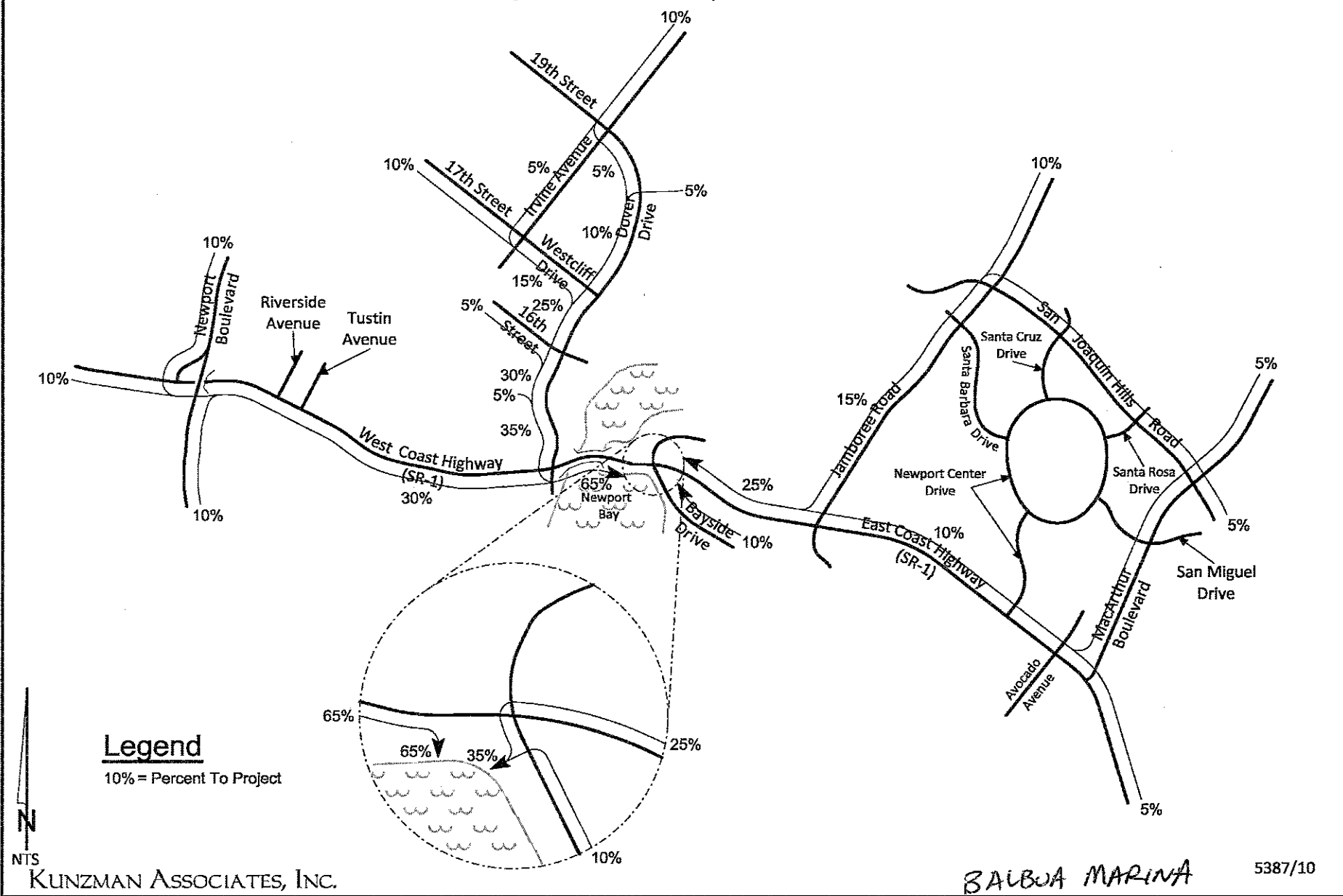
NTS
KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

BALBOA MARINA

5387/9

Figure 10
Project Inbound Trip Distribution



BALBOA MARINA

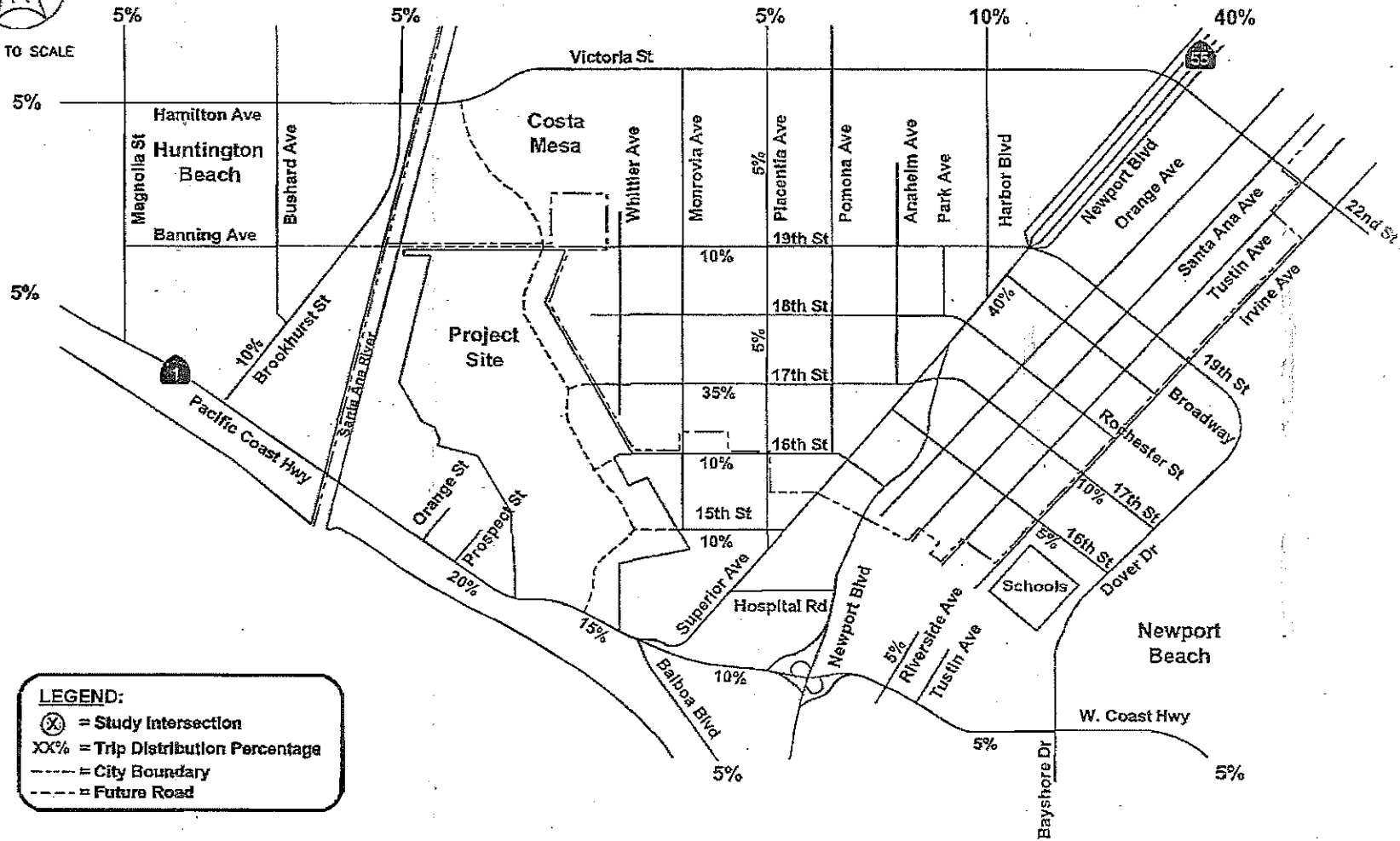
5387/10

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION
NEWPORT BANNING RANCH

TRIP RATES										
Land Use	ITE Code	Trips per	Trip Generation Rates							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Single-Family Detached Housing	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01	
Residential Condominium/Townhouse	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52	
Resort Hotel ¹	330	Room	4.90	0.22	0.09	0.31	0.18	0.24	0.42	
Park ²	412	Acre	2.28	0.01	0.00	0.01	0.02	0.04	0.06	
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67	
Tennis Courts	490	Court	31.04	0.84	0.84	1.68	1.94	1.94	3.88	
Shopping Center ³	820	KSF	Equation - See Below							
PROJECT TRIP GENERATION										
Project Area	Land Use	Units		Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
South Family Village	Single-Family Detached Housing	141	DU	1,349	27	79	106	90	52	142
	Park	28	Acre	64	0	0	0	1	1	2
	Soccer Complex	4	Fields	285	3	3	6	57	26	83
	Tennis Courts	6	Courts	186	5	5	10	12	12	24
	Subtotal			1,884	35	87	122	160	91	251
Resort Colony	Residential Condominium/Townhouse	87	DU	505	6	32	38	30	15	45
	Resort Hotel	75	Rooms	368	17	7	24	14	18	32
	Subtotal			873	23	39	62	44	33	77
North Family Village	Single-Family Detached Housing	282	DU	2,699	54	158	212	180	104	284
	Residential Condominium/Townhouse	135	DU	784	9	50	59	47	23	70
	Subtotal			3,483	63	208	271	227	127	354
Urban Colony	Residential Condominium/Townhouse	730	DU	4,241	51	270	321	256	124	380
	Shopping Center	75.0	KSF	5,634	79	51	130	257	268	525
	Subtotal			9,875	130	321	451	513	392	905
Total Before Internal Capture/Pass-by				16,115	251	655	906	944	643	1,587
Internal Capture⁴				1,126				55	55	110
Pass-By Reduction for Shopping Center (10%)⁵								23	24	47
Total Project Trips				14,989	251	655	906	866	564	1,430
Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition										
DU = Dwelling Unit, KSF = 1,000 Square Feet										
¹ ITE Land Use Category 330 Resort Hotel does not provide a daily trip rate. ITE Land Use Category 311 - All Suites Hotel was used for daily trips.										
² Trip generation is based on ITE Land Use County Park (Land Use 412) because this category includes peak hour trip rates.										
³ Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF										
ADT: Ln(T) = 0.65 Ln(X) + 5.83										
AM Peak Hour: Ln(T) = 0.59 Ln(X) + 2.32										
PM Peak Hour: Ln(T) = 0.57 Ln(X) + 3.37										
⁴ Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.										
⁵ Note: The ITE publication "Trip Generation Handbook" indicates pass-by for a shopping center is 34% in the PM peak hour. 10% is assumed here, for a conservative approach. Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction										



NOT TO SCALE



- 29 -

**FIGURE 9
PROJECT TRIP DISTRIBUTION**



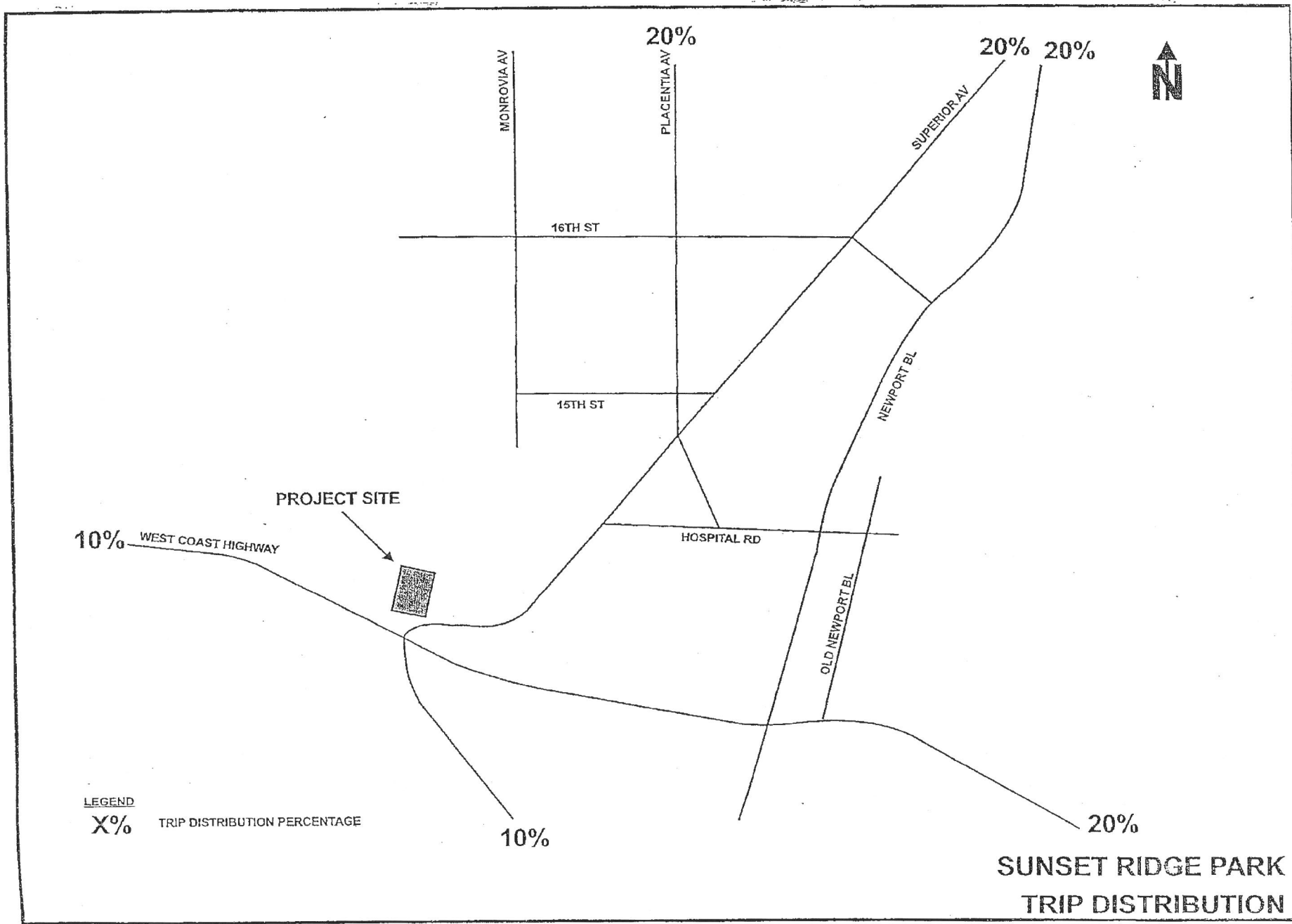
SUNSET RIDGE PARK

Table 5
Project Trip Generation
Sunset Ridge Park

Trip Generation Rates									
Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	411	Acre	1.59	*	*	*	*	*	*
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67

Trip Generation Estimates									
Land Use	Quantity		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	13.67	Acres	22	N/A	N/A	N/A	N/A	N/A	N/A
Soccer Complex	2	Fields	143	1	1	2	29	13	42
TOTAL			165	1	1	2	29	13	42

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition
* No peak hour trip generation rates given for this land use.



SUNSET RIDGE PARK
TRIP DISTRIBUTION

TABLE 12-1

NEWPORT COAST

TRIP GENERATION RATES¹

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				DAILY	
					AM		PM			
					IN	OUT	IN	OUT		
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	509	2,520	844	870	53,754	
TOTAL FOR TAZ 2						1,080	3,011	3,067	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	6,624	
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	625	
	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

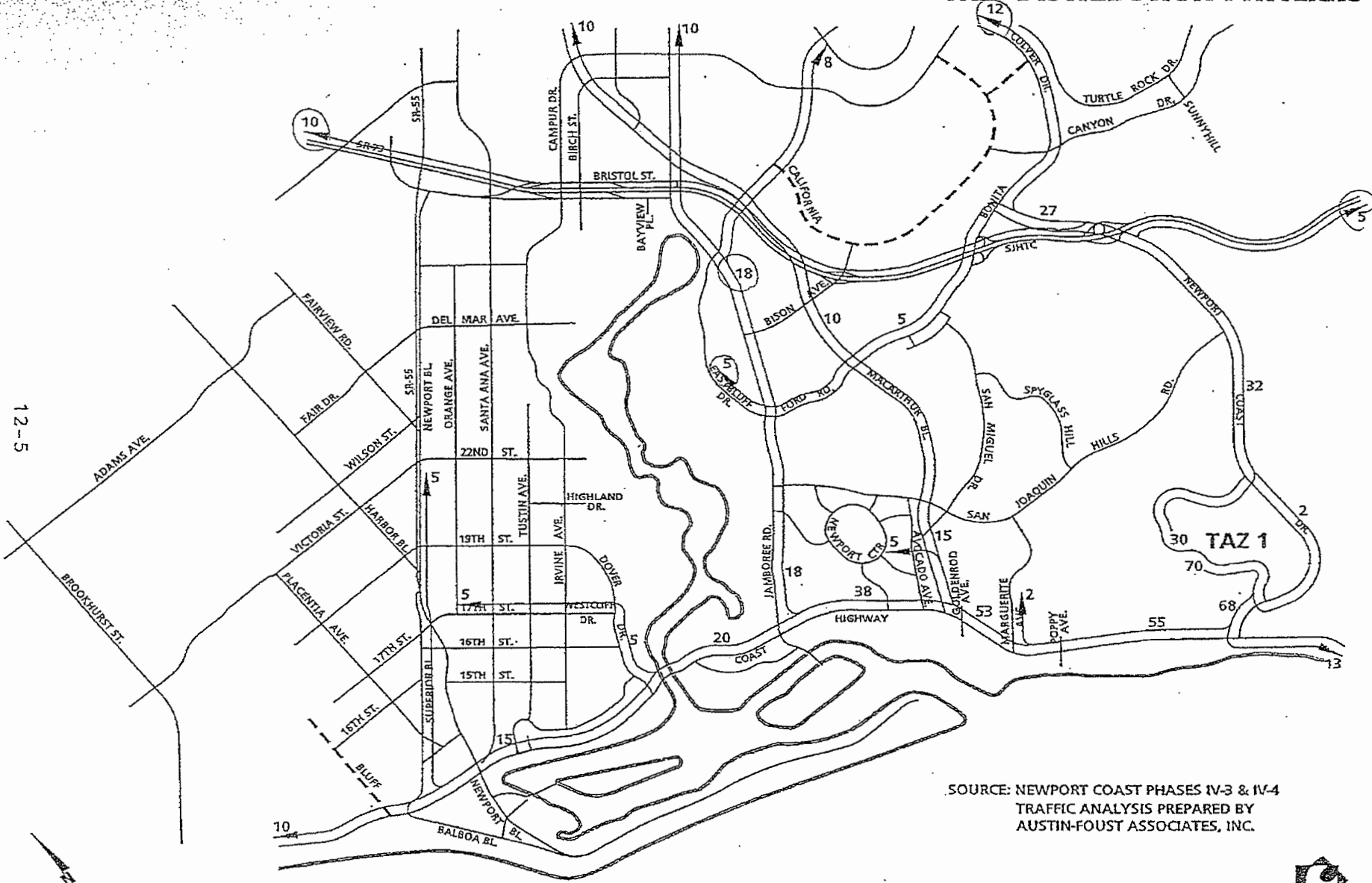
DU = Dwelling Units
AC = Acres

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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 TRIP DISTRIBUTION PATTERNS

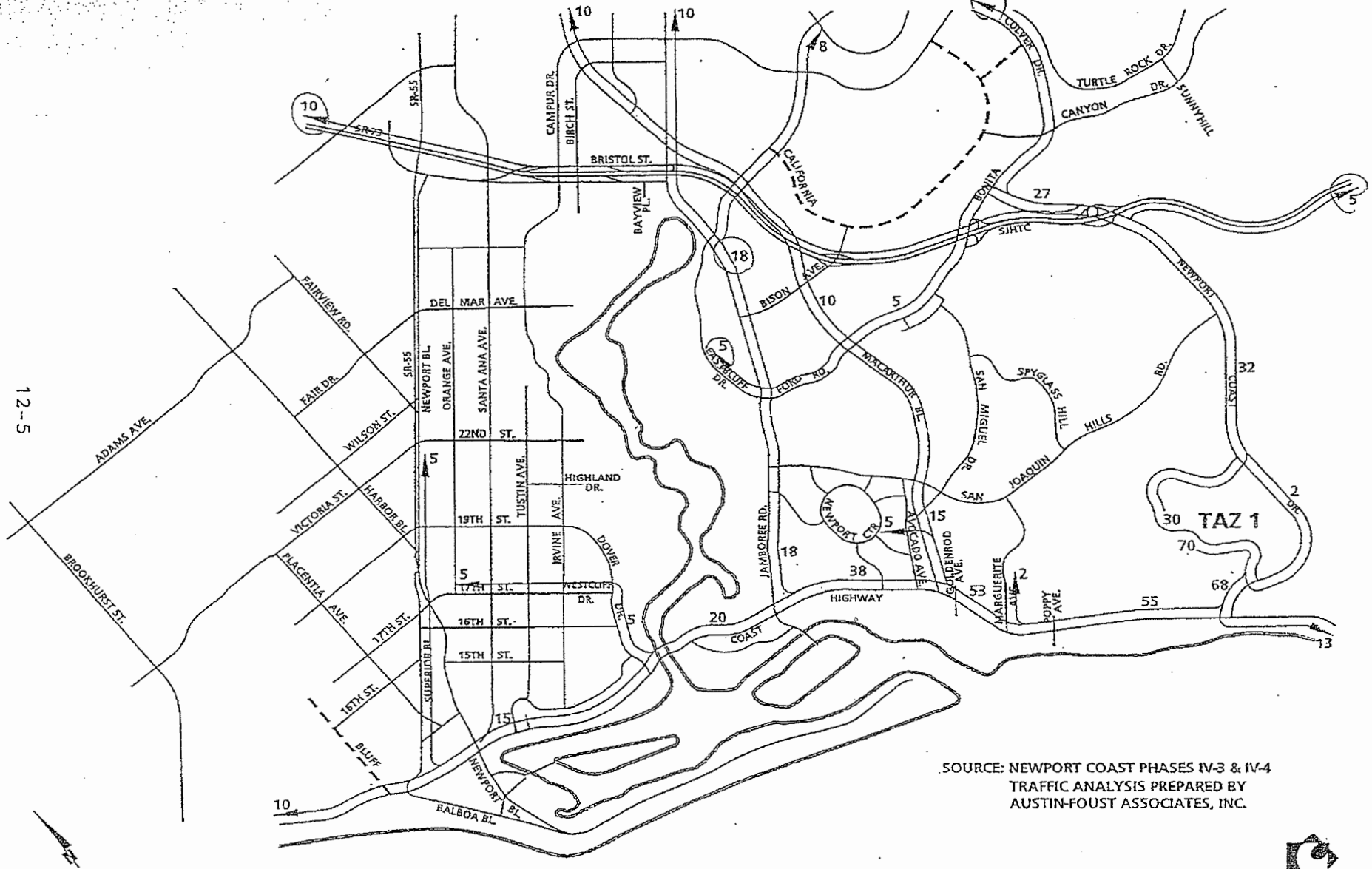


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4
TRAFFIC ANALYSIS PREPARED BY
AUSTIN-FOUST ASSOCIATES, INC.



12-5

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.



12-5

EXHIBIT 12-B
**NEWPORT COAST TRAFFIC ANALYSIS ZONE 2
 TRIP DISTRIBUTION PATTERNS**

12-6

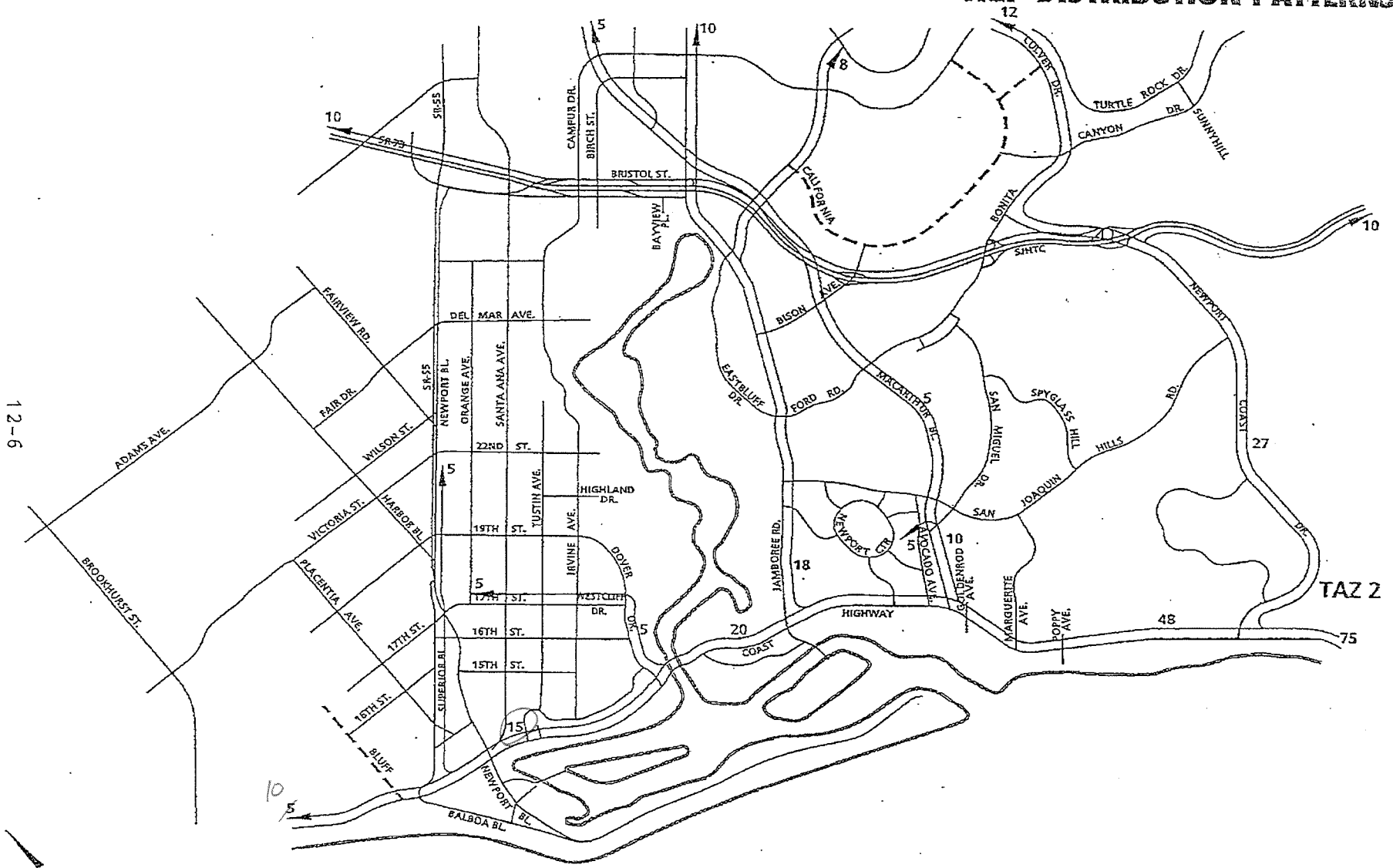
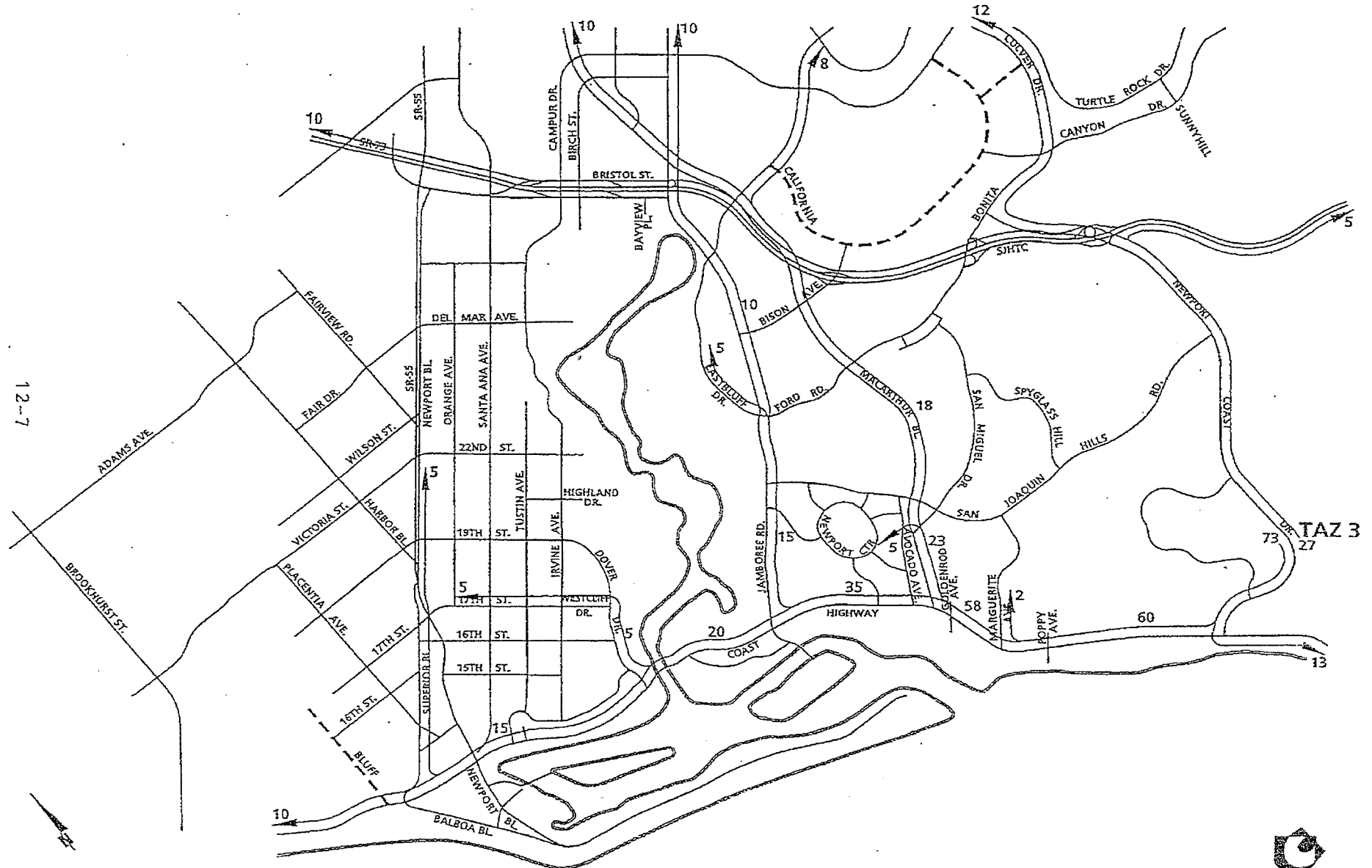


EXHIBIT
**NEWPORT COAST TRAFFIC ANALYSIS ZONE 3
 TRIP DISTRIBUTION PATTERNS**



12-7



EXHIBIT 12-C
NEWPORT COAST TRAFFIC ANALYSIS ZONE 4
TRIP DISTRIBUTION PATTERNS



12-8



City of Costa Mesa

17th/Superior Live-Work Project

Table 6 summarizes the forecast trip generation of the proposed 49 live/work unit project alternative when utilizing the *ITE* trip generation rates shown in Table 5 and accounting for the displaced land uses on the project site.

**Table 6
Forecast Trip Generation of Proposed Project (49 Live/Work Unit Alternative)**

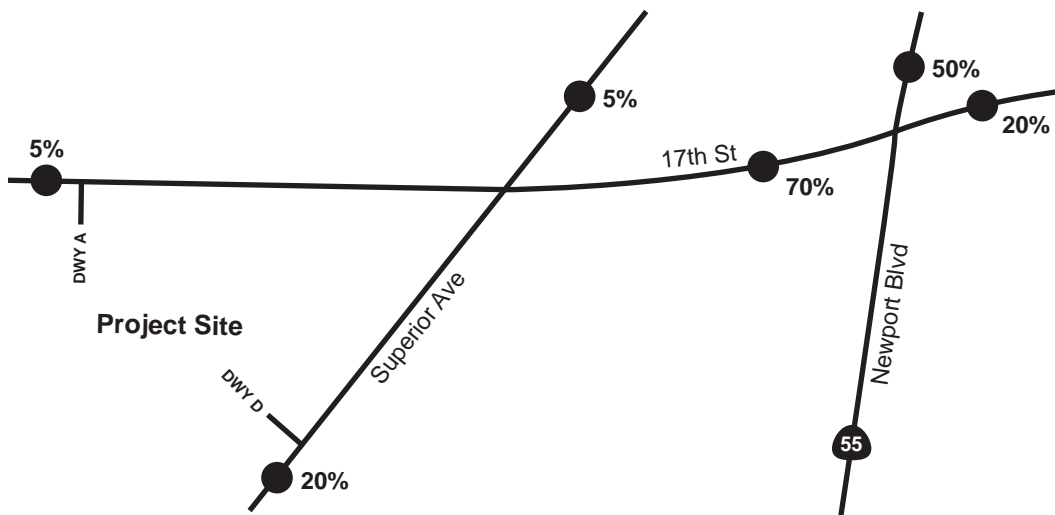
Project Component	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Project							
49-du Condominium	3	18	21	17	8	25	285
6.456-tsf Office	9	1	10	2	8	10	71
6.456-tsf Specialty Retail	0	0	0	8	10	18	286
Trip Generation Subtotal	12	19	31	27	26	53	642
<i>10% Mixed Use Trip Reduction</i>	-1	-2	-3	-3	-3	-6	-64
Total Trip Generation of Proposed Project	11	17	28	24	23	47	578
Displaced Land Use							
Commercial/Warehouse Land Uses ¹	-7	-13	-20	-17	-13	-30	-549
Total Forecast Net Trip Generation of Project	4	4	8	7	10	17	29

Source: 2012 *ITE Trip Generation Manual, 9th Edition*.

Notes: du = dwelling units; tsf = thousand square feet.

¹ = Existing trip generation determined from measured traffic counts on August 6, 2013.

As shown in Table 6, when accounting for the displaced land uses, the proposed 49 live/work unit project alternative is forecast to generate a total of approximately 29 net new daily trips, which includes approximately 8 net new a.m. peak hour trips and approximately 17 net new p.m. peak hour trips.



Legend:

DWY Driveway

● XX% Trip Percent Distribution



Not to Scale

Table 2
Forecast Net Trip Generation of Proposed Project

Project Component	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Project							
60 Condominium Units	4	22	26	21	10	31	349
12.468 tsf Office	17	2	19	3	15	18	137
12.468 tsf Specialty Retail	0	0	0	15	19	34	553
Trip Generation Subtotal	21	24	45	39	44	83	1,039
<i>10% Mixed Use Trip Reduction</i>	-2	-2	-4	-4	-4	-8	-104
Total Trip Generation of Proposed Project	19	22	41	35	40	75	935
Displaced Land Use							
43 Mobile Home Units & Industrial/Commercial Uses ¹	-13	-14	-27	-8	-15	-23	-373
Total Trip Generation of Displaced Use	-13	-14	-27	-8	-15	-23	-373
Total Forecast Net Trip Generation of Project	6	8	14	27	25	52	562

Source: 2008 ITE Trip Generation Manual, 8th Edition.

1 = Existing trip generation determined from measured traffic counts.

Notes: tsf = thousand square feet.

As shown in Table 2, when accounting for the elimination of trips associated with the mobile home park and industrial uses on the project site displaced by the proposed project, approximately 562 net new daily trips, which include 14 net new a.m. peak hour trips, and 52 net new p.m. peak hour trips are forecast to be generated by the proposed project.

Based on review of the proposed project's planned site access, nearby circulation facilities, and proximity to other communities, it is assumed 65-percent of travel the site would originate to/from the north, and 35-percent would originate to/from the south.

For example, approximately 16 peak hour trips are forecast to travel to the north and approximately 18 peak hour trips are forecast to travel from the north during the p.m. peak hour, while approximately 9 peak hour trips are forecast to travel to the south, and approximately 9 peak hour trips are forecast to travel from the south during the p.m. peak hour. The peak hour trips assigned to local intersections are not forecast to exceed the City traffic thresholds of 1-percent of capacity, therefore, no significant traffic impacts are forecast to occur.

applicable park fees submitted with the first phase of development. No mitigation measures are required.

4.16 TRANSPORTATION AND TRAFFIC

4.16.1 SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

According to EIR 1050, the Plaza Residences Project would result in a significant impact at the intersection of Newport Boulevard at 19th Street by increasing the intersection level of service (LOS) to LOS F. Implementation of mitigation, which was completed as part of the previous development phase associated with the Pacifica at Newport Plaza condominium units, would reduce this impact to a less than significant level. It was determined that the Project would not interfere with alternative, non-vehicular transportation, including public transit, bikeways, and pedestrian access. Existing facilities would continue to serve the Project area, and the provision of internal walkways and sidewalks would provide additional opportunity for pedestrian circulation.

4.16.2 PROJECT ENVIRONMENTAL REVIEW

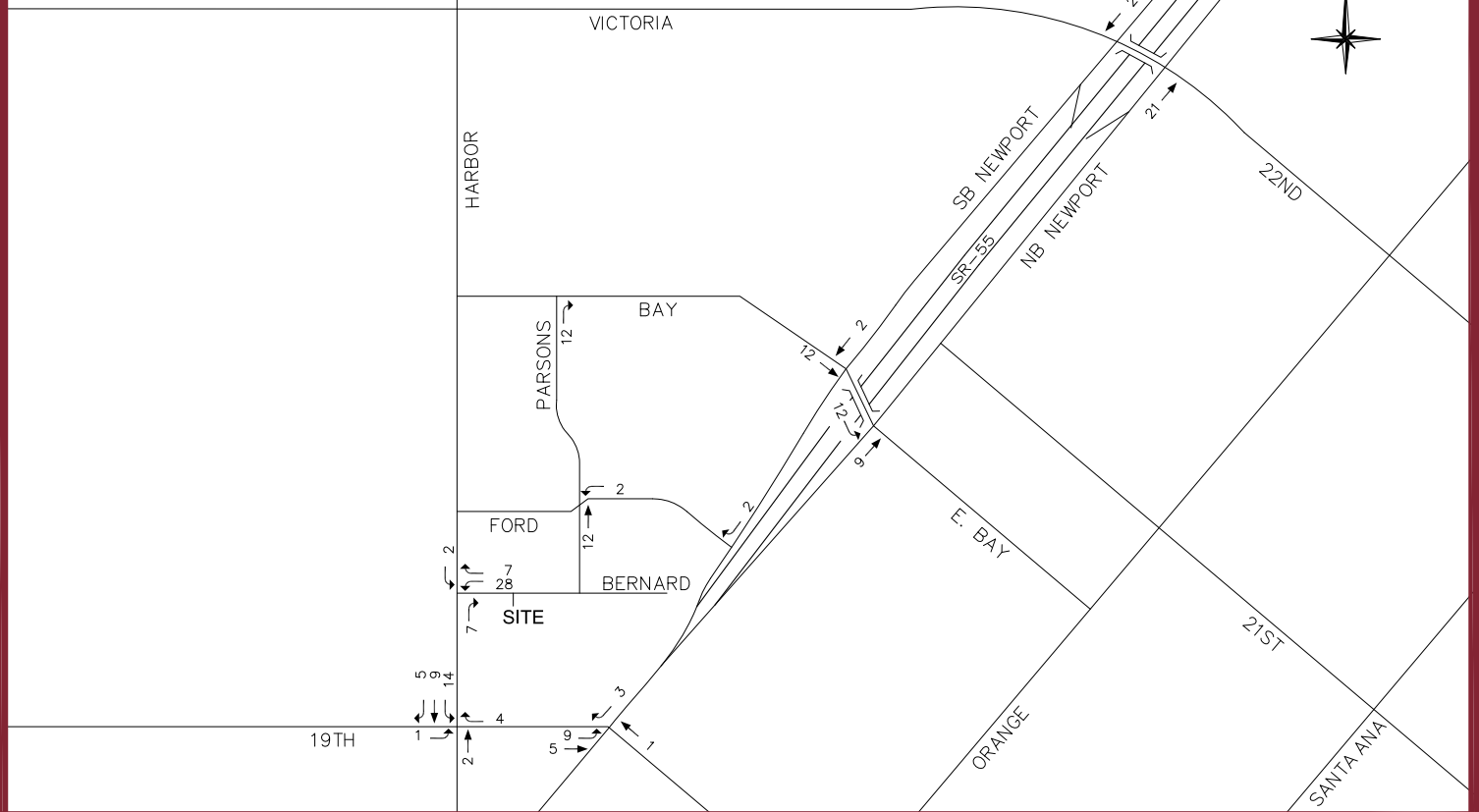
The following analysis is based on the *Pacific Gateway Apartment Conversion Traffic Impact Comparison*, prepared by Stantec Consulting Services Inc. (Stantec 2012).

The Project consists of 113 residential units located on the south side of Bernard Street east of Harbor Boulevard. The Project site was previously approved for a total of 145 condominium units, of which 32 units have been built. The Project is currently proposing to construct the remaining 113 units as for-lease residential units instead of the originally approved residential condominiums project. The original traffic analysis prepared to support FEIR 1050 applied the Costa Mesa Traffic Model (CMTM) High Density Residential trip rates to the condominium Project. The same CMTM High Density Residential trip rates would have been applied if the originally approved Project had been apartments or condominiums, and the resulting trip generation would have been the same. In comparison, application of the most recent Institute of Transportation Engineers (ITE) Trip Generation (8th Edition) Apartment trip rates to the currently proposed 113 for-lease residential units results in a decrease of 3 trips in the AM peak hour and a decrease of 4 trips in the PM peak hour, with a total daily decrease of 23 trips (refer to Table 10).

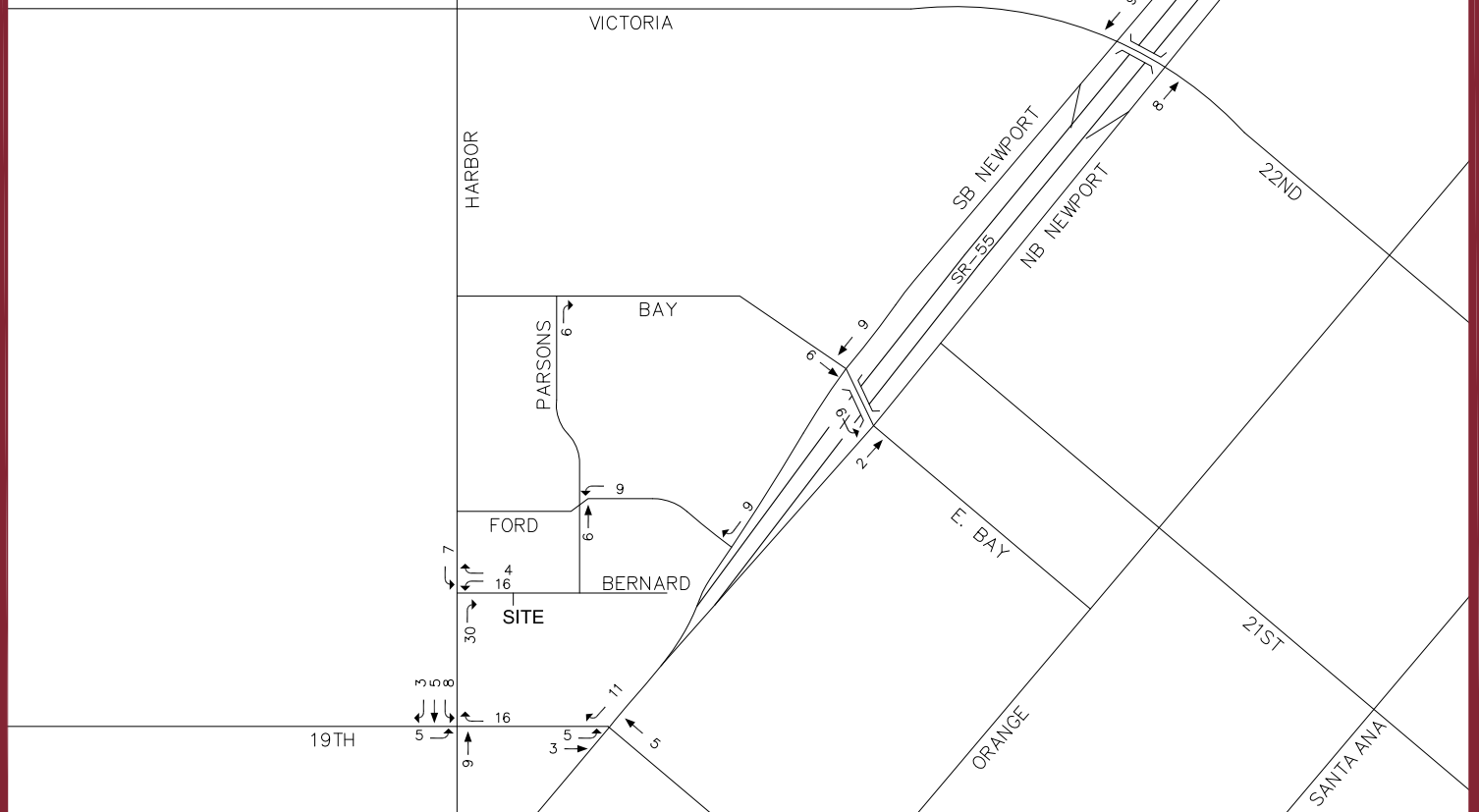
**TABLE 10
TRIP GENERATION AND TRIP RATE SUMMARY**

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Trip Generation								
Approved – High Density Residential	113 du	10	50	60	49	25	74	774
Proposed – For-Lease Residential	113 du	11	46	57	45	25	70	751
Trip Rates								
High Density Residential ^a	113 du	0.09	0.44	0.53	0.43	0.22	0.65	6.85
Apartment ^b	113 du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
ADT: average daily traffic; du: dwelling units								
^a Costa Mesa Traffic Model (CMTM) High Density Residential rate (blend of ITE rates 210, 220 & 231)								
^b Institute of Transportation Engineers (ITE) Apartment rate (220), Trip Generation (8 th Edition, 2008)								
Source: Stantec 2012								

AM PEAK HOUR



PM PEAK HOUR

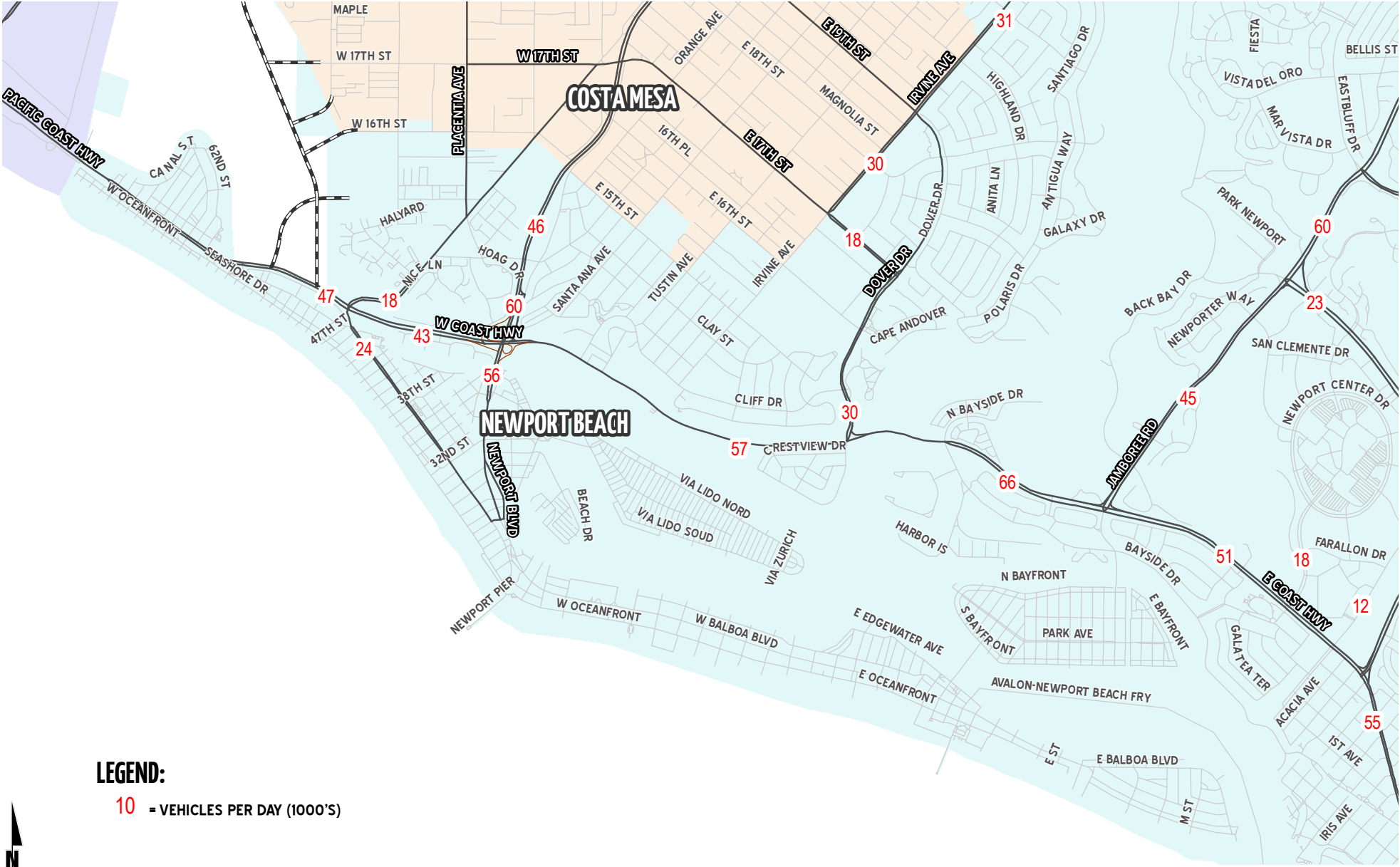


DRAWING: v:\2073\active\2073006680\drawing\pL_dwg\et_pacgatewayapts_020112-fig1.dwg



APPENDIX F
NBTAM Traffic Forecast Data

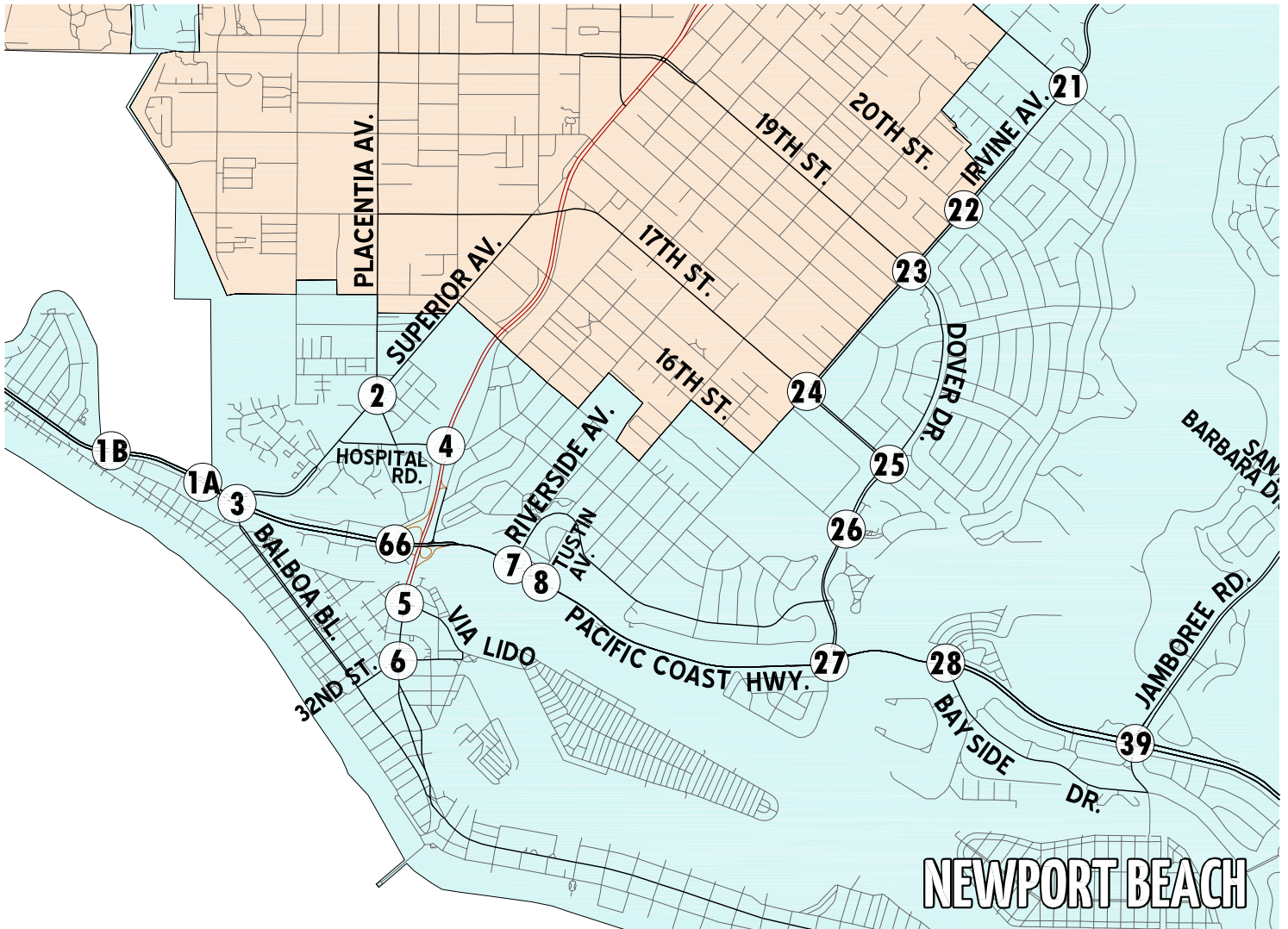
EXHIBIT A
**POST 2035 WITH LUE AMENDMENT
 AVERAGE DAILY TRAFFIC (ADT)**



LEGEND:
 10 = VEHICLES PER DAY (1000'S)



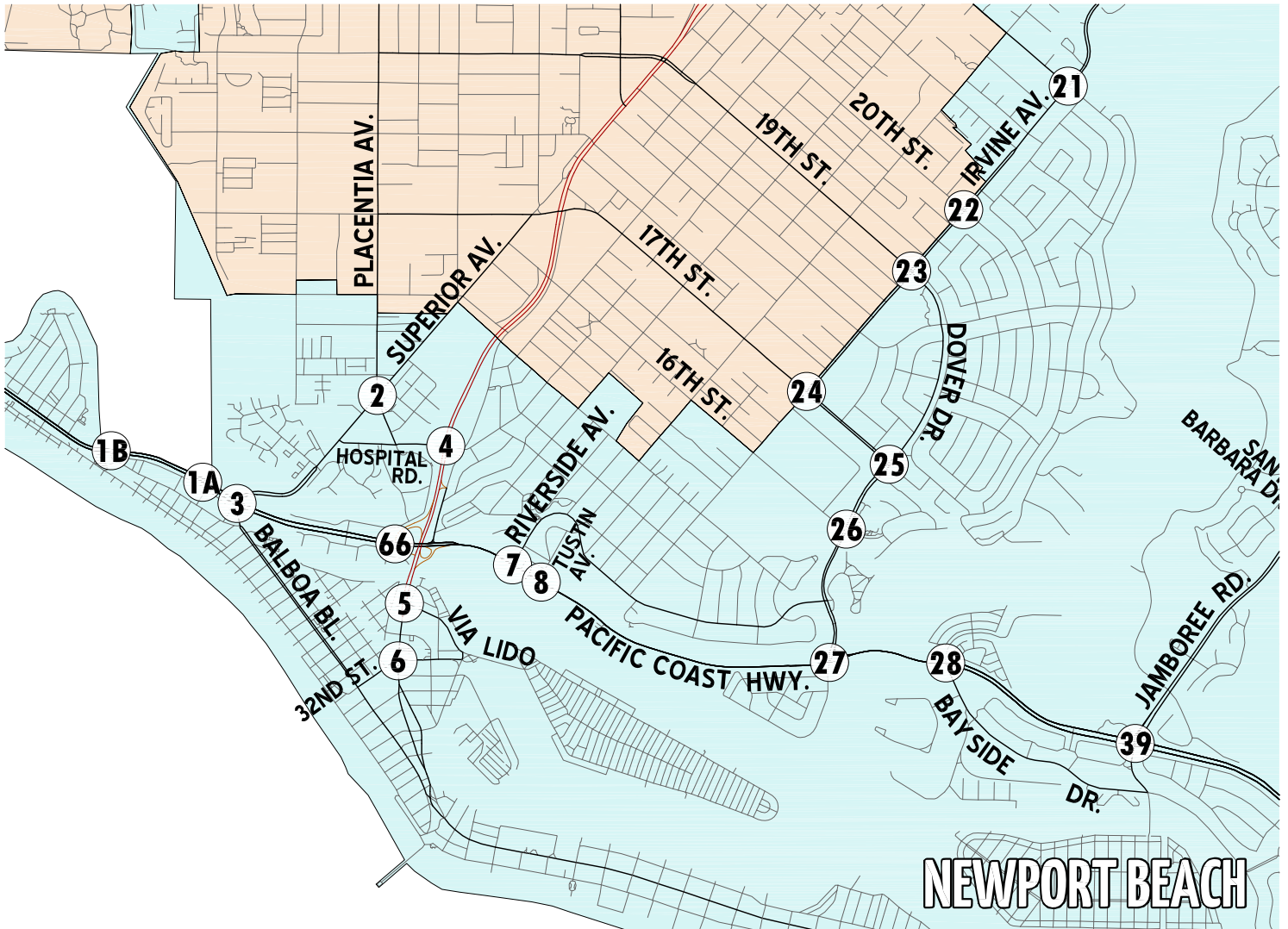
POST 2035 WITH LUE AMENDMENT AM PEAK HOUR INTERSECTION VOLUMES



<p>2 Superior Av. & Placentia Av.</p>	<p>3 Superior Av. & Coast Hwy.</p>	<p>4 Newport Bl. & Hospital Rd.</p>	<p>5 Newport Bl. & Via Lido</p>	<p>6 Newport Bl. & 32nd St.</p>
<p>7 Riverside Av. & Coast Hwy.</p>	<p>8 Tustin Av. & Coast Hwy.</p>	<p>27 Dover Dr./ Bayshore Dr. & Coast Hwy.</p>	<p>66 Newport Bl. (W) & Coast Hwy.</p>	



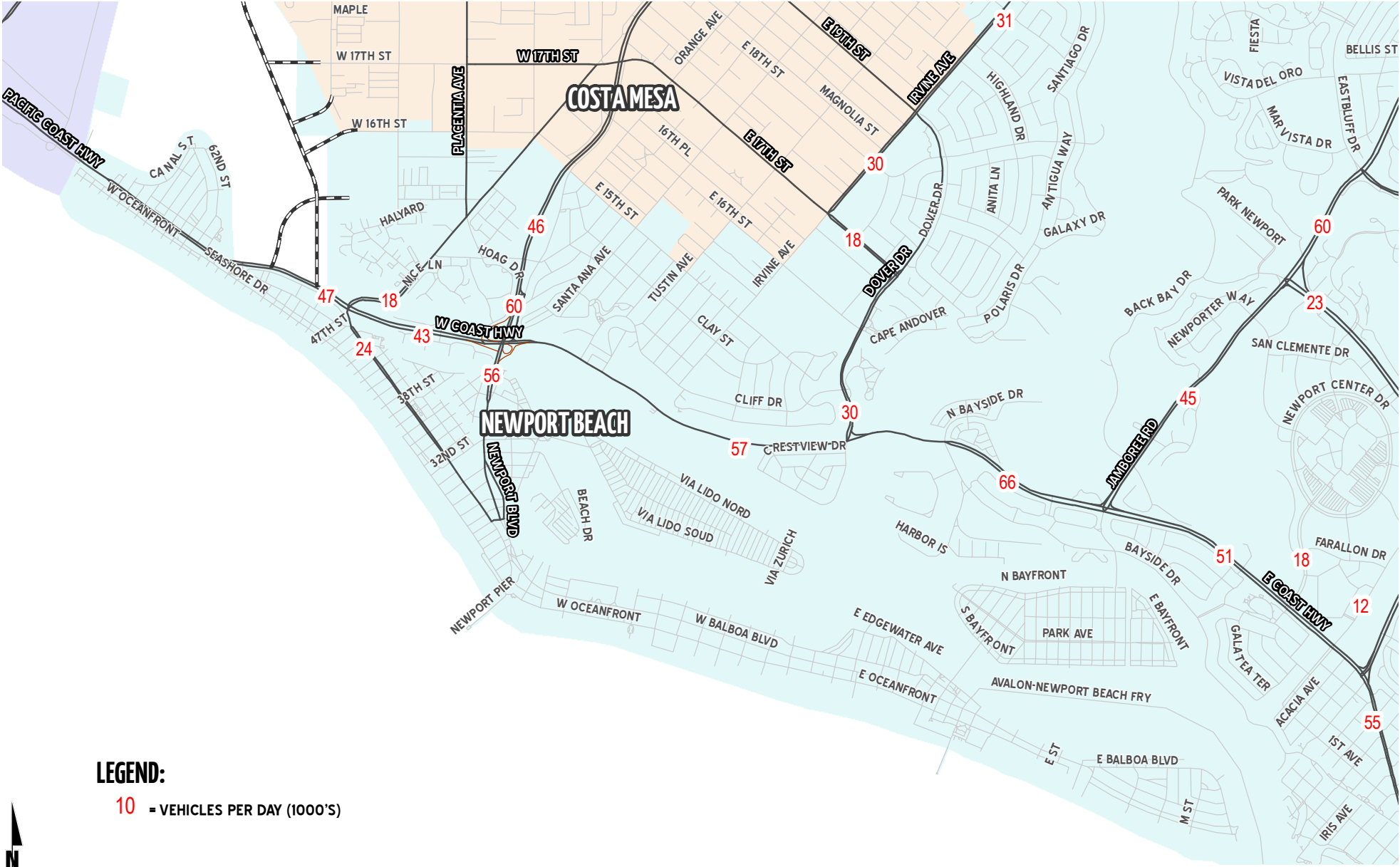
POST 2035 WITH LUE AMENDMENT PM PEAK HOUR INTERSECTION VOLUMES



<p>2 Superior Av. & Placentia Av.</p>	<p>3 Superior Av. & Coast Hwy.</p>	<p>4 Newport Bl. & Hospital Rd.</p>	<p>5 Newport Bl. & Via Lido</p>	<p>6 Newport Bl. & 32nd St.</p>
<p>7 Riverside Av. & Coast Hwy.</p>	<p>8 Tustin Av. & Coast Hwy.</p>	<p>27 Dover Dr./ Bayshore Dr. & Coast Hwy.</p>	<p>66 Newport Bl. (W) & Coast Hwy.</p>	



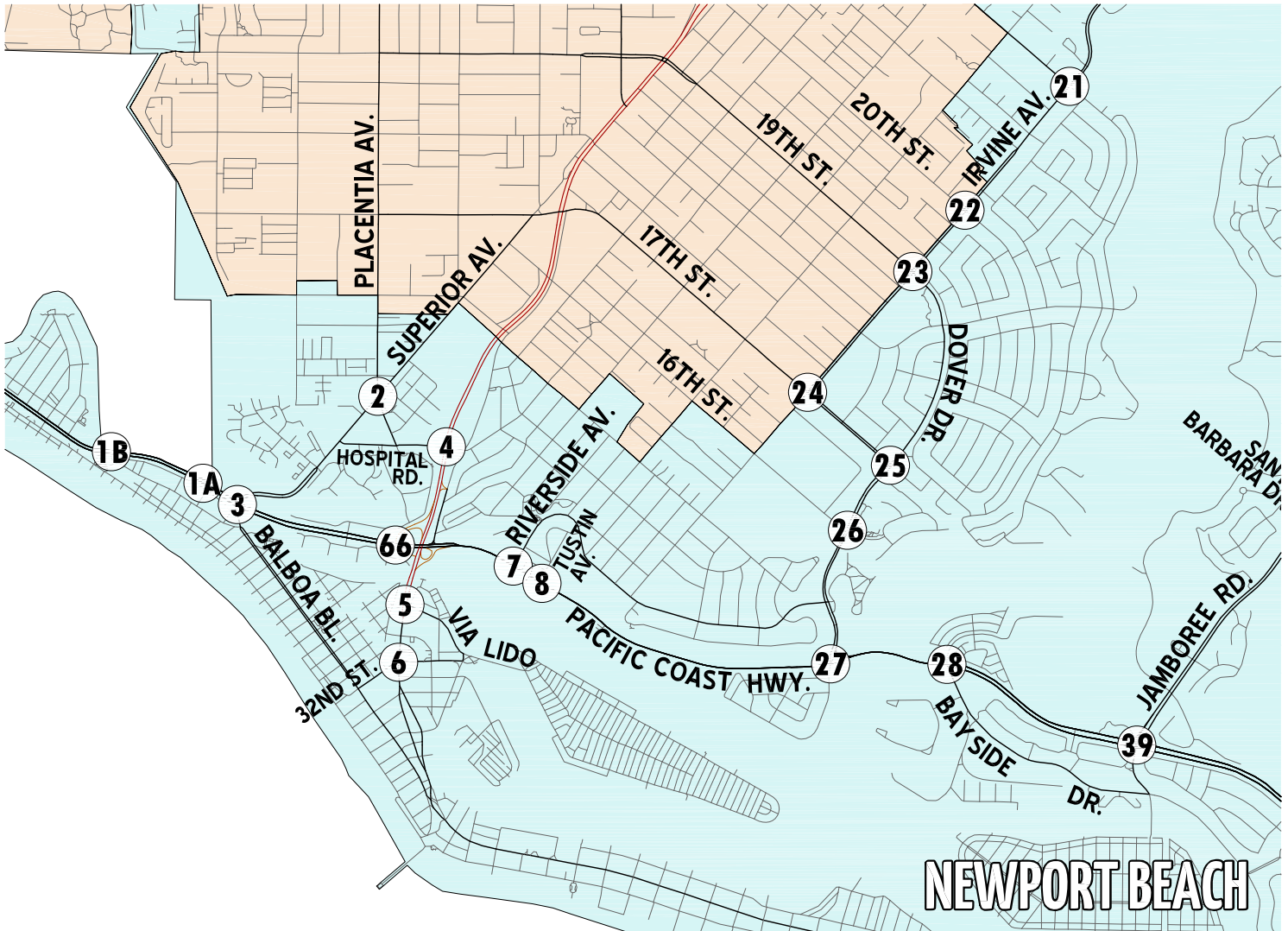
EXHIBIT D
**LIDO HOUSE HOTEL SCENARIO
 AVERAGE DAILY TRAFFIC (ADT)**



LEGEND:
 10 = VEHICLES PER DAY (1000'S)

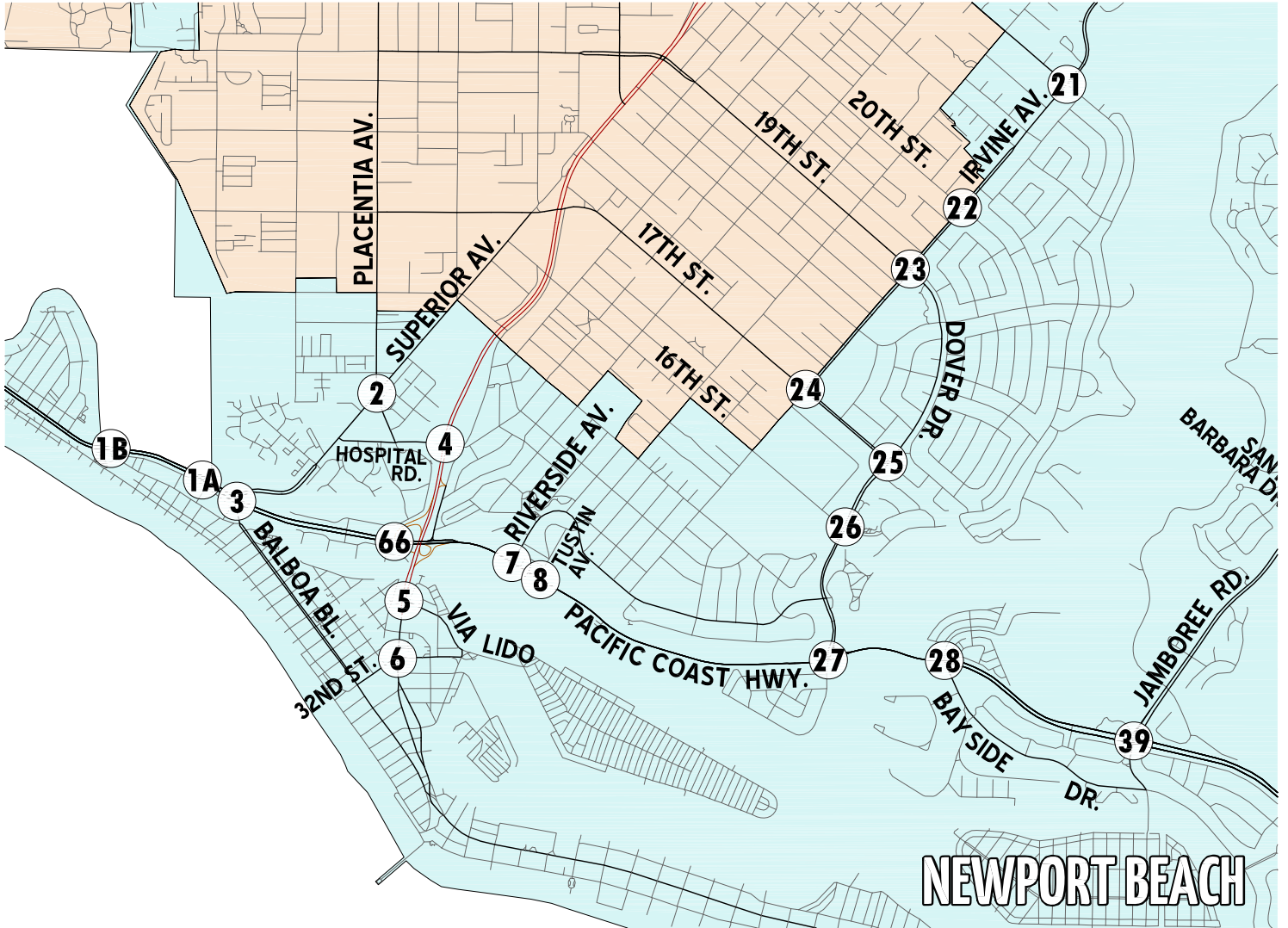


LIDO HOUSE HOTEL SCENARIO AM PEAK HOUR INTERSECTION VOLUMES



<p>2 Superior Av. & Placentia Av.</p> <p>5 272 189</p> <p>117 278 11</p> <p>383 298</p> <p>360 1138 37</p>	<p>3 Superior Av. & Coast Hwy.</p> <p>140 190 234</p> <p>268 86 159</p> <p>757 3032 181</p> <p>259 515 324</p>	<p>4 Newport Bl. & Hospital Rd.</p> <p>84 341 101</p> <p>33 247 70</p> <p>211 219 220</p> <p>119 2086 170</p>	<p>5 Newport Bl. & Via Lido</p> <p>830 277</p> <p>430 20</p> <p>1540 43</p>	<p>6 Newport Bl. & 32nd St.</p> <p>88 601 68</p> <p>51 42 41</p> <p>366 78 28</p> <p>20 113 74</p>
<p>7 Riverside Av. & Coast Hwy.</p> <p>403 0 118</p> <p>92 1564 5</p> <p>399 2863 6</p> <p>3 0 1</p>	<p>8 Tustin Av. & Coast Hwy.</p> <p>36 64</p> <p>72 1527</p> <p>68 2752 4</p> <p>1 0 1</p>	<p>27 Dover Dr./ Bayshore Dr. & Coast Hwy.</p> <p>94 39 869</p> <p>665 1638 37</p> <p>190 2761 33</p> <p>38 55 60</p>	<p>66 Newport Bl. (W) & Coast Hwy.</p> <p>557 492</p> <p>370 1203</p> <p>2748 140</p>	

LIDO HOUSE HOTEL SCENARIO PM PEAK HOUR INTERSECTION VOLUMES



2 Superior Av. & Placentia Av. 	3 Superior Av. & Coast Hwy. 	4 Newport Bl. & Hospital Rd. 	5 Newport Bl. & Via Lido 	6 Newport Bl. & 32nd St.
7 Riverside Av. & Coast Hwy. 	8 Tustin Av. & Coast Hwy. 	27 Dover Dr./ Bayshore Dr. & Coast Hwy. 	66 Newport Bl. (W) & Coast Hwy. 	

General Plan LUE Amendment Project Volumes at Costa Mesa Intersections

Intersection	Southbound			Westbound			Northbound			Eastbound		
	L	T	R	L	T	R	L	T	R	L	T	R
14 Newport Bl. at 19th St.												
AM Peak Hour	127	3028	768	53	194	234	39	3811	28	1305	235	9
PM Peak Hour	222	3082	1479	43	354	173	58	3018	36	930	271	105
15 Newport Bl. at Broadway												
AM Peak Hour	42	3075	56	30	22	78	23	3836	48	4	10	16
PM Peak Hour	64	3027	179	44	24	82	47	3036	56	2	10	8
16 Newport Bl. at Harbor Bl.												
AM Peak Hour	0	3028	36	0	0	0	465	3901	0	49	0	511
PM Peak Hour	0	3028	75	0	0	0	645	3133	0	67	0	832
17 Newport Bl. at 18th St./Rochester												
AM Peak Hour	59	3126	150	4	57	29	62	3728	22	343	69	50
PM Peak Hour	131	3530	166	24	85	51	118	3234	17	335	82	56
18 Newport Bl. at 17th St.												
AM Peak Hour	597	1719	592	194	493	165	55	2177	177	1198	666	57
PM Peak Hour	749	1902	594	321	726	144	72	1648	145	971	618	79
19 Newport Bl. at 16th St.												
AM Peak Hour	80	1946	71	39	60	71	19	2412	53	27	28	5
PM Peak Hour	65	2190	56	66	70	74	14	1902	63	68	52	30
20 Newport Bl. at Industrial Wy.												
AM Peak Hour	91	1759	78	7	82	71	52	2250	20	80	131	90
PM Peak Hour	79	2092	73	16	61	74	56	1689	10	127	71	63

General Plan Hotel Volumes at Costa Mesa Intersections

Intersection	Southbound			Westbound			Northbound			Eastbound		
	L	T	R	L	T	R	L	T	R	L	T	R
14 Newport Bl. at 19th St.												
AM Peak Hour	125	3028	782	53	198	230	40	3811	28	1310	237	10
PM Peak Hour	221	3139	1403	46	353	180	55	3000	36	934	273	108
15 Newport Bl. at Broadway												
AM Peak Hour	42	3070	55	29	22	78	23	3840	47	4	10	15
PM Peak Hour	64	3087	180	44	24	82	47	3016	56	2	10	9
16 Newport Bl. at Harbor Bl.												
AM Peak Hour	0	3020	37	0	0	0	463	3900	0	50	0	500
PM Peak Hour	0	3086	79	0	0	0	651	3118	0	62	0	754
17 Newport Bl. at 18th St./Rochester												
AM Peak Hour	55	3115	143	4	57	29	60	3715	20	346	65	51
PM Peak Hour	131	3540	167	24	85	51	118	3214	17	334	82	56
18 Newport Bl. at 17th St.												
AM Peak Hour	597	1721	590	192	485	164	54	2179	176	1207	667	57
PM Peak Hour	741	1901	572	329	717	145	71	1649	147	956	612	79
19 Newport Bl. at 16th St.												
AM Peak Hour	79	1935	70	39	61	70	19	2403	54	27	28	5
PM Peak Hour	67	2193	56	65	70	75	14	1896	64	63	49	27
20 Newport Bl. at Industrial Wy.												
AM Peak Hour	92	1754	79	7	82	71	52	2244	20	81	130	89
PM Peak Hour	80	2093	74	15	60	74	56	1688	10	128	70	62

APPENDIX G
State Highway LOS Analysis Sheets

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted 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 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 4 78 43 1 25 25 2934 20 30 948 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 25 2934 20 30 948 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 25 2934 20 30 948 18

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.74 0.74 0.85 0.70 0.70 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1209 193 1615 1294 30 1615 1805 5147 35 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.01 0.57 0.57 0.02 0.18 0.01
Crit Moves: ****
Green/Cycle: 0.07 0.07 0.07 0.07 0.07 0.07 0.06 0.84 0.84 0.02 0.81 0.81
Volume/Cap: 0.29 0.29 0.68 0.46 0.46 0.22 0.23 0.68 0.68 0.68 0.23 0.01
Delay/Veh: 45.6 45.6 60.1 48.2 48.2 44.7 45.7 3.3 3.3 82.6 2.3 1.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.6 45.6 60.1 48.2 48.2 44.7 45.7 3.3 3.3 82.6 2.3 1.9
LOS by Move: D D E D D D D A A F A A
HCM2kAvgQ: 1 1 4 2 2 1 1 13 13 1 2 0 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 Average Delay (sec/veh): 26.6
Optimal Cycle: 72 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 216 330 138 182 152 213 1010 2687 165 81 834 199
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 216 330 138 182 152 213 1010 2687 165 81 834 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 216 330 138 182 152 213 1010 2687 165 81 834 199

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.92 0.92 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 1.41 0.59 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1723 2430 1016 2871 2398 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.14 0.14 0.06 0.06 0.07 0.29 0.52 0.10 0.04 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.16 0.16 0.16 0.08 0.08 0.55 0.48 0.63 0.63 0.05 0.20 0.20
Volume/Cap: 0.76 0.83 0.83 0.83 0.83 0.14 0.61 0.83 0.16 0.83 0.59 0.61
Delay/Veh: 43.9 47.4 47.4 58.9 58.9 10.9 19.9 16.5 7.9 88.6 36.8 39.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 43.9 47.4 47.4 58.9 58.9 10.9 19.9 16.5 7.9 88.6 36.8 39.4
LOS by Move: D D D E E B B A F D D
HCM2kAvgQ: 7 8 8 4 4 2 11 24 2 3 6 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 8 Average Delay (sec/veh): 19.6
Optimal Cycle: 35 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0
Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 1729 85 51 1154 404 183 115 197 50 216 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 1729 85 51 1154 404 183 115 197 50 216 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 1729 85 51 1154 404 183 115 197 50 216 23
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.81 0.19
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 3217 343
Capacity Analysis Module:
Vol/Sat: 0.07 0.33 0.05 0.03 0.22 0.25 0.05 0.06 0.12 0.03 0.07 0.07
Crit Moves: **** **** **** ****
Green/Cycle: 0.14 0.60 0.60 0.05 0.51 0.51 0.12 0.22 0.22 0.05 0.15 0.15
Volume/Cap: 0.49 0.56 0.09 0.56 0.44 0.49 0.44 0.28 0.56 0.56 0.44 0.44
Delay/Veh: 41.1 12.2 8.5 53.7 15.6 16.5 41.8 32.8 36.6 53.9 39.2 39.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.1 12.2 8.5 53.7 15.6 16.5 41.8 32.8 36.6 53.9 39.2 39.2
LOS by Move: D B A D B B D C D D D D
HCM2kAvgQ: 4 12 1 2 8 8 3 3 6 2 4 4
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 6 Average Delay (sec/veh): 15.4
Optimal Cycle: 70 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1
Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.00 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 0 409 0 247 0 2319 142 0 847 281
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 0 409 0 247 0 2319 0 0 847 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 409 0 247 0 2319 0 0 847 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 0 409 0 247 0 2319 0 0 847 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.15 0.00 0.64 0.00 0.00 0.16 0.00
Crit Moves: **** **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.18 0.00 0.18 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.65 0.00 0.85 0.00 0.85 0.00 0.00 0.22 0.00
Delay/Veh: 0.0 0.0 0.0 40.3 0.0 59.5 0.0 10.7 0.0 0.0 3.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 40.3 0.0 59.5 0.0 10.7 0.0 0.0 3.5 0.0
LOS by Move: A A A D A E A B A A A A
HCM2kAvgQ: 0 0 0 7 0 10 0 25 0 0 3 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 6 Average Delay (sec/veh): 13.7
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 0 1 117 0 376 333 2169 6 5 1147 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 117 0 376 333 2169 6 5 1147 79
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1 117 0 376 333 2169 6 5 1147 79

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.83 0.71 1.00 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1178 0 393 1351 0 1615 1805 3600 10 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.23 0.18 0.60 0.60 0.00 0.22 0.05
Crit Moves: ****
Green/Cycle: 0.12 0.00 0.12 0.12 0.00 0.49 0.37 0.82 0.82 0.00 0.45 0.45
Volume/Cap: 0.02 0.00 0.02 0.74 0.00 0.47 0.49 0.74 0.74 0.74 0.49 0.11
Delay/Veh: 39.1 0.0 39.1 59.0 0.0 17.3 24.6 5.1 5.1 225.6 19.7 16.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.1 0.0 39.1 59.0 0.0 17.3 24.6 5.1 5.1 225.6 19.7 16.1
LOS by Move: D A D E A B C A A F B B
HCM2kAvgQ: 0 0 0 5 0 8 8 17 17 0 9 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 6 Average Delay (sec/veh): 3.9
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 1 0 0 2 1 0

Volume Module:
Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
Growth Adj: 1.00 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 0 1 46 1 16 21 2271 4 0 1238 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: 1 0 1 46 1 16 21 2271 4 0 1238 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 46 1 16 21 2271 4 0 1238 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: 1 0 1 46 1 16 21 2271 4 0 1238 36

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.85 1.00 0.85 0.75 0.75 0.75 0.95 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 0.00 2.92 0.08
Final Sat.: 811 0 811 1036 23 360 1805 3604 6 0 5020 146

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.04 0.04 0.01 0.63 0.63 0.00 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.06 0.00 0.06 0.06 0.06 0.06 0.04 0.88 0.88 0.00 0.84 0.84
Volume/Cap: 0.02 0.00 0.02 0.72 0.72 0.72 0.29 0.72 0.72 0.00 0.29 0.29
Delay/Veh: 44.1 0.0 44.1 70.7 70.7 70.7 49.0 2.8 2.8 0.0 1.8 1.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.1 0.0 44.1 70.7 70.7 70.7 49.0 2.8 2.8 0.0 1.8 1.8
LOS by Move: D A D E E E D A A A A A
HCM2kAvgQ: 0 0 0 3 3 3 1 12 12 0 3 3

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): 21.4
Optimal Cycle: 47 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
Growth Adj: 1.00 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 56 60 858 43 82 150 2125 28 36 1263 601
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 56 60 858 43 82 150 2125 28 36 1263 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 56 60 858 43 82 150 2125 28 36 1263 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 56 60 858 43 82 150 2125 28 36 1263 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.88 0.88 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1805 1664 1664 5253 1900 1615 3502 5109 67 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.16 0.02 0.05 0.04 0.42 0.42 0.02 0.24 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.05 0.05 0.24 0.24 0.24 0.09 0.60 0.60 0.03 0.54 0.00
Volume/Cap: 0.35 0.64 0.69 0.69 0.10 0.21 0.45 0.69 0.69 0.69 0.45 0.00
Delay/Veh: 48.0 54.3 58.2 36.5 29.9 31.0 43.8 14.2 14.2 80.8 14.3 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.0 54.3 58.2 36.5 29.9 31.0 43.8 14.2 14.2 80.8 14.3 0.0
LOS by Move: D D E D C C D B B F B A
HCM2kAvgQ: 1 3 3 9 1 2 2 16 16 2 9 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 8 Average Delay (sec/veh): 22.6
Optimal Cycle: 81 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 3305 35 142 2758 508 806 213 7 55 147 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 29 3305 35 142 2758 508 806 213 7 55 147 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 3305 35 142 2758 508 806 213 7 55 147 205

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.89 0.89 0.89 0.91 0.85 0.95 0.83 0.83
Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1805 6837 72 1805 6757 1689 5053 1736 1615 1805 3157 3157

Capacity Analysis Module:
Vol/Sat: 0.02 0.48 0.48 0.08 0.41 0.30 0.16 0.12 0.00 0.03 0.05 0.06
Crit Moves: ****
Green/Cycle: 0.02 0.57 0.57 0.09 0.63 0.63 0.19 0.19 0.19 0.08 0.08 0.08
Volume/Cap: 0.65 0.85 0.85 0.85 0.65 0.48 0.85 0.66 0.02 0.40 0.61 0.85
Delay/Veh: 76.4 20.3 20.3 77.4 11.7 9.7 45.6 38.8 33.3 46.0 46.7 61.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 76.4 20.3 20.3 77.4 11.7 9.7 45.6 38.8 33.3 46.0 46.7 61.6
LOS by Move: E C C E B A D D C D D E
HCM2kAvgQ: 1 24 24 7 15 9 12 7 0 2 3 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #15 Newport Blvd (NS) / Broadway (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 6 Average Delay (sec/veh): 5.1
Optimal Cycle: 36 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 18 3311 42 47 2759 55 5 12 15 27 22 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 18 3311 42 47 2759 55 5 12 15 27 22 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 18 3311 42 47 2759 55 5 12 15 27 22 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 3311 42 47 2759 55 5 12 15 27 22 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 18 3311 42 47 2759 55 5 12 15 27 22 85
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.93 0.93 0.85 0.75 1.00 0.85
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1805 6816 86 1805 5187 1615 520 1247 1615 1433 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.01 0.49 0.49 0.03 0.53 0.03 0.01 0.01 0.01 0.02 0.01 0.05
Crit Moves: ****
Green/Cycle: 0.02 0.81 0.81 0.04 0.84 0.84 0.08 0.08 0.08 0.08 0.08 0.08
Volume/Cap: 0.63 0.60 0.60 0.60 0.63 0.04 0.12 0.12 0.11 0.23 0.14 0.63
Delay/Veh: 87.1 3.6 3.6 58.9 3.0 1.3 42.8 42.8 42.8 43.8 42.9 53.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 87.1 3.6 3.6 58.9 3.0 1.3 42.8 42.8 42.8 43.8 42.9 53.8
LOS by Move: F A A E A A D D D D D D
HCM2kAvgQ: 1 10 10 1 11 0 1 1 1 1 1 4
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 6 Average Delay (sec/veh): 10.1
Optimal Cycle: 47 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 278 3318 0 0 2742 24 46 0 454 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: 278 3318 0 0 2742 24 46 0 454 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: 278 3318 0 0 2742 24 46 0 454 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 278 3318 0 0 2742 24 46 0 454 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: 278 3318 0 0 2742 24 46 0 454 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.97 0.03 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5137 45 1805 0 2842 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.08 0.48 0.00 0.00 0.53 0.53 0.03 0.00 0.16 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.11 0.83 0.00 0.00 0.72 0.72 0.11 0.00 0.22 0.00 0.00 0.00
Volume/Cap: 0.74 0.58 0.00 0.00 0.74 0.74 0.23 0.00 0.74 0.00 0.00 0.00
Delay/Veh: 50.7 2.9 0.0 0.0 9.0 9.0 41.4 0.0 41.2 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: 50.7 2.9 0.0 0.0 9.0 9.0 41.4 0.0 41.2 0.0 0.0 0.0
LOS by Move: D A A A A A D A D A A A
HCM2kAvgQ: 4 9 0 0 18 18 1 0 9 0 0 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 8 Average Delay (sec/veh): 11.9
Optimal Cycle: 57 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 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: 52 3096 23 61 2921 122 224 57 38 4 54 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: 52 3096 23 61 2921 122 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 3096 23 61 2921 122 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 3096 23 61 2921 122 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.95 0.95
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1805 6858 51 1805 5187 1615 3502 1900 1615 1805 1203 602

Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.03 0.56 0.08 0.06 0.03 0.02 0.00 0.04 0.04
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.72 0.72 0.05 0.74 0.74 0.08 0.08 0.08 0.06 0.06 0.06
Volume/Cap: 0.76 0.62 0.62 0.62 0.76 0.10 0.76 0.36 0.28 0.04 0.76 0.76
Delay/Veh: 86.4 7.2 7.2 58.3 8.7 3.7 55.9 44.6 44.1 44.5 73.4 73.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 86.4 7.2 7.2 58.3 8.7 3.7 55.9 44.6 44.1 44.5 73.4 73.4
LOS by Move: F A A E A A E D D D E E
HCM2kAvgQ: 2 13 13 2 19 1 5 2 1 0 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 8 Average Delay (sec/veh): 28.9
Optimal Cycle: 58 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.00 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 1908 151 574 1579 498 818 443 36 149 346 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1908 151 574 1579 498 818 443 36 149 346 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 41 1908 151 574 1579 498 818 443 36 149 346 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.71 0.29 2.00 3.00 1.00 3.00 1.85 0.15 2.00 3.00 1.00
Final Sat.: 1805 6338 502 3502 5187 1615 5253 3302 268 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.30 0.30 0.16 0.30 0.31 0.16 0.13 0.13 0.04 0.07 0.08
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.39 0.39 0.21 0.57 0.57 0.20 0.24 0.24 0.08 0.11 0.11
Volume/Cap: 0.55 0.77 0.77 0.77 0.54 0.55 0.77 0.56 0.56 0.56 0.61 0.77
Delay/Veh: 55.1 27.7 27.7 41.7 13.8 14.4 41.0 34.4 34.4 47.5 44.3 61.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 55.1 27.7 27.7 41.7 13.8 14.4 41.0 34.4 34.4 47.5 44.3 61.2
LOS by Move: E C C D B B D C C D D E
HCM2kAvgQ: 1 15 15 8 11 9 10 7 7 3 5 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 6 Average Delay (sec/veh): 7.1
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 2086 47 86 1726 46 25 26 4 39 44 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 2086 47 86 1726 46 25 26 4 39 44 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 2086 47 86 1726 46 25 26 4 39 44 84

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.80 0.80 0.85 0.84 0.84 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.49 0.51 1.00 0.47 0.53 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 747 777 1615 747 843 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.40 0.03 0.05 0.33 0.03 0.03 0.03 0.00 0.05 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.01 0.75 0.75 0.09 0.83 0.83 0.10 0.10 0.10 0.10 0.10 0.10
Volume/Cap: 0.40 0.53 0.04 0.53 0.40 0.03 0.34 0.34 0.03 0.53 0.53 0.53
Delay/Veh: 59.2 5.2 3.2 47.0 2.3 1.5 43.5 43.5 40.9 46.5 46.5 46.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 59.2 5.2 3.2 47.0 2.3 1.5 43.5 43.5 40.9 46.5 46.5 46.4
LOS by Move: E A A D A D D D D D D
HCM2kAvgQ: 0 10 0 3 5 0 2 2 0 3 3 3

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 Average Delay (sec/veh): 13.3
Optimal Cycle: 31 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 44 1879 17 94 1529 82 74 121 70 6 84 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 44 1879 17 94 1529 82 74 121 70 6 84 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 44 1879 17 94 1529 82 74 121 70 6 84 72

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.90 0.90 0.85 0.85 0.85 0.40 1.00 0.85
Lanes: 1.00 2.97 0.03 1.00 2.85 0.15 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1805 5135 46 1805 4884 262 614 1004 1615 762 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.37 0.37 0.05 0.31 0.31 0.12 0.12 0.04 0.01 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.05 0.64 0.64 0.09 0.68 0.68 0.21 0.21 0.21 0.21 0.21 0.21
Volume/Cap: 0.46 0.57 0.57 0.57 0.46 0.46 0.57 0.57 0.21 0.04 0.21 0.21
Delay/Veh: 49.5 10.5 10.5 48.4 7.7 7.7 37.8 37.8 32.9 31.5 32.9 32.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.5 10.5 10.5 48.4 7.7 7.7 37.8 37.8 32.9 31.5 32.9 32.9
LOS by Move: D B B D A A D D C C C
HCM2kAvgQ: 1 12 12 3 8 8 6 6 2 0 2 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 Average Delay (sec/veh): 4.6
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1181 27 28 2882 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1181 27 28 2882 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1181 27 28 2882 34

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.96 0.96 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1793 60 1615 1710 114 1615 1805 5056 116 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.02 0.23 0.23 0.02 0.56 0.02
Crit Moves: ****
Green/Cycle: 0.04 0.04 0.04 0.04 0.04 0.04 0.84 0.84 0.06 0.86 0.86
Volume/Cap: 0.41 0.41 0.64 0.22 0.22 0.44 0.64 0.28 0.28 0.28 0.64 0.02
Delay/Veh: 50.5 50.5 67.3 47.9 47.9 51.7 67.1 1.6 1.6 46.7 2.5 1.0
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: 50.5 50.5 67.3 47.9 47.9 51.7 67.1 1.6 1.6 46.7 2.5 1.0
LOS by Move: D D E D D D E A A D A A
HCM2kAvgQ: 1 1 2 1 1 1 2 3 3 1 10 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): 33.4
Optimal Cycle: 78 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 242 213 75 186 328 920 335 900 219 203 2442 111
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 242 213 75 186 328 920 335 900 219 203 2442 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 242 213 75 186 328 920 335 900 219 203 2442 111

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.37 1.21 0.42 1.09 1.91 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 2367 2084 734 1924 3393 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.10 0.10 0.10 0.32 0.10 0.17 0.14 0.11 0.35 0.07
Crit Moves: ****
Green/Cycle: 0.12 0.12 0.12 0.27 0.27 0.38 0.11 0.32 0.32 0.21 0.42 0.42
Volume/Cap: 0.85 0.85 0.85 0.36 0.36 0.85 0.85 0.54 0.42 0.54 0.85 0.16
Delay/Veh: 53.5 53.5 53.5 29.7 29.7 34.5 59.0 28.2 27.2 36.9 28.8 18.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.5 53.5 53.5 29.7 29.7 34.5 59.0 28.2 27.2 36.9 28.8 18.4
LOS by Move: D D D C C C E C C D C B
HCM2kAvgQ: 6 6 6 4 4 15 6 8 5 5 19 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 8 Average Delay (sec/veh): 23.6
Optimal Cycle: 40 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include 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 2 0 1 0 1 1 0 1 1 0
Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 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: 108 1229 61 61 1575 185 320 100 217 127 188 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 1229 61 61 1575 185 320 100 217 127 188 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 1229 61 61 1575 185 320 100 217 127 188 47
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.92 0.92
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.60 0.40
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 2801 700
Capacity Analysis Module:
Vol/Sat: 0.06 0.24 0.04 0.03 0.30 0.11 0.09 0.05 0.13 0.07 0.07 0.07
Crit Moves: **** **** **** ****
Green/Cycle: 0.10 0.52 0.52 0.07 0.49 0.49 0.19 0.22 0.22 0.11 0.14 0.14
Volume/Cap: 0.62 0.46 0.07 0.46 0.62 0.23 0.48 0.24 0.62 0.62 0.48 0.48
Delay/Veh: 49.9 15.5 12.3 46.9 19.0 14.7 36.5 32.6 38.7 47.8 40.3 40.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.9 15.5 12.3 46.9 19.0 14.7 36.5 32.6 38.7 47.8 40.3 40.3
LOS by Move: D B B D B B D C D D D D
HCM2kAvgQ: 4 9 1 2 13 3 5 3 7 5 4 4
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 6 Average Delay (sec/veh): 18.1
Optimal Cycle: 41 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1
Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.00 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 0 379 0 432 0 1145 97 0 1999 517
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 379 0 432 0 1145 0 0 1999 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 379 0 432 0 1145 0 0 1999 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 379 0 432 0 1145 0 0 1999 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.27 0.00 0.32 0.00 0.00 0.39 0.00
Crit Moves: **** **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.39 0.00 0.39 0.00 0.55 0.00 0.00 0.55 0.00
Volume/Cap: 0.00 0.00 0.00 0.28 0.00 0.69 0.00 0.57 0.00 0.00 0.69 0.00
Delay/Veh: 0.0 0.0 0.0 21.3 0.0 29.2 0.0 14.9 0.0 0.0 16.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 21.3 0.0 29.2 0.0 14.9 0.0 0.0 16.9 0.0
LOS by Move: A A A C A C A B A A B A
HCM2kAvgQ: 0 0 0 4 0 12 0 12 0 0 17 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 6 Average Delay (sec/veh): 15.7
Optimal Cycle: 44 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 3 17 81 2 393 250 1475 2 30 2219 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: 8 3 17 81 2 393 250 1475 2 30 2219 51
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 81 2 393 250 1475 2 30 2219 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: 8 3 17 81 2 393 250 1475 2 30 2219 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.74 0.74 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 473 177 1005 1370 34 1615 1805 3605 5 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.24 0.14 0.41 0.41 0.02 0.43 0.03
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.34 0.19 0.76 0.76 0.03 0.60 0.60
Volume/Cap: 0.12 0.12 0.12 0.40 0.40 0.71 0.71 0.54 0.54 0.54 0.71 0.05
Delay/Veh: 37.2 37.2 37.2 40.0 40.0 33.1 44.5 5.0 5.0 57.7 14.8 8.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.2 37.2 37.2 40.0 40.0 33.1 44.5 5.0 5.0 57.7 14.8 8.3
LOS by Move: D D D D C D A E B A
HCM2kAvgQ: 1 1 1 3 3 12 9 10 10 1 17 11

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 6 Average Delay (sec/veh): 5.9
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1 1 0 70 0 38 39 1575 1 0 2237 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 1 0 70 0 38 39 1575 1 0 2237 40
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 1 0 70 0 38 39 1575 1 0 2237 40

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.92 1.00 0.77 1.00 0.77 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 870 870 0 947 0 514 1805 3608 2 0 5081 91

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.02 0.44 0.44 0.00 0.44 0.44
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.00 0.13 0.00 0.13 0.04 0.81 0.81 0.00 0.77 0.77
Volume/Cap: 0.01 0.01 0.00 0.57 0.00 0.57 0.57 0.54 0.54 0.00 0.57 0.57
Delay/Veh: 37.9 37.9 0.0 45.0 0.0 45.0 58.3 3.4 3.4 0.0 4.8 4.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.9 37.9 0.0 45.0 0.0 45.0 58.3 3.4 3.4 0.0 4.8 4.8
LOS by Move: D D A D A D E A A A A A
HCM2kAvgQ: 0 0 0 4 0 4 1 9 9 0 10 10

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 Average Delay (sec/veh): 20.8
Optimal Cycle: 49 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include 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 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 44 31 876 44 132 123 1508 34 49 2221 1073
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 39 44 31 876 44 132 123 1508 34 49 2221 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 44 31 876 44 132 123 1508 34 49 2221 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: 39 44 31 876 44 132 123 1508 34 49 2221 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1805 1987 1400 5253 1900 1615 3502 5057 114 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.17 0.02 0.08 0.04 0.30 0.30 0.03 0.43 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.24 0.24 0.24 0.05 0.60 0.60 0.05 0.60 0.00
Volume/Cap: 0.69 0.71 0.71 0.71 0.10 0.35 0.71 0.50 0.50 0.50 0.71 0.00
Delay/Veh: 78.8 67.9 67.9 37.0 30.0 32.4 59.5 11.6 11.6 49.9 14.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 78.8 67.9 67.9 37.0 30.0 32.4 59.5 11.6 11.6 49.9 14.5 0.0
LOS by Move: E E E D C E B B D B A
HCM2kAvgQ: 2 3 3 10 1 4 2 10 10 2 18 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 8 Average Delay (sec/veh): 24.0
Optimal Cycle: 59 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2656 37 182 2825 989 701 237 103 56 340 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 2656 37 182 2825 989 701 237 103 56 340 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 48 2656 37 182 2825 989 701 237 103 56 340 175

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.87 0.87 0.89 0.92 0.85 0.95 0.86 0.86
Lanes: 1.00 3.95 0.05 1.00 3.70 1.30 3.00 1.00 1.00 1.00 2.64 1.36
Final Sat.: 1805 6807 95 1805 6154 2154 5063 1740 1615 1805 4333 2230

Capacity Analysis Module:
Vol/Sat: 0.03 0.39 0.39 0.10 0.46 0.46 0.14 0.14 0.06 0.03 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.51 0.51 0.13 0.60 0.60 0.18 0.18 0.18 0.10 0.10 0.10
Volume/Cap: 0.76 0.77 0.77 0.77 0.76 0.76 0.77 0.76 0.35 0.30 0.77 0.77
Delay/Veh: 89.0 21.0 21.0 56.2 15.3 15.3 42.1 41.7 36.7 42.6 49.2 49.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 89.0 21.0 21.0 56.2 15.3 15.3 42.1 41.7 36.7 42.6 49.2 49.2
LOS by Move: F C C E B B D D D D
HCM2kAvgQ: 2 19 19 7 20 20 9 9 3 2 6 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 42 2691 54 68 2747 177 1 7 5 42 25 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 42 2691 54 68 2747 177 1 7 5 42 25 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 2691 54 68 2747 177 1 7 5 42 25 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.97 0.97 0.85 0.76 1.00 0.85
Lanes: 1.00 3.92 0.08 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
Final Sat.: 1805 6760 136 1805 5187 1615 231 1614 1615 1448 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.40 0.40 0.04 0.53 0.11 0.00 0.00 0.00 0.03 0.01 0.05
Crit Moves: ****
Green/Cycle: 0.04 0.78 0.78 0.07 0.82 0.82 0.08 0.08 0.08 0.08 0.08 0.08
Volume/Cap: 0.64 0.51 0.51 0.51 0.64 0.13 0.05 0.05 0.04 0.36 0.16 0.64
Delay/Veh: 67.6 4.0 4.0 47.7 3.7 1.8 42.5 42.5 42.4 45.3 43.2 55.0
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: 67.6 4.0 4.0 47.7 3.7 1.8 42.5 42.5 42.4 45.3 43.2 55.0
LOS by Move: E A A D A A D D D D D D
HCM2kAvgQ: 1 8 8 2 12 1 0 0 0 2 1 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 6 Average Delay (sec/veh): 11.9
Optimal Cycle: 52 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 508 2790 0 0 2715 72 51 0 522 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: 508 2790 0 0 2715 72 51 0 522 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: 508 2790 0 0 2715 72 51 0 522 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 508 2790 0 0 2715 72 51 0 522 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: 508 2790 0 0 2715 72 51 0 522 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.92 0.08 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5033 133 1805 0 2842 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.15 0.40 0.00 0.00 0.54 0.54 0.03 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.19 0.89 0.00 0.00 0.70 0.70 0.05 0.00 0.24 0.00 0.00 0.00
Volume/Cap: 0.77 0.45 0.00 0.00 0.77 0.77 0.56 0.00 0.77 0.00 0.00 0.00
Delay/Veh: 44.0 1.1 0.0 0.0 10.7 10.7 54.4 0.0 40.9 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: 44.0 1.1 0.0 0.0 10.7 10.7 54.4 0.0 40.9 0.0 0.0 0.0
LOS by Move: D A A A B B D A D A A A
HCM2kAvgQ: 8 5 0 0 20 20 2 0 10 0 0 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 8 Average Delay (sec/veh): 18.8
Optimal Cycle: 82 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 96 2816 18 121 3045 116 274 83 53 27 79 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: 96 2816 18 121 3045 116 274 83 53 27 79 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 2816 18 121 3045 116 274 83 53 27 79 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: 96 2816 18 121 3045 116 274 83 53 27 79 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
Final Sat.: 1805 6865 44 1805 5187 1615 3502 1900 1615 1805 1086 701

Capacity Analysis Module:
Vol/Sat: 0.05 0.41 0.41 0.07 0.59 0.07 0.08 0.04 0.03 0.01 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.06 0.64 0.64 0.10 0.68 0.68 0.09 0.09 0.09 0.08 0.08 0.08
Volume/Cap: 0.86 0.64 0.64 0.64 0.86 0.11 0.86 0.48 0.36 0.18 0.86 0.86
Delay/Veh: 91.4 11.3 11.3 50.2 14.5 5.5 65.2 45.3 44.2 43.1 81.3 81.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 91.4 11.3 11.3 50.2 14.5 5.5 65.2 45.3 44.2 43.1 81.3 81.3
LOS by Move: F B B D B A E D D D F F
HCM2kAvgQ: 3 14 14 3 26 1 7 3 2 1 6 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 8 Average Delay (sec/veh): 31.0
Optimal Cycle: 55 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
Growth Adj: 1.00 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 1510 146 706 1625 348 715 498 58 302 468 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1510 146 706 1625 348 715 498 58 302 468 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 1510 146 706 1625 348 715 498 58 302 468 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.91 0.85
Lanes: 1.00 3.65 0.35 2.00 3.00 1.00 3.00 1.79 0.21 2.00 3.00 1.00
Final Sat.: 1805 6224 602 3502 5187 1615 5253 3182 371 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.24 0.24 0.20 0.31 0.22 0.14 0.16 0.16 0.09 0.09 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.32 0.32 0.27 0.55 0.55 0.20 0.21 0.21 0.12 0.13 0.13
Volume/Cap: 0.57 0.75 0.75 0.75 0.57 0.39 0.70 0.75 0.75 0.75 0.70 0.65
Delay/Veh: 56.3 31.5 31.5 36.7 14.9 13.1 39.6 41.2 41.2 50.3 44.8 48.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 56.3 31.5 31.5 36.7 14.9 13.1 39.6 41.2 41.2 50.3 44.8 48.4
LOS by Move: E C C D B B D D D D
HCM2kAvgQ: 1 13 13 10 11 6 8 10 10 6 6 5

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 6 Average Delay (sec/veh): 9.1
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 11 1749 70 72 1865 43 37 34 15 65 63 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: 11 1749 70 72 1865 43 37 34 15 65 63 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: 11 1749 70 72 1865 43 37 34 15 65 63 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 1749 70 72 1865 43 37 34 15 65 63 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: 11 1749 70 72 1865 43 37 34 15 65 63 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.81 0.81 0.85 0.82 0.82 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.52 0.48 1.00 0.51 0.49 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 799 734 1615 789 764 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.34 0.04 0.04 0.36 0.03 0.05 0.05 0.01 0.08 0.08 0.05
Crit Moves: ****
Green/Cycle: 0.01 0.69 0.69 0.08 0.76 0.76 0.17 0.17 0.17 0.17 0.17 0.17
Volume/Cap: 0.47 0.49 0.06 0.49 0.47 0.04 0.27 0.27 0.06 0.49 0.49 0.29
Delay/Veh: 63.5 7.4 5.1 46.5 4.6 3.0 36.8 36.8 35.0 39.1 39.1 37.0
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: 63.5 7.4 5.1 46.5 4.6 3.0 36.8 36.8 35.0 39.1 39.1 37.0
LOS by Move: E A A D A A D D C D D D
HCM2kAvgQ: 0 9 1 2 8 0 2 2 0 4 4 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 6 Average Delay (sec/veh): 13.6
Optimal Cycle: 29 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 1538 9 75 1766 53 125 71 56 15 50 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 1538 9 75 1766 53 125 71 56 15 50 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 1538 9 75 1766 53 125 71 56 15 50 78

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91 0.77 0.77 0.85 0.45 1.00 0.85
Lanes: 1.00 2.98 0.02 1.00 2.91 0.09 0.64 0.36 1.00 1.00 1.00 1.00
Final Sat.: 1805 5152 30 1805 5016 151 937 532 1615 846 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.30 0.30 0.04 0.35 0.35 0.13 0.13 0.03 0.02 0.03 0.05
Crit Moves: ****
Green/Cycle: 0.04 0.61 0.61 0.08 0.65 0.65 0.25 0.25 0.25 0.25 0.25 0.25
Volume/Cap: 0.54 0.49 0.49 0.49 0.54 0.54 0.54 0.54 0.14 0.07 0.11 0.20
Delay/Veh: 54.8 11.1 11.1 46.2 9.5 9.5 34.4 34.4 29.5 29.0 29.2 30.0
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: 54.8 11.1 11.1 46.2 9.5 9.5 34.4 34.4 29.5 29.0 29.2 30.0
LOS by Move: D B B D A A C C C C C C
HCM2kAvgQ: 1 9 9 2 11 11 6 6 1 0 1 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 4 78 43 1 25 25 2934 20 30 948 18
Added Vol: 0 0 0 0 0 0 0 8 0 0 6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 4 78 43 1 25 25 2942 20 30 954 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 25 2942 20 30 954 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 25 2942 20 30 954 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 25 2942 20 30 954 18

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.74 0.74 0.85 0.70 0.70 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1209 193 1615 1294 30 1615 1805 5147 35 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.01 0.57 0.57 0.02 0.18 0.01
Crit Moves: ****
Green/Cycle: 0.07 0.07 0.07 0.07 0.07 0.07 0.06 0.84 0.84 0.02 0.81 0.81
Volume/Cap: 0.29 0.29 0.68 0.47 0.47 0.22 0.23 0.68 0.68 0.68 0.23 0.01
Delay/Veh: 45.6 45.6 60.3 48.2 48.2 44.8 45.8 3.3 3.3 83.0 2.3 1.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.6 45.6 60.3 48.2 48.2 44.8 45.8 3.3 3.3 83.0 2.3 1.9
LOS by Move: D D E D D D D A A F A A
HCM2kAvgQ: 1 1 4 2 2 1 1 13 13 1 3 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 8 Average Delay (sec/veh): 26.6
Optimal Cycle: 73 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 216 330 138 182 152 213 1010 2687 165 81 834 199
Added Vol: 0 0 0 0 0 0 0 8 0 0 6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 216 330 138 182 152 213 1010 2695 165 81 840 199
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 216 330 138 182 152 213 1010 2695 165 81 840 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 216 330 138 182 152 213 1010 2695 165 81 840 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 216 330 138 182 152 213 1010 2695 165 81 840 199

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.92 0.92 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 1.41 0.59 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1723 2430 1016 2871 2398 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.14 0.14 0.06 0.06 0.07 0.29 0.52 0.10 0.04 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.16 0.16 0.16 0.08 0.08 0.55 0.48 0.63 0.63 0.05 0.20 0.20
Volume/Cap: 0.77 0.83 0.83 0.83 0.83 0.14 0.61 0.83 0.16 0.83 0.60 0.61
Delay/Veh: 44.0 47.6 47.6 59.1 59.1 10.8 19.9 16.5 7.9 89.1 36.8 39.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.0 47.6 47.6 59.1 59.1 10.8 19.9 16.5 7.9 89.1 36.8 39.4
LOS by Move: D D D E E B B B A F D D
HCM2kAvgQ: 7 8 8 4 4 2 11 24 2 3 6 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 8 Average Delay (sec/veh): 19.6
Optimal Cycle: 35 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 1729 85 51 1154 404 183 115 197 50 216 23
Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 1744 85 51 1174 404 183 115 197 50 216 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 1744 85 51 1174 404 183 115 197 50 216 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 1744 85 51 1174 404 183 115 197 50 216 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 1744 85 51 1174 404 183 115 197 50 216 23

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.81 0.19
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 3217 343

Capacity Analysis Module:
Vol/Sat: 0.07 0.34 0.05 0.03 0.23 0.25 0.05 0.06 0.12 0.03 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.14 0.60 0.60 0.05 0.51 0.51 0.12 0.22 0.22 0.05 0.15 0.15
Volume/Cap: 0.49 0.56 0.09 0.56 0.44 0.49 0.45 0.28 0.56 0.56 0.45 0.45
Delay/Veh: 41.1 12.2 8.4 53.9 15.6 16.4 41.9 32.9 36.8 54.2 39.3 39.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.1 12.2 8.4 53.9 15.6 16.4 41.9 32.9 36.8 54.2 39.3 39.3
LOS by Move: D B A D B B D C D D D D
HCM2kAvgQ: 4 12 1 2 8 8 3 3 6 2 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 6 Average Delay (sec/veh): 15.4
Optimal Cycle: 70 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.00 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 0 409 0 247 0 2319 142 0 847 281
Added Vol: 0 0 0 0 0 0 0 0 0 8 0 6 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 409 0 247 0 2319 150 0 853 289
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 409 0 247 0 2319 0 0 853 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 409 0 247 0 2319 0 0 853 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 409 0 247 0 2319 0 0 853 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.15 0.00 0.64 0.00 0.00 0.16 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.18 0.00 0.18 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.65 0.00 0.85 0.00 0.85 0.00 0.00 0.22 0.00
Delay/Veh: 0.0 0.0 0.0 40.3 0.0 59.5 0.0 10.7 0.0 0.0 3.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 40.3 0.0 59.5 0.0 10.7 0.0 0.0 3.5 0.0
LOS by Move: A A A D A E A B A A A A
HCM2kAvgQ: 0 0 0 7 0 10 0 25 0 0 3 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 6 Average Delay (sec/veh): 13.7
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 0 1 117 0 376 333 2169 6 5 1147 79
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 0 1 117 0 376 333 2175 6 5 1155 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 117 0 376 333 2175 6 5 1155 79
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 117 0 376 333 2175 6 5 1155 79
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1 117 0 376 333 2175 6 5 1155 79

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.83 0.71 1.00 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1178 0 393 1351 0 1615 1805 3600 10 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.23 0.18 0.60 0.60 0.00 0.22 0.05
Crit Moves: ****
Green/Cycle: 0.12 0.00 0.12 0.12 0.00 0.49 0.37 0.82 0.82 0.00 0.45 0.45
Volume/Cap: 0.02 0.00 0.02 0.74 0.00 0.48 0.49 0.74 0.74 0.74 0.49 0.11
Delay/Veh: 39.1 0.0 39.1 59.2 0.0 17.4 24.7 5.2 5.2 226.9 19.6 16.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.1 0.0 39.1 59.2 0.0 17.4 24.7 5.2 5.2 226.9 19.6 16.0
LOS by Move: D A D E A B C A A F B B
HCM2kAvgQ: 0 0 0 5 0 8 8 17 17 0 9 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 6 Average Delay (sec/veh): 3.9
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 1 0 2 1 0

Volume Module:
Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
Growth Adj: 1.00 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 0 1 46 1 16 21 2271 4 0 1238 36
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 1 46 1 16 21 2277 4 0 1246 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: 1 0 1 46 1 16 21 2277 4 0 1246 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 46 1 16 21 2277 4 0 1246 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: 1 0 1 46 1 16 21 2277 4 0 1246 36

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.85 1.00 0.85 0.75 0.75 0.75 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 1.00 2.92 0.08
Final Sat.: 811 0 811 1036 23 360 1805 3604 6 0 5021 145

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.04 0.04 0.01 0.63 0.63 0.00 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.06 0.00 0.06 0.06 0.06 0.06 0.04 0.88 0.88 0.00 0.84 0.84
Volume/Cap: 0.02 0.00 0.02 0.72 0.72 0.72 0.30 0.72 0.72 0.00 0.30 0.30
Delay/Veh: 44.2 0.0 44.2 71.0 71.0 71.0 49.0 2.8 2.8 0.0 1.8 1.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.2 0.0 44.2 71.0 71.0 71.0 49.0 2.8 2.8 0.0 1.8 1.8
LOS by Move: D A D E E E D A A A A A
HCM2kAvgQ: 0 0 0 3 3 3 1 13 13 0 3 3

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 Average Delay (sec/veh): 21.4
Optimal Cycle: 47 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
Growth Adj: 1.00 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 56 60 858 43 82 150 2125 28 36 1263 601
Added Vol: 0 0 0 0 0 0 0 0 6 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 33 56 60 858 43 82 150 2131 28 36 1271 601
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 56 60 858 43 82 150 2131 28 36 1271 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 56 60 858 43 82 150 2131 28 36 1271 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 56 60 858 43 82 150 2131 28 36 1271 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.88 0.88 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1805 1664 1664 5253 1900 1615 3502 5109 67 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.16 0.02 0.05 0.04 0.42 0.42 0.02 0.25 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.05 0.05 0.24 0.24 0.09 0.60 0.60 0.03 0.54 0.00
Volume/Cap: 0.35 0.65 0.69 0.69 0.10 0.22 0.46 0.69 0.69 0.69 0.46 0.00
Delay/Veh: 48.0 54.4 58.3 36.6 29.9 31.0 43.9 14.2 14.2 81.1 14.3 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.0 54.4 58.3 36.6 29.9 31.0 43.9 14.2 14.2 81.1 14.3 0.0
LOS by Move: D D E D C C D B B F B A
HCM2kAvgQ: 1 3 3 9 1 2 2 16 16 2 9 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 Average Delay (sec/veh): 22.6
Optimal Cycle: 81 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 3305 35 142 2758 508 806 213 7 55 147 205
Added Vol: 0 13 0 0 0 18 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 3318 35 142 2776 508 806 213 7 55 147 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 29 3318 35 142 2776 508 806 213 7 55 147 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 3318 35 142 2776 508 806 213 7 55 147 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 3318 35 142 2776 508 806 213 7 55 147 205

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.89 0.89 0.89 0.91 0.85 0.95 0.83 0.83
Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1805 6837 72 1805 6757 1689 5053 1736 1615 1805 3157 3157

Capacity Analysis Module:
Vol/Sat: 0.02 0.49 0.49 0.08 0.41 0.30 0.16 0.12 0.00 0.03 0.05 0.06
Crit Moves: ****
Green/Cycle: 0.02 0.57 0.57 0.09 0.63 0.63 0.19 0.19 0.19 0.08 0.08 0.08
Volume/Cap: 0.65 0.86 0.86 0.86 0.65 0.47 0.86 0.66 0.02 0.40 0.61 0.86
Delay/Veh: 77.1 20.3 20.3 77.9 11.7 9.7 45.8 38.8 33.3 46.0 46.8 61.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 77.1 20.3 20.3 77.9 11.7 9.7 45.8 38.8 33.3 46.0 46.8 61.9
LOS by Move: E C C E B A D D C D D E
HCM2kAvgQ: 1 25 25 7 15 9 12 8 0 2 3 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #15 Newport Blvd (NS) / Broadway (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 8 Average Delay (sec/veh): 11.9
Optimal Cycle: 58 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include 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 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 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: 52 3096 23 61 2921 122 224 57 38 4 54 27
Added Vol: 0 15 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 52 3111 23 61 2941 122 224 57 38 4 54 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: 52 3111 23 61 2941 122 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 3111 23 61 2941 122 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 3111 23 61 2941 122 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.95 0.95
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1805 6858 51 1805 5187 1615 3502 1900 1615 1805 1203 602

Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.03 0.57 0.08 0.06 0.03 0.02 0.00 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.04 0.72 0.72 0.05 0.74 0.74 0.08 0.08 0.08 0.06 0.06 0.06
Volume/Cap: 0.77 0.63 0.63 0.63 0.77 0.10 0.77 0.36 0.28 0.04 0.77 0.77
Delay/Veh: 87.5 7.2 7.2 58.5 8.8 3.7 56.3 44.7 44.2 44.6 74.2 74.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 87.5 7.2 7.2 58.5 8.8 3.7 56.3 44.7 44.2 44.6 74.2 74.2
LOS by Move: F A A E A A E D D D E E
HCM2kAvgQ: 2 13 13 2 20 1 5 2 1 0 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 8 Average Delay (sec/veh): 28.9
Optimal Cycle: 59 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.00 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 1908 151 574 1579 498 818 443 36 149 346 136
Added Vol: 0 15 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 41 1923 151 574 1599 498 818 443 36 149 346 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1923 151 574 1599 498 818 443 36 149 346 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 1923 151 574 1599 498 818 443 36 149 346 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 41 1923 151 574 1599 498 818 443 36 149 346 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.71 0.29 2.00 3.00 1.00 3.00 1.85 0.15 2.00 3.00 1.00
Final Sat.: 1805 6342 498 3502 5187 1615 5253 3302 268 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.30 0.30 0.16 0.31 0.31 0.16 0.13 0.13 0.04 0.07 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.39 0.39 0.21 0.57 0.57 0.20 0.24 0.24 0.08 0.11 0.11
Volume/Cap: 0.54 0.77 0.77 0.77 0.54 0.54 0.77 0.57 0.57 0.57 0.61 0.77
Delay/Veh: 55.0 27.7 27.7 41.9 13.8 14.3 41.1 34.5 34.5 47.5 44.4 61.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 55.0 27.7 27.7 41.9 13.8 14.3 41.1 34.5 34.5 47.5 44.4 61.6
LOS by Move: E C C D B B D C C D D E
HCM2kAvgQ: 1 15 15 8 11 9 10 7 7 3 5 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #19 Newport Blvd (NS) / 16th St (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #20 Newport Blvd (NS) / Industrial Way (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 6 Average Delay (sec/veh): 4.6
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted 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 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1181 27 28 2882 34
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 1 42 15 1 29 43 1189 27 28 2890 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1189 27 28 2890 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1189 27 28 2890 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1189 27 28 2890 34

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.96 0.96 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1798 60 1615 1715 114 1615 1805 5057 115 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.02 0.24 0.24 0.02 0.56 0.02
Crit Moves: ****
Green/Cycle: 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.84 0.84 0.06 0.86 0.86
Volume/Cap: 0.41 0.41 0.65 0.22 0.22 0.45 0.65 0.28 0.28 0.28 0.65 0.02
Delay/Veh: 50.5 50.5 67.6 47.9 47.9 51.7 67.4 1.6 1.6 46.8 2.5 1.0
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: 50.5 50.5 67.6 47.9 47.9 51.7 67.4 1.6 1.6 46.8 2.5 1.0
LOS by Move: D D E D D D E A A D A A
HCM2kAvgQ: 1 1 2 1 1 1 2 3 3 1 11 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 Average Delay (sec/veh): 33.4
Optimal Cycle: 78 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 242 213 75 186 328 920 335 900 219 203 2442 111
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 242 213 75 186 328 920 335 908 219 203 2450 111
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 242 213 75 186 328 920 335 908 219 203 2450 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 213 75 186 328 920 335 908 219 203 2450 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 242 213 75 186 328 920 335 908 219 203 2450 111

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.37 1.21 0.42 1.09 1.91 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 2367 2084 734 1924 3393 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.10 0.10 0.10 0.32 0.10 0.18 0.14 0.11 0.35 0.07
Crit Moves: ****
Green/Cycle: 0.12 0.12 0.12 0.27 0.27 0.38 0.11 0.32 0.32 0.21 0.42 0.42
Volume/Cap: 0.85 0.85 0.85 0.36 0.36 0.85 0.85 0.54 0.42 0.54 0.85 0.16
Delay/Veh: 53.6 53.6 53.6 29.7 29.7 34.7 59.2 28.1 27.1 37.0 28.8 18.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.6 53.6 53.6 29.7 29.7 34.7 59.2 28.1 27.1 37.0 28.8 18.3
LOS by Move: D D D C C C E C D C B
HCM2kAvgQ: 6 6 6 4 4 15 8 9 5 5 19 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 Average Delay (sec/veh): 23.5
Optimal Cycle: 40 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 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: 108 1229 61 61 1575 185 320 100 217 127 188 47
Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 108 1248 61 61 1595 185 320 100 217 127 188 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 1248 61 61 1595 185 320 100 217 127 188 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 1248 61 61 1595 185 320 100 217 127 188 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 1248 61 61 1595 185 320 100 217 127 188 47

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.92 0.92
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.60 0.40
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 2801 700

Capacity Analysis Module:
Vol/Sat: 0.06 0.24 0.04 0.03 0.31 0.11 0.09 0.05 0.13 0.07 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.10 0.52 0.52 0.07 0.49 0.49 0.19 0.22 0.22 0.11 0.14 0.14
Volume/Cap: 0.62 0.46 0.07 0.46 0.62 0.23 0.48 0.24 0.62 0.62 0.48 0.48
Delay/Veh: 50.2 15.4 12.1 47.1 18.9 14.6 36.7 32.7 38.9 48.1 40.4 40.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 50.2 15.4 12.1 47.1 18.9 14.6 36.7 32.7 38.9 48.1 40.4 40.4
LOS by Move: D B B D B B D C D D D D
HCM2kAvgQ: 4 9 1 2 13 3 5 3 7 5 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 Average Delay (sec/veh): 19.0
Optimal Cycle: 50 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.00 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 0 379 0 432 0 1145 97 0 1999 517
Added Vol: 0 0 0 0 0 0 0 0 0 8 0 8 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 379 0 432 0 1145 105 0 2007 525
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 379 0 432 0 1145 0 0 2007 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 379 0 432 0 1145 0 0 2007 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 379 0 432 0 1145 0 0 2007 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.27 0.00 0.32 0.00 0.00 0.39 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.38 0.00 0.38 0.00 0.54 0.00 0.00 0.54 0.00
Volume/Cap: 0.00 0.00 0.00 0.29 0.00 0.71 0.00 0.58 0.00 0.00 0.71 0.00
Delay/Veh: 0.0 0.0 0.0 21.9 0.0 30.5 0.0 15.7 0.0 0.0 17.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 21.9 0.0 30.5 0.0 15.7 0.0 0.0 17.8 0.0
LOS by Move: A A A C A C A B A A B A
HCM2kAvgQ: 0 0 0 4 0 12 0 12 0 0 18 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 Average Delay (sec/veh): 15.7
Optimal Cycle: 44 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 3 17 81 2 393 250 1475 2 30 2219 51
Added Vol: 0 0 0 0 0 0 0 8 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 3 17 81 2 393 250 1483 2 30 2227 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: 8 3 17 81 2 393 250 1483 2 30 2227 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 81 2 393 250 1483 2 30 2227 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: 8 3 17 81 2 393 250 1483 2 30 2227 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.74 0.74 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 473 177 1005 1370 34 1615 1805 3605 5 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.24 0.14 0.41 0.41 0.02 0.43 0.03
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.34 0.19 0.76 0.76 0.03 0.60 0.60
Volume/Cap: 0.12 0.12 0.12 0.40 0.40 0.72 0.72 0.54 0.54 0.54 0.72 0.05
Delay/Veh: 37.3 37.3 37.3 40.0 40.0 33.3 44.7 5.0 5.0 58.0 14.8 8.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.3 37.3 37.3 40.0 40.0 33.3 44.7 5.0 5.0 58.0 14.8 8.3
LOS by Move: D D D D D C D A A E B A
HCM2kAvgQ: 1 1 1 3 3 12 9 10 10 1 17 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 Average Delay (sec/veh): 5.9
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 0 0 0 1 0 0 1 0 1 1 0 0 2 1 0

Volume Module:
Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1 1 0 70 0 38 39 1575 1 0 2237 40
Added Vol: 0 0 0 0 0 0 0 8 0 0 8 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 1 0 70 0 38 39 1583 1 0 2245 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 1 0 70 0 38 39 1583 1 0 2245 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1 0 70 0 38 39 1583 1 0 2245 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 1 0 70 0 38 39 1583 1 0 2245 40

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.92 1.00 0.77 1.00 0.77 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 870 870 0 947 0 514 1805 3608 2 0 5081 91

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.02 0.44 0.44 0.00 0.44 0.44
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.00 0.13 0.00 0.13 0.04 0.81 0.81 0.00 0.77 0.77
Volume/Cap: 0.01 0.01 0.00 0.57 0.00 0.57 0.57 0.54 0.54 0.00 0.57 0.57
Delay/Veh: 38.0 38.0 0.0 45.1 0.0 45.1 58.5 3.4 3.4 0.0 4.8 4.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 38.0 38.0 0.0 45.1 0.0 45.1 58.5 3.4 3.4 0.0 4.8 4.8
LOS by Move: D D A D A D E A A A A A
HCM2kAvgQ: 0 0 0 4 0 4 1 9 9 0 10 10

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 Average Delay (sec/veh): 20.8
Optimal Cycle: 50 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include 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 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 44 31 876 44 132 123 1508 34 49 2221 1073
Added Vol: 0 0 0 0 0 0 0 0 8 0 0 0 8 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 39 44 31 876 44 132 123 1516 34 49 2229 1073
User Adj: 1.00 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 1.00 0.00
PHF Volume: 39 44 31 876 44 132 123 1516 34 49 2229 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 44 31 876 44 132 123 1516 34 49 2229 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 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 1.00 0.00
FinalVolume: 39 44 31 876 44 132 123 1516 34 49 2229 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1805 1987 1400 5253 1900 1615 3502 5058 113 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.17 0.02 0.08 0.04 0.30 0.30 0.03 0.43 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.23 0.23 0.23 0.05 0.60 0.60 0.05 0.60 0.00
Volume/Cap: 0.69 0.71 0.71 0.71 0.10 0.35 0.71 0.50 0.50 0.50 0.71 0.00
Delay/Veh: 79.2 68.1 68.1 37.1 30.1 32.4 59.7 11.6 11.6 49.9 14.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 79.2 68.1 68.1 37.1 30.1 32.4 59.7 11.6 11.6 49.9 14.5 0.0
LOS by Move: E E E D C C E B B D B A
HCM2kAvgQ: 2 3 3 10 1 4 2 10 10 2 18 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 8 Average Delay (sec/veh): 24.0
Optimal Cycle: 59 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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: 1 0 3 1 0 1 0 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 48 2656 37 182 2825 989 701 237 103 56 340 175
Added Vol: 0 17 0 0 0 18 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 2673 37 182 2843 989 701 237 103 56 340 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 2673 37 182 2843 989 701 237 103 56 340 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2673 37 182 2843 989 701 237 103 56 340 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 48 2673 37 182 2843 989 701 237 103 56 340 175

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.87 0.87 0.89 0.92 0.85 0.95 0.86 0.86
Lanes: 1.00 3.95 0.05 1.00 3.71 1.29 3.00 1.00 1.00 1.00 2.64 1.36
Final Sat.: 1805 6808 94 1805 6164 2144 5063 1740 1615 1805 4333 2230

Capacity Analysis Module:
Vol/Sat: 0.03 0.39 0.39 0.10 0.46 0.46 0.14 0.14 0.06 0.03 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.51 0.51 0.13 0.60 0.60 0.18 0.18 0.18 0.10 0.10 0.10
Volume/Cap: 0.76 0.77 0.77 0.77 0.76 0.76 0.77 0.76 0.36 0.31 0.77 0.77
Delay/Veh: 89.6 21.0 21.0 56.6 15.3 15.3 42.2 41.8 36.7 42.6 49.4 49.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 89.6 21.0 21.0 56.6 15.3 15.3 42.2 41.8 36.7 42.6 49.4 49.4
LOS by Move: F C C E B B D D D D D D
HCM2kAvgQ: 2 19 19 7 20 20 9 9 3 2 6 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #15 Newport Blvd (NS) / Broadway (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 8 Average Delay (sec/veh): 18.9
Optimal Cycle: 84 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 96 2816 18 121 3045 116 274 83 53 27 79 51
Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 96 2835 18 121 3065 116 274 83 53 27 79 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: 96 2835 18 121 3065 116 274 83 53 27 79 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 2835 18 121 3065 116 274 83 53 27 79 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: 96 2835 18 121 3065 116 274 83 53 27 79 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
Final Sat.: 1805 6865 44 1805 5187 1615 3502 1900 1615 1805 1086 701

Capacity Analysis Module:
Vol/Sat: 0.05 0.41 0.41 0.07 0.59 0.07 0.08 0.04 0.03 0.01 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.06 0.64 0.64 0.10 0.68 0.68 0.09 0.09 0.09 0.08 0.08 0.08
Volume/Cap: 0.86 0.64 0.64 0.64 0.86 0.11 0.86 0.48 0.36 0.18 0.86 0.86
Delay/Veh: 92.5 11.3 11.3 50.5 14.7 5.4 65.9 45.4 44.3 43.1 82.3 82.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 92.5 11.3 11.3 50.5 14.7 5.4 65.9 45.4 44.3 43.1 82.3 82.3
LOS by Move: F B B D B A E D D D F F
HCM2kAvgQ: 3 14 14 3 27 1 7 3 2 1 7 7

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 8 Average Delay (sec/veh): 31.0
Optimal Cycle: 55 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
Growth Adj: 1.00 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 1510 146 706 1625 348 715 498 58 302 468 136
Added Vol: 0 19 0 0 0 20 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 1529 146 706 1645 348 715 498 58 302 468 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1529 146 706 1645 348 715 498 58 302 468 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 1529 146 706 1645 348 715 498 58 302 468 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 1529 146 706 1645 348 715 498 58 302 468 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.91 0.85
Lanes: 1.00 3.65 0.35 2.00 3.00 1.00 3.00 1.79 0.21 2.00 3.00 1.00
Final Sat.: 1805 6231 595 3502 5187 1615 5253 3182 371 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.25 0.25 0.20 0.32 0.22 0.14 0.16 0.16 0.09 0.09 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.33 0.33 0.27 0.55 0.55 0.19 0.21 0.21 0.12 0.13 0.13
Volume/Cap: 0.57 0.75 0.75 0.75 0.57 0.39 0.70 0.75 0.75 0.75 0.70 0.65
Delay/Veh: 56.8 31.4 31.4 36.9 14.9 13.0 39.7 41.4 41.4 50.5 45.0 48.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 56.8 31.4 31.4 36.9 14.9 13.0 39.7 41.4 41.4 50.5 45.0 48.6
LOS by Move: E C C D B B D D D D D D
HCM2kAvgQ: 1 13 13 10 11 6 8 10 10 6 6 5

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #19 Newport Blvd (NS) / 16th St (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #20 Newport Blvd (NS) / Industrial Way (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 25 4 78 43 1 25 26 3053 21 31 986 19
Added Vol: 0 0 0 0 0 0 0 89 0 0 236 0
Approved: 0 0 0 0 0 0 0 50 0 0 31 0
Initial Fut: 25 4 78 43 1 25 26 3192 21 31 1253 19
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 26 3192 21 31 1253 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 26 3192 21 31 1253 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 26 3192 21 31 1253 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.73 0.73 0.85 0.70 0.70 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1194 191 1615 1294 30 1615 1805 5148 34 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.01 0.62 0.62 0.02 0.24 0.01
Crit Moves: ****
Green/Cycle: 0.07 0.07 0.07 0.07 0.07 0.07 0.05 0.85 0.85 0.02 0.82 0.82
Volume/Cap: 0.32 0.32 0.73 0.50 0.50 0.23 0.29 0.73 0.73 0.73 0.29 0.01
Delay/Veh: 46.5 46.5 68.1 49.6 49.6 45.4 47.7 3.6 3.6 95.9 2.1 1.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 46.5 46.5 68.1 49.6 49.6 45.4 47.7 3.6 3.6 95.9 2.1 1.6
LOS by Move: D D E D D D D A A F A A
HCM2kAvgQ: 1 1 4 2 2 1 1 15 15 2 3 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 8 Average Delay (sec/veh): 28.5
Optimal Cycle: 94 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 216 330 138 182 152 213 1051 2796 172 84 868 207
Added Vol: 13 0 0 0 0 0 1 1 103 33 0 130 0
Approved: 1 4 0 0 0 1 6 12 53 1 0 43 0
Initial Fut: 230 334 138 182 153 220 1064 2952 206 84 1041 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: 230 334 138 182 153 220 1064 2952 206 84 1041 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 230 334 138 182 153 220 1064 2952 206 84 1041 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: 230 334 138 182 153 220 1064 2952 206 84 1041 207

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 1.42 0.58 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1723 2438 1007 2865 2409 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.14 0.14 0.06 0.06 0.08 0.30 0.57 0.13 0.05 0.15 0.13
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.07 0.07 0.54 0.46 0.64 0.64 0.05 0.23 0.23
Volume/Cap: 0.86 0.89 0.89 0.89 0.89 0.14 0.65 0.89 0.20 0.89 0.65 0.56
Delay/Veh: 50.9 53.3 53.3 67.6 67.6 11.7 21.6 18.2 7.5 104.5 35.9 35.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 50.9 53.3 53.3 67.6 67.6 11.7 21.6 18.2 7.5 104.5 35.9 35.9
LOS by Move: D D D E E B C B A F D D
HCM2kAvgQ: 8 9 9 4 4 2 14 31 3 3 8 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 8 Average Delay (sec/veh): 20.0
Optimal Cycle: 39 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 1799 88 53 1201 420 183 115 197 50 216 23
Added Vol: 0 57 0 0 33 0 0 0 0 0 0 0
Approved: 14 46 6 8 65 10 12 5 4 2 2 2
Initial Fut: 144 1902 94 61 1299 430 195 120 201 52 218 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: 144 1902 94 61 1299 430 195 120 201 52 218 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 1902 94 61 1299 430 195 120 201 52 218 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: 144 1902 94 61 1299 430 195 120 201 52 218 25

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.79 0.21
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 3190 366

Capacity Analysis Module:
Vol/Sat: 0.08 0.37 0.06 0.03 0.25 0.27 0.06 0.06 0.12 0.03 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.15 0.61 0.61 0.06 0.51 0.51 0.11 0.21 0.21 0.05 0.14 0.14
Volume/Cap: 0.52 0.60 0.10 0.60 0.49 0.52 0.49 0.31 0.60 0.60 0.49 0.49
Delay/Veh: 40.7 12.4 8.2 55.8 16.0 16.8 42.5 34.0 39.0 58.0 40.4 40.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.7 12.4 8.2 55.8 16.0 16.8 42.5 34.0 39.0 58.0 40.4 40.4
LOS by Move: D B A E B B D C D E D D
HCM2kAvgQ: 5 13 1 2 9 9 4 3 6 3 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 6 Average Delay (sec/veh): 21.4
Optimal Cycle: 127 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
Added Vol: 0 0 0 28 0 6 0 103 0 0 125 4
Approved: 0 0 0 15 0 35 0 18 4 0 43 4
Initial Fut: 0 0 0 469 0 298 0 2534 152 0 1049 300
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 469 0 298 0 2534 0 0 1049 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 469 0 298 0 2534 0 0 1049 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 469 0 298 0 2534 0 0 1049 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.18 0.00 0.70 0.00 0.00 0.20 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.20 0.00 0.20 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.00 0.00 0.68 0.00 0.94 0.00 0.94 0.00 0.00 0.27 0.00
Delay/Veh: 0.0 0.0 0.0 40.2 0.0 75.5 0.0 18.7 0.0 0.0 4.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 40.2 0.0 75.5 0.0 18.7 0.0 0.0 4.1 0.0
LOS by Move: A A A D A E A B A A A A
HCM2kAvgQ: 0 0 0 8 0 13 0 36 0 0 4 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 6 Average Delay (sec/veh): 15.1
Optimal Cycle: 63 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 3 0 1 117 0 376 347 2257 6 5 1194 82
Added Vol: 0 0 0 0 0 13 33 104 0 0 171 0
Approved: 0 0 0 1 0 1 0 94 0 0 86 0
Initial Fut: 3 0 1 118 0 390 380 2455 6 5 1451 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 3 0 1 118 0 390 380 2455 6 5 1451 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 118 0 390 380 2455 6 5 1451 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 0 1 118 0 390 380 2455 6 5 1451 82

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 1.00 0.82 0.71 1.00 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1165 0 388 1351 0 1615 1805 3601 9 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.24 0.21 0.68 0.68 0.00 0.28 0.05
Crit Moves: ****
Green/Cycle: 0.11 0.00 0.11 0.11 0.00 0.46 0.36 0.83 0.83 0.00 0.48 0.48
Volume/Cap: 0.02 0.00 0.02 0.82 0.00 0.52 0.59 0.82 0.82 0.82 0.59 0.11
Delay/Veh: 40.1 0.0 40.1 73.7 0.0 19.6 27.5 6.5 6.5 286.4 19.4 14.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.1 0.0 40.1 73.7 0.0 19.6 27.5 6.5 6.5 286.4 19.4 14.5
LOS by Move: D A D E A B C A F B B
HCM2kAvgQ: 0 0 0 6 0 9 10 23 23 0 12 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 6 Average Delay (sec/veh): 4.6
Optimal Cycle: 59 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 1 0 2 1 0

Volume Module:
Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 1 0 1 46 1 16 22 2363 4 0 1288 37
Added Vol: 0 0 0 0 0 0 0 104 0 0 171 0
Approved: 0 0 0 0 0 0 0 98 0 0 86 0
Initial Fut: 1 0 1 46 1 16 22 2565 4 0 1545 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 0 1 46 1 16 22 2565 4 0 1545 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 46 1 16 22 2565 4 0 1545 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 0 1 46 1 16 22 2565 4 0 1545 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.84 1.00 0.84 0.75 0.75 0.75 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 0.00 2.93 0.07
Final Sat.: 800 0 800 1036 23 360 1805 3604 6 0 5044 122

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.04 0.04 0.01 0.71 0.71 0.00 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.06 0.00 0.06 0.06 0.06 0.06 0.03 0.88 0.88 0.00 0.85 0.85
Volume/Cap: 0.02 0.00 0.02 0.80 0.80 0.80 0.36 0.80 0.80 0.00 0.36 0.36
Delay/Veh: 44.8 0.0 44.8 90.2 90.2 90.2 50.9 3.9 3.9 0.0 1.6 1.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.8 0.0 44.8 90.2 90.2 90.2 50.9 3.9 3.9 0.0 1.6 1.6
LOS by Move: D A D F F F D A A A A A
HCM2kAvgQ: 0 0 0 4 4 4 1 17 17 0 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 8 Average Delay (sec/veh): 21.9
Optimal Cycle: 57 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 33 56 60 858 43 82 156 2211 29 37 1314 625
Added Vol: 0 0 0 42 0 0 0 104 0 0 171 62
Approved: 0 0 0 9 0 9 9 86 0 0 76 7
Initial Fut: 33 56 60 909 43 91 165 2401 29 37 1561 694
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 56 60 909 43 91 165 2401 29 37 1561 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 56 60 909 43 91 165 2401 29 37 1561 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: 33 56 60 909 43 91 165 2401 29 37 1561 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.88 0.88 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1805 1664 1664 5253 1900 1615 3502 5115 62 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.17 0.02 0.06 0.05 0.47 0.47 0.02 0.30 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.05 0.05 0.23 0.23 0.23 0.09 0.62 0.62 0.03 0.56 0.00
Volume/Cap: 0.39 0.71 0.76 0.76 0.10 0.25 0.54 0.76 0.76 0.76 0.54 0.00
Delay/Veh: 49.1 60.4 66.8 39.0 30.6 32.0 45.6 14.9 14.9 97.8 14.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.1 60.4 66.8 39.0 30.6 32.0 45.6 14.9 14.9 97.8 14.2 0.0
LOS by Move: D E E D C C D B B F B A
HCM2kAvgQ: 1 3 4 11 1 2 2 19 19 3 11 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 8 Average Delay (sec/veh): 24.9
Optimal Cycle: 121 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 3439 36 148 2870 529 806 213 7 55 147 205
Added Vol: 0 322 0 0 145 3 9 5 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 3761 36 148 3015 532 815 218 7 55 148 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 3761 36 148 3015 532 815 218 7 55 148 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 3761 36 148 3015 532 815 218 7 55 148 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 3761 36 148 3015 532 815 218 7 55 148 205

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.89 0.89 0.89 0.91 0.85 0.95 0.83 0.83
Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1805 6843 66 1805 6764 1691 5053 1736 1615 1805 3157 3157

Capacity Analysis Module:
Vol/Sat: 0.02 0.55 0.55 0.08 0.45 0.31 0.16 0.13 0.00 0.03 0.05 0.06
Crit Moves: ****
Green/Cycle: 0.02 0.59 0.59 0.09 0.65 0.65 0.17 0.17 0.17 0.07 0.07 0.07
Volume/Cap: 0.68 0.93 0.93 0.93 0.68 0.48 0.93 0.73 0.03 0.44 0.67 0.93
Delay/Veh: 84.3 23.4 23.4 97.0 11.3 8.8 54.5 41.0 34.4 47.1 48.8 75.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 84.3 23.4 23.4 97.0 11.3 8.8 54.5 41.0 34.4 47.1 48.8 75.9
LOS by Move: F C C F B A D D C D D E
HCM2kAvgQ: 1 31 31 8 16 9 13 8 0 2 4 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #15 Newport Blvd (NS) / Broadway (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 8 Average Delay (sec/veh): 12.6
Optimal Cycle: 69 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 27
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 3222 24 63 3040 127 224 57 38 4 54 27
Added Vol: 0 324 0 0 0 137 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 3546 24 63 3177 127 224 57 38 4 54 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: 54 3546 24 63 3177 127 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 3546 24 63 3177 127 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 3546 24 63 3177 127 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.95 0.95
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1805 6863 46 1805 5187 1615 3502 1900 1615 1805 1203 602

Capacity Analysis Module:
Vol/Sat: 0.03 0.52 0.52 0.04 0.61 0.08 0.06 0.03 0.02 0.00 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.04 0.74 0.74 0.05 0.75 0.75 0.08 0.08 0.08 0.05 0.05 0.05
Volume/Cap: 0.82 0.70 0.70 0.70 0.82 0.10 0.82 0.38 0.30 0.04 0.82 0.82
Delay/Veh: 100.1 7.6 7.6 68.6 9.5 3.4 62.5 45.4 44.8 44.9 85.6 85.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 100.1 7.6 7.6 68.6 9.5 3.4 62.5 45.4 44.8 44.9 85.6 85.6
LOS by Move: F A A E A A E D D D F F
HCM2kAvgQ: 2 16 16 2 23 1 6 2 1 0 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 8 Average Delay (sec/veh): 31.3
Optimal Cycle: 78 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 43 1985 157 597 1643 518 818 443 36 149 346 136
Added Vol: 0 158 2 0 72 65 166 66 0 1 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 43 2143 159 597 1715 583 984 509 36 150 372 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 43 2143 159 597 1715 583 984 509 36 150 372 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 2143 159 597 1715 583 984 509 36 150 372 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 43 2143 159 597 1715 583 984 509 36 150 372 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.72 0.28 2.00 3.00 1.00 3.00 1.87 0.13 2.00 3.00 1.00
Final Sat.: 1805 6374 473 3502 5187 1615 5253 3338 236 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.34 0.34 0.17 0.33 0.36 0.19 0.15 0.15 0.04 0.07 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.40 0.40 0.20 0.56 0.56 0.22 0.25 0.25 0.07 0.10 0.10
Volume/Cap: 0.64 0.85 0.85 0.85 0.59 0.64 0.85 0.61 0.61 0.61 0.72 0.85
Delay/Veh: 66.9 30.0 30.0 47.7 14.6 16.6 43.2 34.4 34.4 49.5 48.6 76.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 66.9 30.0 30.0 47.7 14.6 16.6 43.2 34.4 34.4 49.5 48.6 76.1
LOS by Move: E C C D B B D C C D D E
HCM2kAvgQ: 1 18 18 9 12 12 13 9 9 3 6 7

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 6 Average Delay (sec/veh): 7.8
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 2171 49 89 1796 48 25 26 4 39 44 84
Added Vol: 0 160 0 0 0 73 0 0 33 0 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 2331 49 89 1869 48 25 59 4 39 57 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 2331 49 89 1869 48 25 59 4 39 57 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 2331 49 89 1869 48 25 59 4 39 57 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 2331 49 89 1869 48 25 59 4 39 57 84

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.85 0.85 0.85 0.78 0.78 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.30 0.70 1.00 0.41 0.59 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 480 1133 1615 601 879 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.45 0.03 0.05 0.36 0.03 0.05 0.05 0.00 0.06 0.06 0.05
Crit Moves: ****
Green/Cycle: 0.01 0.75 0.75 0.08 0.82 0.82 0.11 0.11 0.11 0.11 0.11 0.11
Volume/Cap: 0.44 0.60 0.04 0.60 0.44 0.04 0.48 0.48 0.02 0.60 0.60 0.48
Delay/Veh: 61.5 6.0 3.3 50.9 2.6 1.7 44.0 44.0 39.9 48.7 48.7 44.0
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: 61.5 6.0 3.3 50.9 2.6 1.7 44.0 44.0 39.9 48.7 48.7 44.0
LOS by Move: E A A D A A D D D D D D
HCM2kAvgQ: 0 12 0 3 6 0 3 3 0 4 4 3

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 6 Average Delay (sec/veh): 18.6
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 1955 18 98 1591 85 74 121 70 6 84 72
Added Vol: 1 56 0 0 32 42 104 0 2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 2011 18 98 1623 127 178 121 72 6 84 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 2011 18 98 1623 127 178 121 72 6 84 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 2011 18 98 1623 127 178 121 72 6 84 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 2011 18 98 1623 127 178 121 72 6 84 72

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.90 0.90 0.73 0.73 0.85 0.35 1.00 0.85
Lanes: 1.00 2.97 0.03 1.00 2.78 0.22 0.60 0.40 1.00 1.00 1.00 1.00
Final Sat.: 1805 5137 45 1805 4757 373 821 558 1615 671 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.39 0.39 0.05 0.34 0.34 0.22 0.22 0.04 0.01 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.04 0.56 0.56 0.08 0.59 0.59 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.58 0.70 0.70 0.70 0.58 0.58 0.70 0.70 0.14 0.03 0.14 0.14
Delay/Veh: 57.1 17.0 17.0 60.2 13.2 13.2 35.9 35.9 25.2 24.2 25.2 25.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 57.1 17.0 17.0 60.2 13.2 13.2 35.9 35.9 25.2 24.2 25.2 25.2
LOS by Move: E B B E B B D D C C C C
HCM2kAvgQ: 1 16 16 3 12 12 9 9 2 0 2 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 6 Average Delay (sec/veh): 4.8
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 30 1 42 15 1 29 45 1229 28 29 2999 35
Added Vol: 0 0 0 0 0 0 0 294 0 0 191 0
Approved: 0 0 0 0 0 0 0 40 0 0 67 0
Initial Fut: 30 1 42 15 1 29 45 1563 28 29 3257 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 45 1563 28 29 3257 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 45 1563 28 29 3257 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 45 1563 28 29 3257 35

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 1.00 1.00 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1839 61 1615 1781 119 1615 1805 5080 91 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.02 0.31 0.31 0.02 0.63 0.02
Crit Moves: ****
Green/Cycle: 0.04 0.04 0.04 0.04 0.04 0.04 0.03 0.86 0.86 0.05 0.87 0.87
Volume/Cap: 0.45 0.45 0.72 0.23 0.23 0.50 0.72 0.36 0.36 0.36 0.72 0.03
Delay/Veh: 51.9 51.9 83.4 48.6 48.6 53.9 81.7 1.5 1.5 49.0 2.9 0.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 51.9 51.9 83.4 48.6 48.6 53.9 81.7 1.5 1.5 49.0 2.9 0.9
LOS by Move: D D F D D D F A A D A A
HCM2kAvgQ: 2 2 3 1 1 2 3 4 4 1 14 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 8 Average Delay (sec/veh): 37.6
Optimal Cycle: 118 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 242 213 75 186 328 920 349 937 228 211 2541 116
Added Vol: 46 0 0 0 0 14 7 178 30 0 173 0
Approved: 1 5 1 0 8 27 16 39 3 0 74 0
Initial Fut: 289 218 76 186 336 961 372 1154 261 211 2788 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 289 218 76 186 336 961 372 1154 261 211 2788 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 289 218 76 186 336 961 372 1154 261 211 2788 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 289 218 76 186 336 961 372 1154 261 211 2788 116

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.49 1.12 0.39 1.07 1.93 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 2570 1939 676 1897 3426 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.10 0.10 0.34 0.11 0.22 0.16 0.12 0.40 0.07
Crit Moves: ****
Green/Cycle: 0.12 0.12 0.12 0.25 0.25 0.36 0.11 0.36 0.36 0.19 0.43 0.43
Volume/Cap: 0.93 0.93 0.93 0.39 0.39 0.93 0.93 0.62 0.45 0.62 0.93 0.16
Delay/Veh: 63.6 63.6 63.6 31.4 31.4 44.4 71.5 27.0 25.0 40.7 32.6 17.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 63.6 63.6 63.6 31.4 31.4 44.4 71.5 27.0 25.0 40.7 32.6 17.3
LOS by Move: E E E C C D E C C D C B
HCM2kAvgQ: 8 8 8 4 4 18 9 11 6 6 23 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): 24.5
Optimal Cycle: 47 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 112 1279 63 63 1639 193 320 100 217 127 188 47
Added Vol: 0 59 0 0 0 80 0 0 0 0 0 0
Approved: 14 67 5 5 56 6 19 3 21 9 7 13
Initial Fut: 126 1405 68 68 1775 199 339 103 238 136 195 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 126 1405 68 68 1775 199 339 103 238 136 195 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 1405 68 68 1775 199 339 103 238 136 195 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 126 1405 68 68 1775 199 339 103 238 136 195 60

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.92 0.92
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.53 0.47
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 2664 820

Capacity Analysis Module:
Vol/Sat: 0.07 0.27 0.04 0.04 0.34 0.12 0.10 0.05 0.15 0.08 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.10 0.52 0.52 0.07 0.50 0.50 0.18 0.21 0.21 0.11 0.14 0.14
Volume/Cap: 0.69 0.52 0.08 0.52 0.69 0.25 0.53 0.25 0.69 0.69 0.53 0.53
Delay/Veh: 54.1 15.7 11.9 48.2 20.1 14.7 37.7 33.0 42.1 52.9 41.1 41.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 54.1 15.7 11.9 48.2 20.1 14.7 37.7 33.0 42.1 52.9 41.1 41.1
LOS by Move: D B B D C B D C D D D D
HCM2kAvgQ: 5 10 1 2 15 3 5 3 8 5 5 5

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

LIDO HOUSE HOTEL
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 6 Average Delay (sec/veh): 20.2
Optimal Cycle: 55 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
Added Vol: 0 0 0 69 0 11 0 178 0 0 162 13
Approved: 0 0 0 34 0 19 0 82 7 0 36 0
Initial Fut: 0 0 0 497 0 480 0 1451 108 0 2278 551
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 497 0 480 0 1451 0 0 2278 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 497 0 480 0 1451 0 0 2278 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 497 0 480 0 1451 0 0 2278 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.30 0.00 0.40 0.00 0.00 0.44 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.38 0.00 0.38 0.00 0.56 0.00 0.00 0.56 0.00
Volume/Cap: 0.00 0.00 0.00 0.37 0.00 0.78 0.00 0.72 0.00 0.00 0.78 0.00
Delay/Veh: 0.0 0.0 0.0 22.6 0.0 33.9 0.0 17.4 0.0 0.0 18.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 22.6 0.0 33.9 0.0 17.4 0.0 0.0 18.6 0.0
LOS by Move: A A A C A C A B A A B A
HCM2kAvgQ: 0 0 0 6 0 15 0 17 0 0 21 0

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

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STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 6 Average Delay (sec/veh): 17.7
Optimal Cycle: 63 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 8 3 17 81 2 393 260 1535 2 31 2309 53
Added Vol: 0 0 0 0 0 0 43 28 225 0 0 181 0
Approved: 0 0 0 0 2 0 0 1 121 0 0 116 1
Initial Fut: 8 3 17 83 2 436 289 1881 2 31 2606 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 3 17 83 2 436 289 1881 2 31 2606 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 83 2 436 289 1881 2 31 2606 54
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 3 17 83 2 436 289 1881 2 31 2606 54

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.74 0.74 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 472 177 1004 1365 33 1615 1805 3606 4 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.27 0.16 0.52 0.52 0.02 0.50 0.03
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.13 0.13 0.13 0.33 0.19 0.78 0.78 0.03 0.61 0.61
Volume/Cap: 0.13 0.13 0.13 0.45 0.45 0.82 0.82 0.67 0.67 0.67 0.82 0.05
Delay/Veh: 38.4 38.4 38.4 41.7 41.7 40.8 52.9 5.7 5.7 79.7 17.0 7.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 38.4 38.4 38.4 41.7 41.7 40.8 52.9 5.7 5.7 79.7 17.0 7.8
LOS by Move: D D D D D D A A E B A
HCM2kAvgQ: 1 1 1 3 3 15 11 15 15 1 23 1

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

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 38 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include 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 1 0 0 0 0 0 1 0 0 1 0 1 1 0 0 2 1 0

Volume Module:
Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 1 1 0 70 0 38 41 1639 1 0 2328 42
Added Vol: 0 0 0 0 0 0 0 225 0 0 181 0
Approved: 0 0 0 0 0 0 0 123 0 0 118 0
Initial Fut: 1 1 0 70 0 38 41 1987 1 0 2627 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 0 70 0 38 41 1987 1 0 2627 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1 0 70 0 38 41 1987 1 0 2627 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 1 0 70 0 38 41 1987 1 0 2627 42

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.94 1.00 0.76 1.00 0.76 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 892 892 0 940 0 510 1805 3608 2 0 5096 81

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.02 0.55 0.55 0.00 0.52 0.52
Crit Moves: ****
Green/Cycle: 0.11 0.11 0.00 0.11 0.00 0.11 0.03 0.83 0.83 0.00 0.79 0.79
Volume/Cap: 0.01 0.01 0.00 0.67 0.00 0.67 0.65 0.67 0.67 0.00 0.65 0.65
Delay/Veh: 39.5 39.5 0.0 52.6 0.0 52.6 69.3 3.9 3.9 0.0 4.8 4.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.5 39.5 0.0 52.6 0.0 52.6 69.3 3.9 3.9 0.0 4.8 4.8
LOS by Move: D D A D A D E A A A A
HCM2kAvgQ: 0 0 0 4 0 4 1 12 12 0 12 12

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 8 Average Delay (sec/veh): 23.0
Optimal Cycle: 70 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 39 44 31 876 44 132 128 1569 35 51 2311 1117
Added Vol: 0 0 0 100 0 0 0 225 0 0 181 74
Approved: 0 0 0 3 0 16 27 99 0 0 111 12
Initial Fut: 39 44 31 979 44 148 155 1893 35 51 2603 1203
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 39 44 31 979 44 148 155 1893 35 51 2603 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 44 31 979 44 148 155 1893 35 51 2603 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: 39 44 31 979 44 148 155 1893 35 51 2603 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1805 1987 1400 5253 1900 1615 3502 5077 95 1805 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.19 0.02 0.09 0.04 0.37 0.37 0.03 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.23 0.23 0.23 0.05 0.62 0.62 0.05 0.61 0.00
Volume/Cap: 0.80 0.82 0.82 0.82 0.10 0.40 0.82 0.60 0.60 0.60 0.82 0.00
Delay/Veh: 108.6 90.5 90.5 41.3 30.7 33.6 70.7 11.9 11.9 58.4 16.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 108.6 90.5 90.5 41.3 30.7 33.6 70.7 11.9 11.9 58.4 16.9 0.0
LOS by Move: F F F D C C E B B E B A
HCM2kAvgQ: 3 3 3 12 1 4 3 13 13 3 25 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #14 Newport Blvd (NS) / 19th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 8 Average Delay (sec/veh): 25.0
Optimal Cycle: 77 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Split Phase Split Phase
Rights: Include 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 3 1 1 2 1 1 0 1 1 0 2 1 1
Volume Module:
Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 2764 39 189 2940 1029 701 237 103 56 340 175
Added Vol: 0 304 0 0 433 11 5 3 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 3068 39 189 3373 1040 706 240 103 56 345 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 3068 39 189 3373 1040 706 240 103 56 345 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 3068 39 189 3373 1040 706 240 103 56 345 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 3068 39 189 3373 1040 706 240 103 56 345 175
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.88 0.88 0.89 0.92 0.85 0.95 0.86 0.86
Lanes: 1.00 3.95 0.05 1.00 3.82 1.18 3.00 1.00 1.00 1.00 2.65 1.35
Final Sat.: 1805 6817 86 1805 6376 1966 5063 1740 1615 1805 4354 2209
Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.10 0.53 0.53 0.14 0.14 0.06 0.03 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.54 0.54 0.12 0.63 0.63 0.17 0.17 0.17 0.09 0.09 0.09
Volume/Cap: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.83 0.39 0.33 0.84 0.84
Delay/Veh: 112.1 21.5 21.5 66.3 16.1 16.1 46.4 45.8 38.1 43.5 54.8 54.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 112.1 21.5 21.5 66.3 16.1 16.1 46.4 45.8 38.1 43.5 54.8 54.8
LOS by Move: F C C E B B D D D D D
HCM2kAvgQ: 2 23 23 8 26 26 10 10 3 2 7 7
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #15 Newport Blvd (NS) / Broadway (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 6 Average Delay (sec/veh): 6.3
Optimal Cycle: 50 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 44 2800 56 71 2859 184 1 7 5 42 25 85
Added Vol: 0 304 0 0 433 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 3104 56 71 3292 184 1 7 5 42 25 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 44 3104 56 71 3292 184 1 7 5 42 25 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 3104 56 71 3292 184 1 7 5 42 25 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 44 3104 56 71 3292 184 1 7 5 42 25 85
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.97 0.97 0.85 0.76 1.00 0.85
Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
Final Sat.: 1805 6773 123 1805 5187 1615 230 1608 1615 1448 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.02 0.46 0.46 0.04 0.63 0.11 0.00 0.00 0.00 0.03 0.01 0.05
Crit Moves: ****
Green/Cycle: 0.03 0.80 0.80 0.07 0.84 0.84 0.07 0.07 0.07 0.07 0.07 0.07
Volume/Cap: 0.76 0.57 0.57 0.57 0.76 0.14 0.06 0.06 0.04 0.42 0.19 0.76
Delay/Veh: 91.1 3.8 3.8 51.4 4.4 1.5 43.7 43.7 43.6 47.4 44.6 70.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 91.1 3.8 3.8 51.4 4.4 1.5 43.7 43.7 43.6 47.4 44.6 70.8
LOS by Move: F A A D A A D D D D D E
HCM2kAvgQ: 2 10 10 2 16 1 0 0 0 2 1 4
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 87 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 508 2790 0 0 2715 72 51 0 522 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 529 2903 0 0 2825 75 51 0 522 0 0 0
Added Vol: 9 288 0 0 433 0 16 0 5 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 538 3191 0 0 3258 75 67 0 527 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: 538 3191 0 0 3258 75 67 0 527 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 538 3191 0 0 3258 75 67 0 527 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: 538 3191 0 0 3258 75 67 0 527 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5055 116 1805 0 2842 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.15 0.46 0.00 0.00 0.64 0.64 0.04 0.00 0.19 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.17 0.90 0.00 0.00 0.73 0.73 0.04 0.00 0.21 0.00 0.00 0.00
Volume/Cap: 0.89 0.51 0.00 0.00 0.89 0.89 0.89 0.00 0.86 0.00 0.00 0.00
Delay/Veh: 55.4 1.0 0.0 0.0 13.6 13.6 114.6 0.0 50.1 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: 55.4 1.0 0.0 0.0 13.6 13.6 114.6 0.0 50.1 0.0 0.0 0.0
LOS by Move: E A A A B B F A D A A A
HCM2kAvgQ: 9 5 0 0 30 30 4 0 12 0 0 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 8 Average Delay (sec/veh): 30.0
Optimal Cycle: 180 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 104 3049 19 131 3297 126 285 86 55 28 82 53
Added Vol: 0 297 0 0 438 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 3346 19 131 3735 126 285 86 55 28 82 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: 104 3346 19 131 3735 126 285 86 55 28 82 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 3346 19 131 3735 126 285 86 55 28 82 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: 104 3346 19 131 3735 126 285 86 55 28 82 53

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
Final Sat.: 1805 6869 40 1805 5187 1615 3502 1900 1615 1805 1086 701

Capacity Analysis Module:
Vol/Sat: 0.06 0.49 0.49 0.07 0.72 0.08 0.08 0.05 0.03 0.02 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.06 0.67 0.67 0.10 0.71 0.71 0.08 0.08 0.08 0.07 0.07 0.07
Volume/Cap: 1.02 0.73 0.73 0.73 1.02 0.11 1.02 0.57 0.43 0.21 1.02 1.02
Delay/Veh: 140.6 11.5 11.5 58.0 33.6 4.6 103.9 49.3 46.1 44.3 129 128.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 140.6 11.5 11.5 58.0 33.6 4.6 103.9 49.3 46.1 44.3 129 128.6
LOS by Move: F B B E C A F D D D F F
HCM2kAvgQ: 4 18 18 4 47 1 9 3 2 1 8 8

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 8 Average Delay (sec/veh): 33.0
Optimal Cycle: 71 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 1571 152 735 1691 362 715 498 58 302 468 136
Added Vol: 0 151 5 0 218 220 146 58 0 5 88 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 1722 157 735 1909 582 861 556 58 307 556 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 1722 157 735 1909 582 861 556 58 307 556 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1722 157 735 1909 582 861 556 58 307 556 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 1722 157 735 1909 582 861 556 58 307 556 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.67 0.33 2.00 3.00 1.00 3.00 1.81 0.19 2.00 3.00 1.00
Final Sat.: 1805 6256 570 3502 5187 1615 5253 3223 336 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.28 0.28 0.21 0.37 0.36 0.16 0.17 0.17 0.09 0.11 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.33 0.33 0.26 0.55 0.55 0.20 0.22 0.22 0.11 0.13 0.13
Volume/Cap: 0.67 0.82 0.82 0.82 0.67 0.65 0.82 0.79 0.79 0.79 0.82 0.65
Delay/Veh: 69.4 33.0 33.0 41.3 16.5 17.5 43.6 42.3 42.3 53.6 50.3 48.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 69.4 33.0 33.0 41.3 16.5 17.5 43.6 42.3 42.3 53.6 50.3 48.1
LOS by Move: E C C D B B D D D D D
HCM2kAvgQ: 2 15 15 10 14 11 11 11 11 7 9 5

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 6 Average Delay (sec/veh): 10.4
Optimal Cycle: 31 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 11 1749 70 72 1865 43 37 34 15 65 63 80
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 11 1820 73 75 1941 45 37 34 15 65 63 80
Added Vol: 0 156 0 0 224 0 0 28 0 0 43 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 1976 73 75 2165 45 37 62 15 65 106 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: 11 1976 73 75 2165 45 37 62 15 65 106 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 1976 73 75 2165 45 37 62 15 65 106 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: 11 1976 73 75 2165 45 37 62 15 65 106 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.79 0.79 0.85 0.84 0.84 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.37 0.63 1.00 0.38 0.62 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 560 939 1615 605 986 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.38 0.05 0.04 0.42 0.03 0.07 0.07 0.01 0.11 0.11 0.05
Crit Moves: ****
Green/Cycle: 0.01 0.68 0.68 0.07 0.74 0.74 0.19 0.19 0.19 0.19 0.19 0.19
Volume/Cap: 0.57 0.56 0.07 0.56 0.57 0.04 0.35 0.35 0.05 0.57 0.57 0.26
Delay/Veh: 81.3 8.7 5.5 50.2 6.1 3.5 35.8 35.8 33.2 39.2 39.2 34.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 81.3 8.7 5.5 50.2 6.1 3.5 35.8 35.8 33.2 39.2 39.2 34.9
LOS by Move: F A A D A A D D C D D C
HCM2kAvgQ: 0 11 1 2 11 0 3 3 0 6 6 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 6 Average Delay (sec/veh): 17.8
Optimal Cycle: 42 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 42 1600 9 78 1838 55 125 71 56 15 50 78
Added Vol: 5 54 0 0 75 149 102 0 5 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 1654 9 78 1913 204 227 71 61 15 50 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 1654 9 78 1913 204 227 71 61 15 50 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1654 9 78 1913 204 227 71 61 15 50 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 1654 9 78 1913 204 227 71 61 15 50 78

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.90 0.90 0.74 0.74 0.85 0.35 1.00 0.85
Lanes: 1.00 2.98 0.02 1.00 2.71 0.29 0.76 0.24 1.00 1.00 1.00 1.00
Final Sat.: 1805 5153 29 1805 4621 493 1064 333 1615 671 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.32 0.32 0.04 0.41 0.41 0.21 0.21 0.04 0.02 0.03 0.05
Crit Moves: ****
Green/Cycle: 0.04 0.56 0.56 0.08 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.69 0.58 0.58 0.58 0.69 0.69 0.69 0.69 0.12 0.07 0.09 0.16
Delay/Veh: 74.7 14.7 14.7 50.7 14.7 14.7 35.4 35.4 25.1 24.7 24.7 25.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 74.7 14.7 14.7 50.7 14.7 14.7 35.4 35.4 25.1 24.7 24.7 25.4
LOS by Move: E B B D B B D D C C C C
HCM2kAvgQ: 2 12 12 2 16 16 9 9 1 0 1 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 46 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 2934 20 30 948 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 25 4 78 43 1 25 26 3053 21 31 986 19
Added Vol: 0 0 0 0 0 0 0 97 0 0 242 0
Approved: 0 0 0 0 0 0 0 50 0 0 31 0
Initial Fut: 25 4 78 43 1 25 26 3200 21 31 1259 19
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 26 3200 21 31 1259 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 26 3200 21 31 1259 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 26 3200 21 31 1259 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.73 0.73 0.85 0.70 0.70 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1194 191 1615 1294 30 1615 1805 5148 33 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.01 0.62 0.62 0.02 0.24 0.01
Crit Moves: ****
Green/Cycle: 0.07 0.07 0.07 0.07 0.07 0.07 0.05 0.85 0.85 0.02 0.82 0.82
Volume/Cap: 0.32 0.32 0.73 0.50 0.50 0.23 0.29 0.73 0.73 0.73 0.29 0.01
Delay/Veh: 46.5 46.5 68.4 49.7 49.7 45.4 47.7 3.6 3.6 96.4 2.1 1.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 46.5 46.5 68.4 49.7 49.7 45.4 47.7 3.6 3.6 96.4 2.1 1.6
LOS by Move: D D E D D D D A A F A A
HCM2kAvgQ: 1 1 4 2 2 1 1 16 16 2 3 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 8 Average Delay (sec/veh): 28.5
Optimal Cycle: 94 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 216 330 138 182 152 213 1010 2687 165 81 834 199
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 216 330 138 182 152 213 1051 2796 172 84 868 207
Added Vol: 13 0 0 0 0 0 1 1 111 33 0 136 0
Approved: 1 4 0 0 0 1 6 12 53 1 0 43 0
Initial Fut: 230 334 138 182 153 220 1064 2960 206 84 1047 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: 230 334 138 182 153 220 1064 2960 206 84 1047 207
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 230 334 138 182 153 220 1064 2960 206 84 1047 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: 230 334 138 182 153 220 1064 2960 206 84 1047 207

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 1.42 0.58 1.63 1.37 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1723 2438 1007 2865 2409 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.14 0.14 0.06 0.06 0.08 0.30 0.57 0.13 0.05 0.15 0.13
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.07 0.07 0.53 0.46 0.64 0.64 0.05 0.23 0.23
Volume/Cap: 0.87 0.89 0.89 0.89 0.89 0.14 0.66 0.89 0.20 0.89 0.66 0.56
Delay/Veh: 51.0 53.5 53.5 67.9 67.9 11.8 21.7 18.3 7.4 105.0 35.8 35.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 51.0 53.5 53.5 67.9 67.9 11.8 21.7 18.3 7.4 105.0 35.8 35.8
LOS by Move: D D D E E B C B A F D D
HCM2kAvgQ: 8 9 9 4 4 2 14 31 3 3 8 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 8 Average Delay (sec/veh): 19.9
Optimal Cycle: 39 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 125 1729 85 51 1154 404 183 115 197 50 216 23
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 1799 88 53 1201 420 183 115 197 50 216 23
Added Vol: 0 72 0 0 53 0 0 0 0 0 0 0
Approved: 14 46 6 8 65 10 12 5 4 2 2 2
Initial Fut: 144 1917 94 61 1319 430 195 120 201 52 218 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: 144 1917 94 61 1319 430 195 120 201 52 218 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 1917 94 61 1319 430 195 120 201 52 218 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: 144 1917 94 61 1319 430 195 120 201 52 218 25

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.79 0.21
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 3190 366

Capacity Analysis Module:
Vol/Sat: 0.08 0.37 0.06 0.03 0.25 0.27 0.06 0.06 0.12 0.03 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.15 0.61 0.61 0.06 0.51 0.51 0.11 0.21 0.21 0.05 0.14 0.14
Volume/Cap: 0.52 0.61 0.10 0.61 0.50 0.52 0.49 0.31 0.61 0.61 0.49 0.49
Delay/Veh: 40.7 12.4 8.1 56.2 16.0 16.8 42.5 34.1 39.2 58.4 40.5 40.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.7 12.4 8.1 56.2 16.0 16.8 42.5 34.1 39.2 58.4 40.5 40.5
LOS by Move: D B A E B B D C D E D D
HCM2kAvgQ: 5 14 1 2 9 8 4 3 6 3 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 6 Average Delay (sec/veh): 21.4
Optimal Cycle: 127 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 409 0 247 0 2319 142 0 847 281
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 426 0 257 0 2413 148 0 881 292
Added Vol: 0 0 0 28 0 6 0 103 8 0 130 12
Approved: 0 0 0 15 0 35 0 18 4 0 43 4
Initial Fut: 0 0 0 469 0 298 0 2534 160 0 1054 308
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 469 0 298 0 2534 0 0 1054 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 469 0 298 0 2534 0 0 1054 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 469 0 298 0 2534 0 0 1054 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.18 0.00 0.70 0.00 0.00 0.20 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.20 0.00 0.20 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.00 0.00 0.68 0.00 0.94 0.00 0.94 0.00 0.00 0.27 0.00
Delay/Veh: 0.0 0.0 0.0 40.2 0.0 75.5 0.0 18.7 0.0 0.0 4.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 40.2 0.0 75.5 0.0 18.7 0.0 0.0 4.1 0.0
LOS by Move: A A A D A E A B A A A A
HCM2kAvgQ: 0 0 0 8 0 13 0 35 0 0 4 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 6 Average Delay (sec/veh): 15.1
Optimal Cycle: 64 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 3 0 1 117 0 376 333 2169 6 5 1147 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 3 0 1 117 0 376 347 2257 6 5 1194 82
Added Vol: 0 0 0 0 0 13 33 110 0 0 179 0
Approved: 0 0 0 1 0 1 0 94 0 0 86 0
Initial Fut: 3 0 1 118 0 390 380 2461 6 5 1459 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 3 0 1 118 0 390 380 2461 6 5 1459 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 118 0 390 380 2461 6 5 1459 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 0 1 118 0 390 380 2461 6 5 1459 82

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 1.00 0.82 0.71 1.00 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1165 0 388 1351 0 1615 1805 3601 9 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.24 0.21 0.68 0.68 0.00 0.28 0.05
Crit Moves: ****
Green/Cycle: 0.11 0.00 0.11 0.11 0.00 0.46 0.36 0.83 0.83 0.00 0.48 0.48
Volume/Cap: 0.02 0.00 0.02 0.82 0.00 0.52 0.59 0.82 0.82 0.82 0.59 0.11
Delay/Veh: 40.1 0.0 40.1 74.1 0.0 19.7 27.6 6.5 6.5 287.8 19.4 14.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.1 0.0 40.1 74.1 0.0 19.7 27.6 6.5 6.5 287.8 19.4 14.5
LOS by Move: D A D E A B C A A F B B
HCM2kAvgQ: 0 0 0 6 0 9 10 23 23 0 12 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 6 Average Delay (sec/veh): 4.6
Optimal Cycle: 59 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 1 0 0 2 1 0

Volume Module:
Base Vol: 1 0 1 46 1 16 21 2271 4 0 1238 36
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 1 0 1 46 1 16 22 2363 4 0 1288 37
Added Vol: 0 0 0 0 0 0 0 110 0 0 179 0
Approved: 0 0 0 0 0 0 0 98 0 0 86 0
Initial Fut: 1 0 1 46 1 16 22 2571 4 0 1553 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 0 1 46 1 16 22 2571 4 0 1553 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 46 1 16 22 2571 4 0 1553 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 0 1 46 1 16 22 2571 4 0 1553 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.84 1.00 0.84 0.75 0.75 0.75 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.00 0.50 0.73 0.02 0.25 1.00 1.99 0.01 0.00 2.93 0.07
Final Sat.: 800 0 800 1036 23 360 1805 3604 6 0 5045 122

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.04 0.04 0.01 0.71 0.71 0.00 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.06 0.00 0.06 0.06 0.06 0.06 0.03 0.88 0.88 0.00 0.85 0.85
Volume/Cap: 0.02 0.00 0.02 0.81 0.81 0.81 0.36 0.81 0.81 0.00 0.36 0.36
Delay/Veh: 44.8 0.0 44.8 90.7 90.7 90.7 50.9 3.9 3.9 0.0 1.6 1.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.8 0.0 44.8 90.7 90.7 90.7 50.9 3.9 3.9 0.0 1.6 1.6
LOS by Move: D A D F F F D A A A A A
HCM2kAvgQ: 0 0 0 4 4 4 1 17 17 0 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 8 Average Delay (sec/veh): 21.9
Optimal Cycle: 57 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 33 56 60 858 43 82 150 2125 28 36 1263 601
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 33 56 60 858 43 82 156 2211 29 37 1314 625
Added Vol: 0 0 0 0 42 0 0 0 110 0 0 179 62
Approved: 0 0 0 0 9 0 9 9 86 0 0 76 7
Initial Fut: 33 56 60 909 43 91 165 2407 29 37 1569 694
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 56 60 909 43 91 165 2407 29 37 1569 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 56 60 909 43 91 165 2407 29 37 1569 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: 33 56 60 909 43 91 165 2407 29 37 1569 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.88 0.88 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1805 1664 1664 5253 1900 1615 3502 5115 62 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.17 0.02 0.06 0.05 0.47 0.47 0.02 0.30 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.05 0.05 0.23 0.23 0.23 0.09 0.62 0.62 0.03 0.56 0.00
Volume/Cap: 0.39 0.71 0.76 0.76 0.10 0.25 0.54 0.76 0.76 0.76 0.54 0.00
Delay/Veh: 49.1 60.6 67.0 39.0 30.6 32.0 45.7 14.9 14.9 98.2 14.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.1 60.6 67.0 39.0 30.6 32.0 45.7 14.9 14.9 98.2 14.2 0.0
LOS by Move: D E E D C C D B B F B A
HCM2kAvgQ: 1 3 4 11 1 2 2 19 19 3 11 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 8 Average Delay (sec/veh): 25.0
Optimal Cycle: 123 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 29 3305 35 142 2758 508 806 213 7 55 147 205
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 3439 36 148 2870 529 806 213 7 55 147 205
Added Vol: 0 335 0 0 163 3 9 5 0 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 3774 36 148 3033 532 815 218 7 55 148 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 3774 36 148 3033 532 815 218 7 55 148 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 3774 36 148 3033 532 815 218 7 55 148 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 3774 36 148 3033 532 815 218 7 55 148 205

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.89 0.89 0.89 0.91 0.85 0.95 0.83 0.83
Lanes: 1.00 3.96 0.04 1.00 4.00 1.00 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1805 6843 66 1805 6764 1691 5053 1736 1615 1805 3157 3157

Capacity Analysis Module:
Vol/Sat: 0.02 0.55 0.55 0.08 0.45 0.31 0.16 0.13 0.00 0.03 0.05 0.06
Crit Moves: ****
Green/Cycle: 0.02 0.59 0.59 0.09 0.65 0.65 0.17 0.17 0.17 0.07 0.07 0.07
Volume/Cap: 0.69 0.93 0.93 0.93 0.69 0.48 0.93 0.73 0.03 0.44 0.67 0.93
Delay/Veh: 85.2 23.5 23.5 97.7 11.3 8.8 54.9 41.1 34.4 47.1 48.9 76.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 85.2 23.5 23.5 97.7 11.3 8.8 54.9 41.1 34.4 47.1 48.9 76.4
LOS by Move: F C C F B A D D C D D E
HCM2kAvgQ: 1 32 32 8 17 9 13 8 0 2 4 6

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #15 Newport Blvd (NS) / Broadway (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW).

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 8 Average Delay (sec/veh): 12.6
Optimal Cycle: 70 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected 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
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 52 3096 23 61 2921 122 224 57 38 4 54 27
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 3222 24 63 3040 127 224 57 38 4 54 27
Added Vol: 0 338 0 0 157 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 3560 24 63 3197 127 224 57 38 4 54 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: 54 3560 24 63 3197 127 224 57 38 4 54 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 3560 24 63 3197 127 224 57 38 4 54 27
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 3560 24 63 3197 127 224 57 38 4 54 27

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.95 0.95
Lanes: 1.00 3.97 0.03 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.67 0.33
Final Sat.: 1805 6863 46 1805 5187 1615 3502 1900 1615 1805 1203 602

Capacity Analysis Module:
Vol/Sat: 0.03 0.52 0.52 0.04 0.62 0.08 0.06 0.03 0.02 0.00 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.04 0.74 0.74 0.05 0.75 0.75 0.08 0.08 0.08 0.05 0.05 0.05
Volume/Cap: 0.82 0.70 0.70 0.70 0.82 0.10 0.82 0.38 0.30 0.04 0.82 0.82
Delay/Veh: 101.4 7.6 7.6 68.9 9.6 3.4 63.1 45.5 44.9 45.0 86.6 86.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 101.4 7.6 7.6 68.9 9.6 3.4 63.1 45.5 44.9 45.0 86.6 86.6
LOS by Move: F A A E A A E D D D F F
HCM2kAvgQ: 2 16 16 2 23 1 6 2 1 0 4 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 Average Delay (sec/veh): 31.3
Optimal Cycle: 78 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 41 1908 151 574 1579 498 818 443 36 149 346 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 43 1985 157 597 1643 518 818 443 36 149 346 136
Added Vol: 0 173 2 0 92 65 166 66 0 1 26 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 43 2158 159 597 1735 583 984 509 36 150 372 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 43 2158 159 597 1735 583 984 509 36 150 372 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 2158 159 597 1735 583 984 509 36 150 372 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 43 2158 159 597 1735 583 984 509 36 150 372 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.73 0.27 2.00 3.00 1.00 3.00 1.87 0.13 2.00 3.00 1.00
Final Sat.: 1805 6377 470 3502 5187 1615 5253 3338 236 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.34 0.34 0.17 0.33 0.36 0.19 0.15 0.15 0.04 0.07 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.40 0.40 0.20 0.56 0.56 0.22 0.25 0.25 0.07 0.10 0.10
Volume/Cap: 0.64 0.85 0.85 0.85 0.59 0.64 0.85 0.61 0.61 0.61 0.72 0.85
Delay/Veh: 66.8 30.0 30.0 48.0 14.7 16.5 43.4 34.4 34.4 49.6 48.7 76.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 66.8 30.0 30.0 48.0 14.7 16.5 43.4 34.4 34.4 49.6 48.7 76.6
LOS by Move: E C C D B B D C C D D E
HCM2kAvgQ: 1 18 18 9 12 12 13 9 9 3 6 7

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

LIDO HOUSE HOTEL
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AM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 6 Average Delay (sec/veh): 7.8
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 10 2086 47 86 1726 46 25 26 4 39 44 84
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 2171 49 89 1796 48 25 26 4 39 44 84
Added Vol: 0 174 0 0 0 93 0 0 33 0 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 2345 49 89 1889 48 25 59 4 39 57 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 2345 49 89 1889 48 25 59 4 39 57 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 2345 49 89 1889 48 25 59 4 39 57 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 2345 49 89 1889 48 25 59 4 39 57 84

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.85 0.85 0.85 0.78 0.78 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.30 0.70 1.00 0.41 0.59 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 478 1129 1615 600 877 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.45 0.03 0.05 0.36 0.03 0.05 0.05 0.00 0.07 0.07 0.05
Crit Moves: ****
Green/Cycle: 0.01 0.75 0.75 0.08 0.82 0.82 0.11 0.11 0.11 0.11 0.11 0.11
Volume/Cap: 0.44 0.60 0.04 0.60 0.44 0.04 0.48 0.48 0.02 0.60 0.60 0.48
Delay/Veh: 61.9 6.0 3.2 51.1 2.6 1.7 44.1 44.1 39.9 48.9 48.9 44.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 61.9 6.0 3.2 51.1 2.6 1.7 44.1 44.1 39.9 48.9 48.9 44.1
LOS by Move: E A A D A A D D D D D D
HCM2kAvgQ: 0 12 0 3 6 0 3 3 0 4 4 3

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 6 Average Delay (sec/veh): 18.6
Optimal Cycle: 43 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 44 1879 17 94 1529 82 74 121 70 6 84 72
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 1955 18 98 1591 85 74 121 70 6 84 72
Added Vol: 1 70 0 0 52 42 104 0 2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 2025 18 98 1643 127 178 121 72 6 84 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 2025 18 98 1643 127 178 121 72 6 84 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 2025 18 98 1643 127 178 121 72 6 84 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 2025 18 98 1643 127 178 121 72 6 84 72

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.90 0.90 0.73 0.73 0.85 0.35 1.00 0.85
Lanes: 1.00 2.97 0.03 1.00 2.78 0.22 0.60 0.40 1.00 1.00 1.00 1.00
Final Sat.: 1805 5137 45 1805 4761 369 821 558 1615 669 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.39 0.39 0.05 0.35 0.35 0.22 0.22 0.04 0.01 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.04 0.56 0.56 0.08 0.59 0.59 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.59 0.71 0.71 0.71 0.59 0.59 0.71 0.71 0.15 0.03 0.14 0.15
Delay/Veh: 57.6 17.0 17.0 60.6 13.2 13.2 36.2 36.2 25.3 24.3 25.3 25.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 57.6 17.0 17.0 60.6 13.2 13.2 36.2 36.2 25.3 24.3 25.3 25.3
LOS by Move: E B B E B B D D C C C C
HCM2kAvgQ: 1 17 17 3 12 12 9 9 2 0 2 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 6 Average Delay (sec/veh): 4.8
Optimal Cycle: 45 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 30 1 42 15 1 29 43 1181 27 28 2882 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 30 1 42 15 1 29 45 1229 28 29 2999 35
Added Vol: 0 0 0 0 0 0 0 302 0 0 198 0
Approved: 0 0 0 0 0 0 0 40 0 0 67 0
Initial Fut: 30 1 42 15 1 29 45 1571 28 29 3264 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 45 1571 28 29 3264 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 45 1571 28 29 3264 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 45 1571 28 29 3264 35

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 1.00 1.00 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1839 61 1615 1781 119 1615 1805 5081 91 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.02 0.31 0.31 0.02 0.63 0.02
Crit Moves: ****
Green/Cycle: 0.04 0.04 0.04 0.04 0.04 0.04 0.03 0.86 0.86 0.04 0.87 0.87
Volume/Cap: 0.45 0.45 0.72 0.23 0.23 0.50 0.72 0.36 0.36 0.36 0.72 0.03
Delay/Veh: 52.0 52.0 83.7 48.6 48.6 53.9 82.0 1.5 1.5 49.1 2.9 0.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.0 52.0 83.7 48.6 48.6 53.9 82.0 1.5 1.5 49.1 2.9 0.9
LOS by Move: D D F D D D F A A D A A
HCM2kAvgQ: 2 2 3 1 1 2 3 4 4 1 14 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 8 Average Delay (sec/veh): 37.6
Optimal Cycle: 118 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 242 213 75 186 328 920 335 900 219 203 2442 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 242 213 75 186 328 920 349 937 228 211 2541 116
Added Vol: 46 0 0 0 0 0 14 7 186 30 0 180 0
Approved: 1 5 1 0 8 27 16 39 3 0 74 0
Initial Fut: 289 218 76 186 336 961 372 1162 261 211 2795 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 289 218 76 186 336 961 372 1162 261 211 2795 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 289 218 76 186 336 961 372 1162 261 211 2795 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 289 218 76 186 336 961 372 1162 261 211 2795 116

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.49 1.12 0.39 1.07 1.93 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 2570 1939 676 1897 3426 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.10 0.10 0.34 0.11 0.22 0.16 0.12 0.40 0.07
Crit Moves: ****
Green/Cycle: 0.12 0.12 0.12 0.25 0.25 0.36 0.11 0.36 0.36 0.19 0.44 0.44
Volume/Cap: 0.93 0.93 0.93 0.39 0.39 0.93 0.93 0.62 0.45 0.62 0.93 0.16
Delay/Veh: 63.9 63.9 63.9 31.4 31.4 44.6 71.8 27.0 24.9 40.8 32.6 17.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 63.9 63.9 63.9 31.4 31.4 44.6 71.8 27.0 24.9 40.8 32.6 17.3
LOS by Move: E E E C C D E C C D C B
HCM2kAvgQ: 8 8 8 4 4 18 9 11 6 6 23 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 Average Delay (sec/veh): 24.5
Optimal Cycle: 48 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 108 1229 61 61 1575 185 320 100 217 127 188 47
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 112 1279 63 63 1639 193 320 100 217 127 188 47
Added Vol: 0 78 0 0 100 0 0 0 0 0 0 0
Approved: 14 67 5 5 56 6 19 3 21 9 7 13
Initial Fut: 126 1424 68 68 1795 199 339 103 238 136 195 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 126 1424 68 68 1795 199 339 103 238 136 195 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 1424 68 68 1795 199 339 103 238 136 195 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 126 1424 68 68 1795 199 339 103 238 136 195 60

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.92 0.92
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.53 0.47
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 2664 820

Capacity Analysis Module:
Vol/Sat: 0.07 0.27 0.04 0.04 0.35 0.12 0.10 0.05 0.15 0.08 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.10 0.53 0.53 0.07 0.50 0.50 0.18 0.21 0.21 0.11 0.14 0.14
Volume/Cap: 0.69 0.52 0.08 0.52 0.69 0.25 0.53 0.26 0.69 0.69 0.53 0.53
Delay/Veh: 54.5 15.6 11.7 48.4 20.1 14.5 37.8 33.1 42.5 53.3 41.2 41.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 54.5 15.6 11.7 48.4 20.1 14.5 37.8 33.1 42.5 53.3 41.2 41.2
LOS by Move: D B B D C B D C D D D D
HCM2kAvgQ: 5 11 1 2 15 3 5 3 8 5 5 5

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 6 Average Delay (sec/veh): 20.2
Optimal Cycle: 55 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 379 0 432 0 1145 97 0 1999 517
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 394 0 450 0 1191 101 0 2080 538
Added Vol: 0 0 0 69 0 11 0 178 8 0 170 21
Approved: 0 0 0 34 0 19 0 82 7 0 36 0
Initial Fut: 0 0 0 497 0 480 0 1451 116 0 2286 559
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 497 0 480 0 1451 0 0 2286 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 497 0 480 0 1451 0 0 2286 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 497 0 480 0 1451 0 0 2286 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.30 0.00 0.40 0.00 0.00 0.44 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.38 0.00 0.38 0.00 0.56 0.00 0.00 0.56 0.00
Volume/Cap: 0.00 0.00 0.00 0.38 0.00 0.78 0.00 0.72 0.00 0.00 0.78 0.00
Delay/Veh: 0.0 0.0 0.0 22.7 0.0 34.1 0.0 17.3 0.0 0.0 18.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 22.7 0.0 34.1 0.0 17.3 0.0 0.0 18.6 0.0
LOS by Move: A A A C A C A B A A B A
HCM2kAvgQ: 0 0 0 6 0 15 0 17 0 0 22 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 6 Average Delay (sec/veh): 17.7
Optimal Cycle: 64 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 8 3 17 81 2 393 250 1475 2 30 2219 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 8 3 17 81 2 393 260 1535 2 31 2309 53
Added Vol: 0 0 0 0 0 0 43 28 232 0 0 189 0
Approved: 0 0 0 0 2 0 0 1 121 0 0 116 1
Initial Fut: 8 3 17 83 2 436 289 1888 2 31 2614 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 3 17 83 2 436 289 1888 2 31 2614 54
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 83 2 436 289 1888 2 31 2614 54
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 3 17 83 2 436 289 1888 2 31 2614 54

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.74 0.74 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 472 177 1004 1365 33 1615 1805 3606 4 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.27 0.16 0.52 0.52 0.02 0.50 0.03
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.13 0.13 0.13 0.33 0.19 0.78 0.78 0.03 0.61 0.61
Volume/Cap: 0.13 0.13 0.13 0.46 0.46 0.82 0.82 0.67 0.67 0.67 0.82 0.05
Delay/Veh: 38.5 38.5 38.5 41.8 41.8 41.0 53.1 5.7 5.7 80.2 17.0 7.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 38.5 38.5 38.5 41.8 41.8 41.0 53.1 5.7 5.7 80.2 17.0 7.8
LOS by Move: D D D D D D A A F B A
HCM2kAvgQ: 1 1 1 3 3 15 11 15 15 1 23 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted 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 1 0 0 0 0 0 1 0 0 1 0 1 1 0 0 2 1 0

Volume Module:
Base Vol: 1 1 0 70 0 38 39 1575 1 0 2237 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 1 1 0 70 0 38 41 1639 1 0 2328 42
Added Vol: 0 0 0 0 0 0 0 232 0 0 189 0
Approved: 0 0 0 0 0 0 0 123 0 0 118 0
Initial Fut: 1 1 0 70 0 38 41 1994 1 0 2635 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 0 70 0 38 41 1994 1 0 2635 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 1 0 70 0 38 41 1994 1 0 2635 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 1 0 70 0 38 41 1994 1 0 2635 42

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.94 1.00 0.76 1.00 0.76 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.50 0.50 0.00 0.65 0.00 0.35 1.00 1.99 0.01 0.00 2.95 0.05
Final Sat.: 892 892 0 940 0 510 1805 3608 2 0 5096 81

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.02 0.55 0.55 0.00 0.52 0.52
Crit Moves: ****
Green/Cycle: 0.11 0.11 0.00 0.11 0.00 0.11 0.03 0.83 0.83 0.00 0.79 0.79
Volume/Cap: 0.01 0.01 0.00 0.67 0.00 0.67 0.65 0.67 0.67 0.00 0.65 0.65
Delay/Veh: 39.5 39.5 0.0 52.8 0.0 52.8 69.6 3.9 3.9 0.0 4.8 4.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.5 39.5 0.0 52.8 0.0 52.8 69.6 3.9 3.9 0.0 4.8 4.8
LOS by Move: D D A D A D E A A A A
HCM2kAvgQ: 0 0 0 4 0 4 1 12 12 0 12 12

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 8 Average Delay (sec/veh): 23.1
Optimal Cycle: 71 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 39 44 31 876 44 132 123 1508 34 49 2221 1073
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 39 44 31 876 44 132 128 1569 35 51 2311 1117
Added Vol: 0 0 0 100 0 0 0 232 0 0 189 74
Approved: 0 0 0 0 3 0 16 27 99 0 0 111 12
Initial Fut: 39 44 31 979 44 148 155 1900 35 51 2611 1203
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 39 44 31 979 44 148 155 1900 35 51 2611 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 44 31 979 44 148 155 1900 35 51 2611 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: 39 44 31 979 44 148 155 1900 35 51 2611 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.17 0.83 3.00 1.00 1.00 2.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1805 1987 1400 5253 1900 1615 3502 5077 95 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.19 0.02 0.09 0.04 0.37 0.37 0.03 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.23 0.23 0.23 0.05 0.62 0.62 0.05 0.61 0.00
Volume/Cap: 0.80 0.82 0.82 0.82 0.10 0.40 0.82 0.60 0.60 0.60 0.82 0.00
Delay/Veh: 109.2 91.0 91.0 41.5 30.7 33.6 71.0 11.9 11.9 58.6 17.0 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: 109.2 91.0 91.0 41.5 30.7 33.6 71.0 11.9 11.9 58.6 17.0 0.0
LOS by Move: F F F D C C E B B E B A
HCM2kAvgQ: 3 3 3 12 1 4 3 13 13 3 25 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 Average Delay (sec/veh): 25.0
Optimal Cycle: 77 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: 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 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 48 2656 37 182 2825 989 701 237 103 56 340 175
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 2764 39 189 2940 1029 701 237 103 56 340 175
Added Vol: 0 321 0 0 451 11 5 3 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 3085 39 189 3391 1040 706 240 103 56 345 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 3085 39 189 3391 1040 706 240 103 56 345 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 3085 39 189 3391 1040 706 240 103 56 345 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 3085 39 189 3391 1040 706 240 103 56 345 175

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.88 0.88 0.89 0.92 0.85 0.95 0.86 0.86
Lanes: 1.00 3.95 0.05 1.00 3.83 1.17 3.00 1.00 1.00 1.00 2.65 1.35
Final Sat.: 1805 6817 85 1805 6384 1958 5063 1740 1615 1805 4354 2209

Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.10 0.53 0.53 0.14 0.14 0.06 0.03 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.54 0.54 0.12 0.63 0.63 0.16 0.16 0.16 0.09 0.09 0.09
Volume/Cap: 0.85 0.84 0.84 0.84 0.85 0.85 0.85 0.84 0.39 0.33 0.85 0.85
Delay/Veh: 112.9 21.5 21.5 66.9 16.1 16.1 46.6 46.0 38.2 43.5 55.0 55.0
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: 112.9 21.5 21.5 66.9 16.1 16.1 46.6 46.0 38.2 43.5 55.0 55.0
LOS by Move: F C C E B B D D D D E E
HCM2kAvgQ: 2 23 23 8 26 26 10 10 3 2 7 7

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #15 Newport Blvd (NS) / Broadway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 6 Average Delay (sec/veh): 6.4
Optimal Cycle: 51 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 42 2691 54 68 2747 177 1 7 5 42 25 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 44 2800 56 71 2859 184 1 7 5 42 25 85
Added Vol: 0 321 0 0 451 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 3121 56 71 3310 184 1 7 5 42 25 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 44 3121 56 71 3310 184 1 7 5 42 25 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 3121 56 71 3310 184 1 7 5 42 25 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 44 3121 56 71 3310 184 1 7 5 42 25 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.97 0.97 0.85 0.76 1.00 0.85
Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.12 0.88 1.00 1.00 1.00 1.00
Final Sat.: 1805 6773 122 1805 5187 1615 229 1606 1615 1448 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.46 0.46 0.04 0.64 0.11 0.00 0.00 0.00 0.03 0.01 0.05
Crit Moves: ****
Green/Cycle: 0.03 0.80 0.80 0.07 0.84 0.84 0.07 0.07 0.07 0.07 0.07 0.07
Volume/Cap: 0.76 0.57 0.57 0.57 0.76 0.14 0.06 0.06 0.04 0.42 0.19 0.76
Delay/Veh: 92.1 3.8 3.8 51.6 4.4 1.5 43.7 43.7 43.6 47.4 44.6 71.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 92.1 3.8 3.8 51.6 4.4 1.5 43.7 43.7 43.6 47.4 44.6 71.5
LOS by Move: F A A D A A D D D D D E
HCM2kAvgQ: 2 10 10 2 16 1 0 0 0 2 1 4

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 6 Average Delay (sec/veh): 14.9
Optimal Cycle: 90 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0

Volume Module:
Base Vol: 508 2790 0 0 2715 72 51 0 522 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 529 2903 0 0 2825 75 51 0 522 0 0 0
Added Vol: 11 305 0 0 451 0 16 0 7 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 540 3208 0 0 3276 75 67 0 529 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: 540 3208 0 0 3276 75 67 0 529 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 540 3208 0 0 3276 75 67 0 529 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: 540 3208 0 0 3276 75 67 0 529 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5056 116 1805 0 2842 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.15 0.46 0.00 0.00 0.65 0.65 0.04 0.00 0.19 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.17 0.90 0.00 0.00 0.73 0.73 0.04 0.00 0.21 0.00 0.00 0.00
Volume/Cap: 0.89 0.52 0.00 0.00 0.89 0.89 0.89 0.00 0.87 0.00 0.00 0.00
Delay/Veh: 56.0 1.0 0.0 0.0 13.8 13.8 116.1 0.0 50.7 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: 56.0 1.0 0.0 0.0 13.8 13.8 116.1 0.0 50.7 0.0 0.0 0.0
LOS by Move: E A A A B B F A D A A A
HCM2kAvgQ: 9 5 0 0 30 30 4 0 12 0 0 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 8 Average Delay (sec/veh): 30.6
Optimal Cycle: 180 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 96 2816 18 121 3045 116 274 83 53 27 79 51
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 104 3049 19 131 3297 126 285 86 55 28 82 53
Added Vol: 0 316 0 0 458 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 3365 19 131 3755 126 285 86 55 28 82 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: 104 3365 19 131 3755 126 285 86 55 28 82 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 3365 19 131 3755 126 285 86 55 28 82 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: 104 3365 19 131 3755 126 285 86 55 28 82 53

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.61 0.39
Final Sat.: 1805 6869 40 1805 5187 1615 3502 1900 1615 1805 1086 701

Capacity Analysis Module:
Vol/Sat: 0.06 0.49 0.49 0.07 0.72 0.08 0.08 0.05 0.03 0.02 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.06 0.67 0.67 0.10 0.71 0.71 0.08 0.08 0.08 0.07 0.07 0.07
Volume/Cap: 1.02 0.73 0.73 0.73 1.02 0.11 1.02 0.57 0.43 0.21 1.02 1.02
Delay/Veh: 141.9 11.5 11.5 58.4 34.7 4.6 105.1 49.4 46.1 44.3 130 129.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 141.9 11.5 11.5 58.4 34.7 4.6 105.1 49.4 46.1 44.3 130 129.9
LOS by Move: F B B E C A F D D D F F
HCM2kAvgQ: 4 18 18 4 47 1 9 3 2 1 8 8

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 8 Average Delay (sec/veh): 33.1
Optimal Cycle: 71 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 45 1510 146 706 1625 348 715 498 58 302 468 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 1571 152 735 1691 362 715 498 58 302 468 136
Added Vol: 0 170 5 0 238 220 146 58 0 5 88 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 1741 157 735 1929 582 861 556 58 307 556 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 1741 157 735 1929 582 861 556 58 307 556 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1741 157 735 1929 582 861 556 58 307 556 136
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 1741 157 735 1929 582 861 556 58 307 556 136

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.67 0.33 2.00 3.00 1.00 3.00 1.81 0.19 2.00 3.00 1.00
Final Sat.: 1805 6268 565 3502 5187 1615 5253 3223 336 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.28 0.28 0.21 0.37 0.36 0.16 0.17 0.17 0.09 0.11 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.34 0.34 0.25 0.55 0.55 0.20 0.22 0.22 0.11 0.13 0.13
Volume/Cap: 0.67 0.82 0.82 0.82 0.67 0.65 0.82 0.79 0.79 0.79 0.82 0.65
Delay/Veh: 70.3 33.0 33.0 41.5 16.6 17.4 43.9 42.5 42.5 53.9 50.6 48.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 70.3 33.0 33.0 41.5 16.6 17.4 43.9 42.5 42.5 53.9 50.6 48.2
LOS by Move: E C C D B B D D D D D D
HCM2kAvgQ: 2 15 15 10 14 11 11 11 11 7 9 5

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 6 Average Delay (sec/veh): 10.4
Optimal Cycle: 31 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 11 1749 70 72 1865 43 37 34 15 65 63 80
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 11 1820 73 75 1941 45 37 34 15 65 63 80
Added Vol: 0 175 0 0 244 0 0 28 0 0 43 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 1995 73 75 2185 45 37 62 15 65 106 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: 11 1995 73 75 2185 45 37 62 15 65 106 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 1995 73 75 2185 45 37 62 15 65 106 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: 11 1995 73 75 2185 45 37 62 15 65 106 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.79 0.79 0.85 0.84 0.84 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.37 0.63 1.00 0.38 0.62 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 558 935 1615 603 983 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.38 0.05 0.04 0.42 0.03 0.07 0.07 0.01 0.11 0.11 0.05
Crit Moves: ****
Green/Cycle: 0.01 0.68 0.68 0.07 0.74 0.74 0.19 0.19 0.19 0.19 0.19 0.19
Volume/Cap: 0.57 0.57 0.07 0.57 0.57 0.04 0.35 0.35 0.05 0.57 0.57 0.26
Delay/Veh: 82.7 8.7 5.5 50.5 6.1 3.5 36.0 36.0 33.2 39.4 39.4 35.0
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: 82.7 8.7 5.5 50.5 6.1 3.5 36.0 36.0 33.2 39.4 39.4 35.0
LOS by Move: F A A D A A D D C D D D
HCM2kAvgQ: 0 12 1 2 11 0 3 3 0 6 6 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - CEQA - FORECAST 2018 WITH PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 6 Average Delay (sec/veh): 17.8
Optimal Cycle: 42 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 40 1538 9 75 1766 53 125 71 56 15 50 78
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 42 1600 9 78 1838 55 125 71 56 15 50 78
Added Vol: 5 73 0 0 95 149 102 0 5 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 1673 9 78 1933 204 227 71 61 15 50 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 1673 9 78 1933 204 227 71 61 15 50 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1673 9 78 1933 204 227 71 61 15 50 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 1673 9 78 1933 204 227 71 61 15 50 78

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.90 0.90 0.74 0.74 0.85 0.35 1.00 0.85
Lanes: 1.00 2.98 0.02 1.00 2.71 0.29 0.76 0.24 1.00 1.00 1.00 1.00
Final Sat.: 1805 5153 29 1805 4626 489 1064 333 1615 669 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.32 0.32 0.04 0.42 0.42 0.21 0.21 0.04 0.02 0.03 0.05
Crit Moves: ****
Green/Cycle: 0.04 0.56 0.56 0.07 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.70 0.58 0.58 0.58 0.70 0.70 0.70 0.70 0.12 0.07 0.09 0.16
Delay/Veh: 75.6 14.6 14.6 51.0 14.6 14.6 35.8 35.8 25.2 24.8 24.8 25.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 75.6 14.6 14.6 51.0 14.6 14.6 35.8 35.8 25.2 24.8 24.8 25.5
LOS by Move: E B B D B B D D C C C C
HCM2kAvgQ: 2 12 12 2 16 16 9 9 1 0 1 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 6 Average Delay (sec/veh): 8.6
Optimal Cycle: 87 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 3969 20 30 1259 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 4 78 43 1 25 25 3969 20 30 1259 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 25 3969 20 30 1259 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 25 3969 20 30 1259 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 25 3969 20 30 1259 18

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.68 0.68 0.85 0.73 0.73 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1120 179 1615 1352 31 1615 1805 5156 26 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.01 0.77 0.77 0.02 0.24 0.01
Crit Moves: ****
Green/Cycle: 0.05 0.05 0.05 0.05 0.05 0.05 0.87 0.87 0.02 0.84 0.84
Volume/Cap: 0.41 0.41 0.89 0.58 0.58 0.28 0.29 0.89 0.89 0.89 0.29 0.01
Delay/Veh: 49.6 49.6 107.5 57.5 57.5 47.2 47.8 6.3 6.3 158.3 1.8 1.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.6 49.6 107.5 57.5 57.5 47.2 47.8 6.3 6.3 158.3 1.8 1.3
LOS by Move: D D F E E D D A A F A A
HCM2kAvgQ: 1 1 5 2 2 1 1 30 30 3 3 0 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.083
Loss Time (sec): 8 Average Delay (sec/veh): 61.2
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 261 515 322 232 190 141 761 3026 182 157 857 264
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 261 515 322 232 190 141 761 3026 182 157 857 264
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 261 515 322 232 190 141 761 3026 182 157 857 264
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 261 515 322 232 190 141 761 3026 182 157 857 264
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 261 515 322 232 190 141 761 3026 182 157 857 264

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.92 0.92 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 1.23 0.77 1.65 1.35 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1705 2098 1312 2897 2372 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.15 0.25 0.25 0.08 0.08 0.05 0.22 0.58 0.11 0.09 0.12 0.16
Crit Moves: ****
Green/Cycle: 0.23 0.23 0.23 0.07 0.07 0.43 0.35 0.54 0.54 0.08 0.27 0.27
Volume/Cap: 0.68 1.08 1.08 1.08 1.08 0.12 0.61 1.08 0.21 1.08 0.47 0.61
Delay/Veh: 36.4 92.0 92.0 115.8 116 17.3 27.6 67.3 12.1 144.5 30.9 34.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 36.4 92.0 92.0 115.8 116 17.3 27.6 67.3 12.1 144.5 30.9 34.9
LOS by Move: D F F F F B C E B F C C
HCM2kAvgQ: 8 20 20 7 7 1 11 49 3 7 6 7

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): 21.8
Optimal Cycle: 47 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0
Volume Module:
Base Vol: 121 2090 173 103 1344 390 212 225 222 67 240 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 121 2090 173 103 1344 390 212 225 222 67 240 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 121 2090 173 103 1344 390 212 225 222 67 240 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 2090 173 103 1344 390 212 225 222 67 240 32
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 2090 173 103 1344 390 212 225 222 67 240 32
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.93 0.93
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.76 0.24
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 3128 417
Capacity Analysis Module:
Vol/Sat: 0.07 0.40 0.11 0.06 0.26 0.24 0.06 0.12 0.14 0.04 0.08 0.08
Crit Moves: **** **** **** ****
Green/Cycle: 0.14 0.58 0.58 0.08 0.53 0.53 0.11 0.20 0.20 0.05 0.14 0.14
Volume/Cap: 0.49 0.69 0.18 0.69 0.49 0.46 0.54 0.59 0.69 0.69 0.54 0.54
Delay/Veh: 41.4 15.2 9.8 57.5 15.1 15.0 43.6 38.9 43.4 65.5 41.1 41.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.4 15.2 9.8 57.5 15.1 15.0 43.6 38.9 43.4 65.5 41.1 41.1
LOS by Move: D B A E B B D D E D D
HCM2kAvgQ: 4 17 2 3 9 7 4 7 8 3 5 5
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 1.175
Loss Time (sec): 6 Average Delay (sec/veh): 75.6
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1
Volume Module:
Base Vol: 0 0 0 480 0 558 0 2740 140 0 1202 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: 0 0 0 480 0 558 0 2740 140 0 1202 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 1.00
PHF Adj: 1.00 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 0 480 0 558 0 2740 0 0 1202 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 480 0 558 0 2740 0 0 1202 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 0 480 0 558 0 2740 0 0 1202 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.35 0.00 0.76 0.00 0.00 0.23 0.00
Crit Moves: **** **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.29 0.00 0.29 0.00 0.65 0.00 0.00 0.65 0.00
Volume/Cap: 0.00 0.00 0.00 0.47 0.00 1.18 0.00 1.18 0.00 0.00 0.36 0.00
Delay/Veh: 0.0 0.0 0.0 29.2 0.0 134.3 0.0 101 0.0 0.0 8.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 29.2 0.0 134.3 0.0 101 0.0 0.0 8.2 0.0
LOS by Move: A A A C A F A F A A A A
HCM2kAvgQ: 0 0 0 6 0 31 0 67 0 0 6 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 6 Average Delay (sec/veh): 18.5
Optimal Cycle: 121 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 3 0 1
Volume Module:
Base Vol: 3 0 1 116 0 405 407 2854 6 5 1565 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 0 1 116 0 405 407 2854 6 5 1565 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 116 0 405 407 2854 6 5 1565 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 116 0 405 407 2854 6 5 1565 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1 116 0 405 407 2854 6 5 1565 93
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 1.00 0.78 0.71 1.00 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1112 0 371 1351 0 1615 1805 3602 8 1805 5187 1615
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.25 0.23 0.79 0.79 0.00 0.30 0.06
Crit Moves: ****
Green/Cycle: 0.09 0.00 0.09 0.09 0.00 0.45 0.36 0.85 0.85 0.00 0.49 0.49
Volume/Cap: 0.03 0.00 0.03 0.94 0.00 0.55 0.62 0.94 0.94 0.94 0.62 0.12
Delay/Veh: 41.5 0.0 41.5 106.6 0.0 20.8 28.1 12.2 12.2 393.7 19.4 14.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.5 0.0 41.5 106.6 0.0 20.8 28.1 12.2 12.2 393.7 19.4 14.1
LOS by Move: D A D F A C C B B F B B
HCM2kAvgQ: 0 0 0 7 0 9 11 40 40 0 13 1
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 6 Average Delay (sec/veh): 8.8
Optimal Cycle: 86 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 1 0 0 0 0 2 1 0
Volume Module:
Base Vol: 1 0 1 64 1 36 67 2746 4 0 1524 73
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1 0 1 64 1 36 67 2746 4 0 1524 73
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 0 1 64 1 36 67 2746 4 0 1524 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 64 1 36 67 2746 4 0 1524 73
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 0 1 64 1 36 67 2746 4 0 1524 73
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.84 1.00 0.84 0.76 0.76 0.76 0.95 0.95 0.95 1.00 0.90 0.90
Lanes: 0.50 0.00 0.50 0.63 0.01 0.36 1.00 1.99 0.01 0.00 2.86 0.14
Final Sat.: 799 0 799 912 14 513 1805 3605 5 0 4915 235
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.07 0.07 0.04 0.76 0.76 0.00 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.08 0.00 0.08 0.08 0.08 0.08 0.09 0.86 0.86 0.00 0.77 0.77
Volume/Cap: 0.02 0.00 0.02 0.89 0.89 0.89 0.40 0.89 0.89 0.00 0.40 0.40
Delay/Veh: 42.5 0.0 42.5 95.8 95.8 95.8 44.4 7.5 7.5 0.0 3.9 3.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.5 0.0 42.5 95.8 95.8 95.8 44.4 7.5 7.5 0.0 3.9 3.9
LOS by Move: D A D F F F D A A A A A
HCM2kAvgQ: 0 0 0 6 6 6 2 25 25 0 6 6
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 8 Average Delay (sec/veh): 22.1
Optimal Cycle: 72 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 38 54 60 858 39 94 189 2762 33 37 1638 656
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 54 60 858 39 94 189 2762 33 37 1638 656
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 38 54 60 858 39 94 189 2762 33 37 1638 656
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 54 60 858 39 94 189 2762 33 37 1638 656
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 38 54 60 858 39 94 189 2762 33 37 1638 656

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.87 0.87 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1805 1662 1662 5253 1900 1615 3502 5116 61 1805 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.16 0.02 0.06 0.05 0.54 0.54 0.02 0.32 0.00
Crit Moves: ****
Green/Cycle: 0.04 0.04 0.04 0.20 0.20 0.10 0.65 0.65 0.02 0.58 0.00
Volume/Cap: 0.48 0.74 0.83 0.83 0.10 0.29 0.54 0.83 0.83 0.83 0.54 0.00
Delay/Veh: 51.3 65.0 79.2 44.0 33.0 34.7 44.7 14.8 14.8 120.3 13.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 51.3 65.0 79.2 44.0 33.0 34.7 44.7 14.8 14.8 120.3 13.1 0.0
LOS by Move: D E E D C D B B F B A
HCM2kAvgQ: 2 3 4 11 1 3 3 23 23 3 11 0 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Newport Blvd (NS) / 19th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 8 Average Delay (sec/veh): 43.2
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 0 2 1 1

Volume Module:
Base Vol: 39 3811 28 127 3028 768 1305 235 9 53 194 234
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 3811 28 127 3028 768 1305 235 9 53 194 234
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 39 3811 28 127 3028 768 1305 235 9 53 194 234
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 3811 28 127 3028 768 1305 235 9 53 194 234
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 39 3811 28 127 3028 768 1305 235 9 53 194 234

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.88 0.88 0.88 0.91 0.85 0.95 0.84 0.84
Lanes: 1.00 3.97 0.03 1.00 3.99 1.01 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1805 6859 50 1805 6689 1697 5037 1731 1615 1805 3174 3174

Capacity Analysis Module:
Vol/Sat: 0.02 0.56 0.56 0.07 0.45 0.45 0.26 0.14 0.01 0.03 0.06 0.07
Crit Moves: ****
Green/Cycle: 0.03 0.53 0.53 0.07 0.57 0.57 0.25 0.25 0.25 0.07 0.07 0.07
Volume/Cap: 0.79 1.04 1.04 1.04 0.79 0.79 1.04 0.55 0.02 0.42 0.86 1.04
Delay/Veh: 105.2 50.7 50.7 139.9 17.6 17.6 72.8 32.9 28.4 46.7 60.6 102.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 105.2 50.7 50.7 139.9 17.6 17.6 72.8 32.9 28.4 46.7 60.6 102.3
LOS by Move: F D D F B B E C C D E F
HCM2kAvgQ: 1 41 41 8 21 21 22 7 0 2 6 8

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #15 Newport Blvd (NS) / Broadway (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 6 Average Delay (sec/veh): 5.1
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 23 3836 48 42 3075 56 4 10 16 30 22 78
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 3836 48 42 3075 56 4 10 16 30 22 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 23 3836 48 42 3075 56 4 10 16 30 22 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 3836 48 42 3075 56 4 10 16 30 22 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 3836 48 42 3075 56 4 10 16 30 22 78
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 0.92 0.85 0.76 1.00 0.85
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1805 6817 85 1805 5187 1615 501 1253 1615 1438 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.01 0.56 0.56 0.02 0.59 0.03 0.01 0.01 0.01 0.02 0.01 0.05
Crit Moves: **** ****
Green/Cycle: 0.02 0.84 0.84 0.03 0.85 0.85 0.07 0.07 0.07 0.07 0.07 0.07
Volume/Cap: 0.70 0.67 0.67 0.67 0.70 0.04 0.11 0.11 0.14 0.30 0.17 0.70
Delay/Veh: 97.7 3.4 3.4 72.9 3.2 1.1 44.1 44.1 44.3 45.9 44.4 62.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 97.7 3.4 3.4 72.9 3.2 1.1 44.1 44.1 44.3 45.9 44.4 62.8
LOS by Move: F A A E A A D D D D D E
HCM2kAvgQ: 1 13 13 1 12 0 0 0 0 1 1 1 4
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOOT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 6 Average Delay (sec/veh): 11.3
Optimal Cycle: 63 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 465 3901 0 0 3028 36 49 0 511 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: 465 3901 0 0 3028 36 49 0 511 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: 465 3901 0 0 3028 36 49 0 511 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 465 3901 0 0 3028 36 49 0 511 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: 465 3901 0 0 3028 36 49 0 511 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.96 0.04 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5116 61 1805 0 2842 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.13 0.56 0.00 0.00 0.59 0.59 0.03 0.00 0.18 0.00 0.00 0.00
Crit Moves: **** ****
Green/Cycle: 0.16 0.88 0.00 0.00 0.72 0.72 0.06 0.00 0.22 0.00 0.00 0.00
Volume/Cap: 0.82 0.64 0.00 0.00 0.82 0.82 0.47 0.00 0.82 0.00 0.00 0.00
Delay/Veh: 49.8 1.8 0.0 0.0 11.1 11.1 49.1 0.0 45.7 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: 49.8 1.8 0.0 0.0 11.1 11.1 49.1 0.0 45.7 0.0 0.0 0.0
LOS by Move: D A A A B B D A D A A A
HCM2kAvgQ: 7 9 0 0 24 24 2 0 11 0 0 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 8 Average Delay (sec/veh): 16.1
Optimal Cycle: 79 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 62 3728 22 59 3126 150 343 69 50 4 57 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 62 3728 22 59 3126 150 343 69 50 4 57 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 62 3728 22 59 3126 150 343 69 50 4 57 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 62 3728 22 59 3126 150 343 69 50 4 57 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 62 3728 22 59 3126 150 343 69 50 4 57 29

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.95 0.95
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.66 0.34
Final Sat.: 1805 6869 41 1805 5187 1615 3502 1900 1615 1805 1195 608

Capacity Analysis Module:
Vol/Sat: 0.03 0.54 0.54 0.03 0.60 0.09 0.10 0.04 0.03 0.00 0.05 0.05
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.71 0.71 0.04 0.71 0.71 0.12 0.12 0.12 0.06 0.06 0.06
Volume/Cap: 0.85 0.77 0.77 0.77 0.85 0.13 0.85 0.32 0.27 0.04 0.85 0.85
Delay/Veh: 105.3 10.2 10.2 84.0 12.8 4.7 59.1 41.5 41.2 44.8 92.7 92.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 105.3 10.2 10.2 84.0 12.8 4.7 59.1 41.5 41.2 44.8 92.7 92.7
LOS by Move: F B B F B A E D D D F F
HCM2kAvgQ: 2 19 19 2 25 1 8 2 2 0 5 5

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 8 Average Delay (sec/veh): 37.5
Optimal Cycle: 106 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 55 2177 177 597 1719 592 1198 666 57 194 493 165
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 2177 177 597 1719 592 1198 666 57 194 493 165
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 2177 177 597 1719 592 1198 666 57 194 493 165
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 2177 177 597 1719 592 1198 666 57 194 493 165
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 2177 177 597 1719 592 1198 666 57 194 493 165

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.70 0.30 2.00 3.00 1.00 3.00 1.84 0.16 2.00 3.00 1.00
Final Sat.: 1805 6326 514 3502 5187 1615 5253 3285 281 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.34 0.34 0.17 0.33 0.37 0.23 0.20 0.20 0.06 0.10 0.10
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.38 0.38 0.19 0.52 0.52 0.25 0.28 0.28 0.08 0.10 0.10
Volume/Cap: 0.70 0.91 0.91 0.91 0.64 0.70 0.91 0.73 0.73 0.73 0.91 0.98
Delay/Veh: 72.1 34.9 34.9 56.7 17.6 20.7 46.0 35.4 35.4 54.8 63.9 107.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 72.1 34.9 34.9 56.7 17.6 20.7 46.0 35.4 35.4 54.8 63.9 107.5
LOS by Move: E C C E B C D D D D E F
HCM2kAvgQ: 2 20 20 10 13 13 16 12 12 5 9 9

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 6 Average Delay (sec/veh): 7.2
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 19 2412 53 80 1946 71 27 28 5 39 60 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: 19 2412 53 80 1946 71 27 28 5 39 60 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 19 2412 53 80 1946 71 27 28 5 39 60 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 2412 53 80 1946 71 27 28 5 39 60 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 2412 53 80 1946 71 27 28 5 39 60 71

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.72 0.72 0.85 0.86 0.86 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.49 0.51 1.00 0.39 0.61 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 674 699 1615 644 990 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.47 0.03 0.04 0.38 0.04 0.04 0.04 0.00 0.06 0.06 0.04
Crit Moves: ****
Green/Cycle: 0.02 0.77 0.77 0.07 0.82 0.82 0.10 0.10 0.10 0.10 0.10 0.10
Volume/Cap: 0.46 0.61 0.04 0.61 0.46 0.05 0.40 0.40 0.03 0.61 0.61 0.44
Delay/Veh: 56.1 5.3 2.8 52.8 2.8 1.8 44.1 44.1 40.7 49.5 49.5 44.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 56.1 5.3 2.8 52.8 2.8 1.8 44.1 44.1 40.7 49.5 49.5 44.3
LOS by Move: E A A D A A D D D D D D
HCM2kAvgQ: 1 12 0 2 6 0 2 2 0 4 4 3

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 6 Average Delay (sec/veh): 13.4
Optimal Cycle: 38 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 52 2250 20 91 1759 78 80 131 90 7 82 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: 52 2250 20 91 1759 78 80 131 90 7 82 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 52 2250 20 91 1759 78 80 131 90 7 82 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 2250 20 91 1759 78 80 131 90 7 82 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 2250 20 91 1759 78 80 131 90 7 82 71

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.90 0.90 0.85 0.85 0.85 0.35 1.00 0.85
Lanes: 1.00 2.97 0.03 1.00 2.87 0.13 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1805 5136 46 1805 4937 219 609 998 1615 665 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.05 0.36 0.36 0.13 0.13 0.06 0.01 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.06 0.66 0.66 0.08 0.69 0.69 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.52 0.66 0.66 0.66 0.52 0.52 0.66 0.66 0.28 0.05 0.22 0.22
Delay/Veh: 50.7 10.5 10.5 56.1 7.8 7.8 41.9 41.9 34.4 32.6 33.8 33.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 50.7 10.5 10.5 56.1 7.8 7.8 41.9 41.9 34.4 32.6 33.8 33.9
LOS by Move: D B B E A A D D C C C C
HCM2kAvgQ: 2 15 15 3 10 10 7 7 3 0 2 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #1 Orange St (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 6 Average Delay (sec/veh): 5.4
Optimal Cycle: 56 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted 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 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 30 1 42 15 1 29 43 1457 27 28 3600 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1457 27 28 3600 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1457 27 28 3600 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1457 27 28 3600 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1457 27 28 3600 34
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 1.00 1.00 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1839 61 1615 1781 119 1615 1805 5077 94 1805 5187 1615
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.02 0.29 0.29 0.02 0.69 0.02
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.03 0.03 0.03 0.86 0.86 0.05 0.88 0.88
Volume/Cap: 0.50 0.50 0.79 0.26 0.26 0.55 0.79 0.33 0.33 0.33 0.79 0.02
Delay/Veh: 53.6 53.6 102.4 49.3 49.3 59.0 101.7 1.4 1.4 48.5 3.5 0.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.6 53.6 102.4 49.3 49.3 59.0 101.7 1.4 1.4 48.5 3.5 0.8
LOS by Move: D D F D D E F A A D A A
HCM2kAvgQ: 2 2 3 1 1 2 3 3 3 1 18 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 8 Average Delay (sec/veh): 34.3
Optimal Cycle: 72 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1
Volume Module:
Base Vol: 249 279 163 293 453 684 227 1014 216 411 2667 154
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 249 279 163 293 453 684 227 1014 216 411 2667 154
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 249 279 163 293 453 684 227 1014 216 411 2667 154
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 249 279 163 293 453 684 227 1014 216 411 2667 154
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 249 279 163 293 453 684 227 1014 216 411 2667 154
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.08 1.21 0.71 1.18 1.82 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1849 2072 1210 2086 3226 2842 3502 5187 1615 1805 6916 1615
Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.14 0.14 0.24 0.06 0.20 0.13 0.23 0.39 0.10
Crit Moves: ****
Green/Cycle: 0.16 0.16 0.16 0.21 0.21 0.29 0.08 0.25 0.25 0.29 0.47 0.47
Volume/Cap: 0.83 0.83 0.83 0.66 0.66 0.83 0.83 0.78 0.53 0.78 0.83 0.20
Delay/Veh: 47.3 47.3 47.3 37.5 37.5 40.0 63.8 37.8 33.7 39.5 25.1 15.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 47.3 47.3 47.3 37.5 37.5 40.0 63.8 37.8 33.7 39.5 25.1 15.9
LOS by Move: D D D D D E D C D C B
HCM2kAvgQ: 8 8 8 7 7 11 6 12 6 11 19 3
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 8 Average Delay (sec/veh): 27.9
Optimal Cycle: 53 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 130 1331 97 106 1808 244 366 167 240 192 326 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 1331 97 106 1808 244 366 167 240 192 326 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 1331 97 106 1808 244 366 167 240 192 326 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 1331 97 106 1808 244 366 167 240 192 326 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 1331 97 106 1808 244 366 167 240 192 326 74

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.92 0.92
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.63 0.37
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 2860 649

Capacity Analysis Module:
Vol/Sat: 0.07 0.26 0.06 0.06 0.35 0.15 0.10 0.09 0.15 0.11 0.11 0.11
Crit Moves: **** **** **** ****
Green/Cycle: 0.10 0.47 0.47 0.11 0.47 0.47 0.17 0.20 0.20 0.14 0.18 0.18
Volume/Cap: 0.73 0.55 0.13 0.55 0.73 0.32 0.63 0.43 0.73 0.73 0.63 0.63
Delay/Veh: 58.5 19.4 15.2 45.8 22.4 16.5 41.0 35.7 45.7 51.2 39.9 39.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 58.5 19.4 15.2 45.8 22.4 16.5 41.0 35.7 45.7 51.2 39.9 39.9
LOS by Move: E B B D C B D D D D D
HCM2kAvgQ: 6 11 2 3 16 4 6 5 9 7 7 7

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 6 Average Delay (sec/veh): 22.1
Optimal Cycle: 72 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 577 0 510 0 1743 90 0 2280 640
Growth Adj: 1.00 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 0 577 0 510 0 1743 90 0 2280 640
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 577 0 510 0 1743 0 0 2280 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 577 0 510 0 1743 0 0 2280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 577 0 510 0 1743 0 0 2280 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.32 0.00 0.48 0.00 0.00 0.44 0.00
Crit Moves: **** **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.37 0.00 0.37 0.00 0.57 0.00 0.00 0.57 0.00
Volume/Cap: 0.00 0.00 0.00 0.44 0.00 0.85 0.00 0.85 0.00 0.00 0.77 0.00
Delay/Veh: 0.0 0.0 0.0 23.9 0.0 39.9 0.0 21.6 0.0 0.0 17.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 23.9 0.0 39.9 0.0 21.6 0.0 0.0 17.9 0.0
LOS by Move: A A A C A D A C A A B A
HCM2kAvgQ: 0 0 0 7 0 17 0 23 0 0 21 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 6 Average Delay (sec/veh): 18.3
Optimal Cycle: 76 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 8 3 17 93 2 427 335 2087 2 30 2833 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 3 17 93 2 427 335 2087 2 30 2833 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 3 17 93 2 427 335 2087 2 30 2833 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 93 2 427 335 2087 2 30 2833 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 3 17 93 2 427 335 2087 2 30 2833 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.73 0.73 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 471 177 1002 1354 29 1615 1805 3607 3 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.26 0.19 0.58 0.58 0.02 0.55 0.04
Crit Moves: **** **** ****
Green/Cycle: 0.09 0.09 0.09 0.09 0.09 0.31 0.22 0.82 0.82 0.02 0.63 0.63
Volume/Cap: 0.19 0.19 0.19 0.75 0.75 0.86 0.86 0.70 0.70 0.70 0.86 0.06
Delay/Veh: 42.6 42.6 42.6 66.4 66.4 47.1 55.4 4.4 4.4 89.5 17.4 7.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.6 42.6 42.6 66.4 66.4 47.1 55.4 4.4 4.4 89.5 17.4 7.0
LOS by Move: D D D E E D E A F B A
HCM2kAvgQ: 1 1 1 5 5 15 13 15 15 1 26 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 51 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 119 0 100 85 1941 1 0 2640 55
Growth Adj: 1.00 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 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 55

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.78 1.00 0.78 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.00 1.00 0.00 0.54 0.00 0.46 1.00 1.99 0.01 0.00 2.94 0.06
Final Sat.: 0 1900 0 803 0 675 1805 3608 2 0 5066 106

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.15 0.05 0.54 0.54 0.00 0.52 0.52
Crit Moves: **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.19 0.00 0.19 0.06 0.75 0.75 0.00 0.68 0.68
Volume/Cap: 0.00 0.00 0.00 0.76 0.00 0.76 0.76 0.72 0.72 0.00 0.76 0.76
Delay/Veh: 0.0 0.0 0.0 49.5 0.0 49.5 72.3 8.0 8.0 0.0 11.5 11.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 49.5 0.0 49.5 72.3 8.0 8.0 0.0 11.5 11.5
LOS by Move: A A A D A D E A A A B B
HCM2kAvgQ: 0 0 0 8 0 8 3 17 17 0 19 19

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 8 Average Delay (sec/veh): 21.9
Optimal Cycle: 77 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include 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 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 41 37 32 878 38 136 137 2017 39 53 2840 1113
Growth Adj: 1.00 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 37 32 878 38 136 137 2017 39 53 2840 1113
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 37 32 878 38 136 137 2017 39 53 2840 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 37 32 878 38 136 137 2017 39 53 2840 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: 41 37 32 878 38 136 137 2017 39 53 2840 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.88 0.88 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.07 0.93 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1805 1800 1557 5253 1900 1615 3502 5073 98 1805 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.17 0.02 0.08 0.04 0.40 0.40 0.03 0.55 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.20 0.20 0.20 0.05 0.65 0.65 0.05 0.65 0.00
Volume/Cap: 0.84 0.76 0.76 0.84 0.10 0.43 0.84 0.61 0.61 0.61 0.84 0.00
Delay/Veh: 122.0 79.6 79.6 45.0 32.9 36.0 78.5 10.7 10.7 59.2 15.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 122.0 79.6 79.6 45.0 32.9 36.0 78.5 10.7 10.7 59.2 15.7 0.0
LOS by Move: F E E D C D E B B E B A
HCM2kAvgQ: 3 3 3 12 1 4 2 13 13 3 27 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOZ WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #14 Newport Blvd (NS) / 19th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 8 Average Delay (sec/veh): 30.8
Optimal Cycle: 115 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 0 2 1 1
Volume Module:
Base Vol: 58 3018 36 222 3082 1479 930 271 105 43 354 173
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 58 3018 36 222 3082 1479 930 271 105 43 354 173
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 58 3018 36 222 3082 1479 930 271 105 43 354 173
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 3018 36 222 3082 1479 930 271 105 43 354 173
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 3018 36 222 3082 1479 930 271 105 43 354 173
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.87 0.87 0.89 0.91 0.85 0.95 0.87 0.87
Lanes: 1.00 3.95 0.05 1.00 3.38 1.62 3.00 1.00 1.00 1.00 2.69 1.31
Final Sat.: 1805 6821 81 1805 5555 2666 5058 1738 1615 1805 4418 2159
Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.12 0.55 0.55 0.18 0.16 0.07 0.02 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.50 0.50 0.14 0.60 0.60 0.20 0.20 0.20 0.09 0.09 0.09
Volume/Cap: 0.92 0.89 0.89 0.89 0.92 0.92 0.92 0.78 0.33 0.27 0.92 0.92
Delay/Veh: 135.1 26.1 26.1 72.6 21.6 21.6 50.6 40.8 34.9 43.7 66.4 66.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 135.1 26.1 26.1 72.6 21.6 21.6 50.6 40.8 34.9 43.7 66.4 66.4
LOS by Move: F C C E C C D D C D E E
HCM2kAvgQ: 2 25 25 10 32 32 14 10 3 1 8 8
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #15 Newport Blvd (NS) / Broadway (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 47 3036 56 64 3027 179 2 10 8 44 24 82
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 3036 56 64 3027 179 2 10 8 44 24 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 3036 56 64 3027 179 2 10 8 44 24 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 3036 56 64 3027 179 2 10 8 44 24 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 3036 56 64 3027 179 2 10 8 44 24 82
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.96 0.96 0.85 0.76 1.00 0.85
Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.17 0.83 1.00 1.00 1.00 1.00
Final Sat.: 1805 6770 125 1805 5187 1615 303 1515 1615 1442 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.04 0.58 0.11 0.01 0.01 0.00 0.03 0.01 0.05
Crit Moves: ****
Green/Cycle: 0.04 0.80 0.80 0.06 0.83 0.83 0.07 0.07 0.07 0.07 0.07 0.07
Volume/Cap: 0.70 0.56 0.56 0.56 0.70 0.13 0.09 0.09 0.07 0.42 0.17 0.70
Delay/Veh: 76.1 3.6 3.6 51.4 4.0 1.7 43.6 43.6 43.5 47.1 44.2 62.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 76.1 3.6 3.6 51.4 4.0 1.7 43.6 43.6 43.5 47.1 44.2 62.8
LOS by Move: E A A D A D D D D D D E
HCM2kAvgQ: 2 9 9 2 13 1 0 0 0 2 1 4
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 6 Average Delay (sec/veh): 22.1
Optimal Cycle: 135 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 645 3133 0 0 3028 75 67 0 832 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: 645 3133 0 0 3028 75 67 0 832 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: 645 3133 0 0 3028 75 67 0 832 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 645 3133 0 0 3028 75 67 0 832 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: 645 3133 0 0 3028 75 67 0 832 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5041 125 1805 0 2842 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.18 0.45 0.00 0.00 0.60 0.60 0.04 0.00 0.29 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.19 0.83 0.00 0.00 0.63 0.63 0.11 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.95 0.55 0.00 0.00 0.95 0.95 0.33 0.00 0.95 0.00 0.00 0.00
Delay/Veh: 62.9 2.9 0.0 0.0 24.3 24.3 41.7 0.0 53.2 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: 62.9 2.9 0.0 0.0 24.3 24.3 41.7 0.0 53.2 0.0 0.0 0.0
LOS by Move: E A A A C C D A D A A A
HCM2kAvgQ: 11 8 0 0 35 35 2 0 19 0 0 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 8 Average Delay (sec/veh): 28.8
Optimal Cycle: 180 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 2 0 1 0 1 1 0 0 0 1 0

Volume Module:
Base Vol: 118 3234 17 131 3530 166 335 82 56 24 85 51
Growth Adj: 1.00 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 3234 17 131 3530 166 335 82 56 24 85 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: 118 3234 17 131 3530 166 335 82 56 24 85 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 118 3234 17 131 3530 166 335 82 56 24 85 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: 118 3234 17 131 3530 166 335 82 56 24 85 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.62 0.38
Final Sat.: 1805 6873 36 1805 5187 1615 3502 1900 1615 1805 1121 673

Capacity Analysis Module:
Vol/Sat: 0.07 0.47 0.47 0.07 0.68 0.10 0.10 0.04 0.03 0.01 0.08 0.08
Crit Moves: **** **** **** ****
Green/Cycle: 0.07 0.65 0.65 0.10 0.68 0.68 0.10 0.10 0.10 0.08 0.08 0.08
Volume/Cap: 1.00 0.73 0.73 0.73 1.00 0.15 1.00 0.45 0.36 0.17 1.00 1.00
Delay/Veh: 128.5 12.3 12.3 57.4 30.2 5.7 93.5 44.5 43.8 43.9 122 122.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 128.5 12.3 12.3 57.4 30.2 5.7 93.5 44.5 43.8 43.9 122 122.3
LOS by Move: F B B E C A F D D D F F
HCM2kAvgQ: 4 17 17 4 41 2 9 3 2 1 8 8

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Newport Blvd (EW) / 17th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 8 Average Delay (sec/veh): 36.7
Optimal Cycle: 86 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1

Volume Module:
Base Vol: 72 1648 145 749 1902 594 971 618 79 321 726 144
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 72 1648 145 749 1902 594 971 618 79 321 726 144
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 72 1648 145 749 1902 594 971 618 79 321 726 144
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 72 1648 145 749 1902 594 971 618 79 321 726 144
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 72 1648 145 749 1902 594 971 618 79 321 726 144

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.91 0.85
Lanes: 1.00 3.68 0.32 2.00 3.00 1.00 3.00 1.77 0.23 2.00 3.00 1.00
Final Sat.: 1805 6280 553 3502 5187 1615 5253 3146 402 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.26 0.26 0.21 0.37 0.37 0.18 0.20 0.20 0.09 0.14 0.09
Crit Moves: **** **** **** ****
Green/Cycle: 0.05 0.30 0.30 0.25 0.49 0.49 0.21 0.25 0.25 0.12 0.16 0.16
Volume/Cap: 0.75 0.87 0.87 0.87 0.74 0.75 0.87 0.77 0.77 0.77 0.87 0.55
Delay/Veh: 73.3 37.4 37.4 45.8 21.5 24.2 45.7 38.8 38.8 51.4 50.8 41.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 73.3 37.4 37.4 45.8 21.5 24.2 45.7 38.8 38.8 51.4 50.8 41.3
LOS by Move: E D D D C C D D D D D D
HCM2kAvgQ: 2 15 15 11 16 13 13 12 12 7 11 5

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Newport Blvd (NS) / 16th St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 6 Average Delay (sec/veh): 9.7
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1

Volume Module:
Base Vol: 14 1902 63 65 2190 56 68 52 30 66 70 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 1902 63 65 2190 56 68 52 30 66 70 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 1902 63 65 2190 56 68 52 30 66 70 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 1902 63 65 2190 56 68 52 30 66 70 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 1902 63 65 2190 56 68 52 30 66 70 74

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.65 0.65 0.85 0.72 0.72 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.57 0.43 1.00 0.49 0.51 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 702 537 1615 665 705 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.37 0.04 0.04 0.42 0.03 0.10 0.10 0.02 0.10 0.10 0.05
Crit Moves: ****
Green/Cycle: 0.01 0.70 0.70 0.07 0.75 0.75 0.18 0.18 0.18 0.18 0.18 0.18
Volume/Cap: 0.56 0.53 0.06 0.53 0.56 0.05 0.55 0.55 0.11 0.56 0.56 0.26
Delay/Veh: 75.4 7.5 4.8 49.2 5.6 3.3 40.5 40.5 34.7 40.7 40.7 36.0
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: 75.4 7.5 4.8 49.2 5.6 3.3 40.5 40.5 34.7 40.7 40.7 36.0
LOS by Move: E A A D A A D D C D D D
HCM2kAvgQ: 0 10 1 2 10 0 4 4 1 5 5 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BULLDOUT WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Newport Blvd (NS) / Industrial Way (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 6 Average Delay (sec/veh): 13.6
Optimal Cycle: 35 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1

Volume Module:
Base Vol: 56 1689 10 79 2092 73 127 71 63 16 61 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 1689 10 79 2092 73 127 71 63 16 61 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 56 1689 10 79 2092 73 127 71 63 16 61 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 1689 10 79 2092 73 127 71 63 16 61 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 56 1689 10 79 2092 73 127 71 63 16 61 74

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91 0.75 0.75 0.85 0.41 1.00 0.85
Lanes: 1.00 2.98 0.02 1.00 2.90 0.10 0.64 0.36 1.00 1.00 1.00 1.00
Final Sat.: 1805 5151 30 1805 4987 174 913 510 1615 781 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.33 0.33 0.04 0.42 0.42 0.14 0.14 0.04 0.02 0.03 0.05
Crit Moves: ****
Green/Cycle: 0.05 0.63 0.63 0.08 0.67 0.67 0.22 0.22 0.22 0.22 0.22 0.22
Volume/Cap: 0.63 0.52 0.52 0.52 0.63 0.63 0.63 0.63 0.18 0.09 0.14 0.21
Delay/Veh: 59.9 10.1 10.1 46.9 9.8 9.8 39.1 39.1 31.7 31.1 31.4 32.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 59.9 10.1 10.1 46.9 9.8 9.8 39.1 39.1 31.7 31.1 31.4 32.0
LOS by Move: E B B D A A D D C C C C
HCM2kAvgQ: 2 10 10 2 14 14 6 6 2 0 2 2

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Orange St (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 6 Average Delay (sec/veh): 8.6
Optimal Cycle: 87 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 25 4 78 43 1 25 25 3970 20 30 1260 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 4 78 43 1 25 25 3970 20 30 1260 18
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 4 78 43 1 25 25 3970 20 30 1260 18
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 4 78 43 1 25 25 3970 20 30 1260 18
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 4 78 43 1 25 25 3970 20 30 1260 18

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.68 0.68 0.85 0.73 0.73 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.86 0.14 1.00 0.98 0.02 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1120 179 1615 1352 31 1615 1805 5156 26 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.05 0.03 0.03 0.02 0.01 0.77 0.77 0.02 0.24 0.01
Crit Moves: ****
Green/Cycle: 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.87 0.87 0.02 0.84 0.84
Volume/Cap: 0.41 0.41 0.89 0.59 0.59 0.28 0.29 0.89 0.89 0.89 0.29 0.01
Delay/Veh: 49.6 49.6 107.6 57.5 57.5 47.2 47.8 6.3 6.3 158.4 1.8 1.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.6 49.6 107.6 57.5 57.5 47.2 47.8 6.3 6.3 158.4 1.8 1.3
LOS by Move: D D F E E D D A A F A A
HCM2kAvgQ: 1 1 5 2 2 1 1 30 30 3 3 0 0

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.086
Loss Time (sec): 8 Average Delay (sec/veh): 62.2
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1

Volume Module:
Base Vol: 259 515 324 234 190 140 757 3032 181 159 861 268
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 259 515 324 234 190 140 757 3032 181 159 861 268
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 259 515 324 234 190 140 757 3032 181 159 861 268
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 259 515 324 234 190 140 757 3032 181 159 861 268
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 259 515 324 234 190 140 757 3032 181 159 861 268

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.92 0.92 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 1.23 0.77 1.66 1.34 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1705 2093 1317 2908 2361 2842 3502 5187 1615 1805 6916 1615

Capacity Analysis Module:
Vol/Sat: 0.15 0.25 0.25 0.08 0.08 0.05 0.22 0.58 0.11 0.09 0.12 0.17
Crit Moves: ****
Green/Cycle: 0.23 0.23 0.23 0.07 0.07 0.42 0.35 0.54 0.54 0.08 0.27 0.27
Volume/Cap: 0.67 1.09 1.09 1.09 1.09 0.12 0.62 1.09 0.21 1.09 0.46 0.62
Delay/Veh: 36.4 93.3 93.3 116.9 117 17.5 27.9 68.7 12.1 145.2 30.7 34.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 36.4 93.3 93.3 116.9 117 17.5 27.9 68.7 12.1 145.2 30.7 34.7
LOS by Move: D F F F B C E B F C C
HCM2kAvgQ: 8 20 20 7 7 1 11 49 3 7 6 7

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 Average Delay (sec/veh): 21.7
Optimal Cycle: 47 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0
Volume Module:
Base Vol: 119 2086 170 101 1341 384 211 219 220 70 247 33
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 119 2086 170 101 1341 384 211 219 220 70 247 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: 119 2086 170 101 1341 384 211 219 220 70 247 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 119 2086 170 101 1341 384 211 219 220 70 247 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: 119 2086 170 101 1341 384 211 219 220 70 247 33
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.93 0.93
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.76 0.24
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 3127 418
Capacity Analysis Module:
Vol/Sat: 0.07 0.40 0.11 0.06 0.26 0.24 0.06 0.12 0.14 0.04 0.08 0.08
Crit Moves: **** **** **** ****
Green/Cycle: 0.14 0.58 0.58 0.08 0.53 0.53 0.11 0.20 0.20 0.06 0.14 0.14
Volume/Cap: 0.49 0.69 0.18 0.69 0.49 0.45 0.55 0.58 0.69 0.69 0.55 0.55
Delay/Veh: 41.6 15.1 9.7 57.6 15.0 14.8 43.8 38.7 43.4 64.4 41.0 41.0
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: 41.6 15.1 9.7 57.6 15.0 14.8 43.8 38.7 43.4 64.4 41.0 41.0
LOS by Move: D B A E B D D E D D
HCM2kAvgQ: 4 17 2 3 9 7 4 7 8 3 5 5
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 6 Average Delay (sec/veh): 76.0
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1
Volume Module:
Base Vol: 0 0 0 492 0 557 0 2748 140 0 1203 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: 0 0 0 492 0 557 0 2748 140 0 1203 370
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 492 0 557 0 2748 0 0 1203 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 492 0 557 0 2748 0 0 1203 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 492 0 557 0 2748 0 0 1203 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.34 0.00 0.76 0.00 0.00 0.23 0.00
Crit Moves: **** **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.29 0.00 0.29 0.00 0.65 0.00 0.00 0.65 0.00
Volume/Cap: 0.00 0.00 0.00 0.48 0.00 1.18 0.00 1.18 0.00 0.00 0.36 0.00
Delay/Veh: 0.0 0.0 0.0 29.4 0.0 135.1 0.0 102 0.0 0.0 8.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 29.4 0.0 135.1 0.0 102 0.0 0.0 8.2 0.0
LOS by Move: A A A C A F A F A A A A
HCM2kAvgQ: 0 0 0 7 0 31 0 68 0 0 6 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 6 Average Delay (sec/veh): 18.8
Optimal Cycle: 125 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 3 0 1
Volume Module:
Base Vol: 3 0 1 118 0 403 399 2863 6 5 1564 91
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 0 1 118 0 403 399 2863 6 5 1564 91
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1 118 0 403 399 2863 6 5 1564 91
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 0 1 118 0 403 399 2863 6 5 1564 91
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1 118 0 403 399 2863 6 5 1564 91
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 1.00 0.78 0.71 1.00 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.75 0.00 0.25 1.00 0.00 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 1115 0 372 1351 0 1615 1805 3602 8 1805 5187 1615
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.25 0.22 0.79 0.79 0.00 0.30 0.06
Crit Moves: ****
Green/Cycle: 0.09 0.00 0.09 0.09 0.00 0.45 0.36 0.84 0.84 0.00 0.49 0.49
Volume/Cap: 0.03 0.00 0.03 0.94 0.00 0.55 0.62 0.94 0.94 0.94 0.62 0.12
Delay/Veh: 41.3 0.0 41.3 107.3 0.0 21.0 28.2 12.7 12.7 397.5 19.2 13.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.3 0.0 41.3 107.3 0.0 21.0 28.2 12.7 12.7 397.5 19.2 13.9
LOS by Move: D A D F A C C B B F B B
HCM2kAvgQ: 0 0 0 7 0 9 11 41 41 0 13 1
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 6 Average Delay (sec/veh): 8.8
Optimal Cycle: 87 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 1 0 0 0 0 2 1 0
Volume Module:
Base Vol: 1 0 1 64 1 36 68 2752 4 0 1527 72
Growth Adj: 1.00 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 0 1 64 1 36 68 2752 4 0 1527 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1 0 1 64 1 36 68 2752 4 0 1527 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1 0 1 64 1 36 68 2752 4 0 1527 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 1 0 1 64 1 36 68 2752 4 0 1527 72
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.84 1.00 0.84 0.76 0.76 0.76 0.95 0.95 0.95 1.00 0.90 0.90
Lanes: 0.50 0.00 0.50 0.63 0.01 0.36 1.00 1.99 0.01 0.00 2.86 0.14
Final Sat.: 799 0 799 912 14 513 1805 3605 5 0 4919 232
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.07 0.07 0.04 0.76 0.76 0.00 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.08 0.00 0.08 0.08 0.08 0.08 0.09 0.86 0.86 0.00 0.77 0.77
Volume/Cap: 0.02 0.00 0.02 0.89 0.89 0.89 0.40 0.89 0.89 0.00 0.40 0.40
Delay/Veh: 42.5 0.0 42.5 96.4 96.4 96.4 44.3 7.6 7.6 0.0 4.0 4.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.5 0.0 42.5 96.4 96.4 96.4 44.3 7.6 7.6 0.0 4.0 4.0
LOS by Move: D A D F F F D A A A A A
HCM2kAvgQ: 0 0 0 6 6 6 2 25 25 0 6 6
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 8 Average Delay (sec/veh): 22.2
Optimal Cycle: 72 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 38 55 60 859 39 94 190 2761 33 37 1638 665
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 55 60 859 39 94 190 2761 33 37 1638 665
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: 38 55 60 859 39 94 190 2761 33 37 1638 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 55 60 859 39 94 190 2761 33 37 1638 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: 38 55 60 859 39 94 190 2761 33 37 1638 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.88 0.88 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.00 1.00 3.00 1.00 1.00 2.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1805 1664 1664 5253 1900 1615 3502 5115 61 1805 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.04 0.16 0.02 0.06 0.05 0.54 0.54 0.02 0.32 0.00
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.04 0.04 0.20 0.20 0.10 0.65 0.65 0.02 0.58 0.00
Volume/Cap: 0.48 0.76 0.83 0.83 0.10 0.29 0.55 0.83 0.83 0.83 0.55 0.00
Delay/Veh: 51.3 66.7 79.0 44.0 33.0 34.7 44.7 14.8 14.8 120.3 13.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 51.3 66.7 79.0 44.0 33.0 34.7 44.7 14.8 14.8 120.3 13.2 0.0
LOS by Move: D E E D C D B B F B A
HCM2kAvgQ: 2 3 4 11 1 3 3 23 23 3 11 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #14 Newport Blvd (NS) / 19th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 1.041
Loss Time (sec): 8 Average Delay (sec/veh): 42.9
Optimal Cycle: 180 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 0 2 1 1
Volume Module:
Base Vol: 40 3811 28 125 3028 782 1310 237 10 53 198 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 3811 28 125 3028 782 1310 237 10 53 198 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 3811 28 125 3028 782 1310 237 10 53 198 230
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 3811 28 125 3028 782 1310 237 10 53 198 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 3811 28 125 3028 782 1310 237 10 53 198 230
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.88 0.88 0.88 0.91 0.85 0.95 0.84 0.84
Lanes: 1.00 3.97 0.03 1.00 3.97 1.03 3.00 1.00 1.00 1.00 2.00 2.00
Final Sat.: 1805 6859 50 1805 6658 1719 5037 1731 1615 1805 3178 3178
Capacity Analysis Module:
Vol/Sat: 0.02 0.56 0.56 0.07 0.45 0.45 0.26 0.14 0.01 0.03 0.06 0.07
Crit Moves: **** **** **** ****
Green/Cycle: 0.03 0.53 0.53 0.07 0.57 0.57 0.25 0.25 0.25 0.07 0.07 0.07
Volume/Cap: 0.79 1.04 1.04 1.04 0.79 0.79 1.04 0.55 0.02 0.42 0.90 1.04
Delay/Veh: 105.6 50.1 50.1 140.1 17.7 17.7 72.1 32.8 28.3 46.9 65.3 101.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 105.6 50.1 50.1 140.1 17.7 17.7 72.1 32.8 28.3 46.9 65.3 101.8
LOS by Move: F D D F B B E C C D E F
HCM2kAvgQ: 1 40 40 8 22 22 22 7 0 2 6 8
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #15 Newport Blvd (NS) / Broadway (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 6 Average Delay (sec/veh): 5.1
Optimal Cycle: 41 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 23 3840 47 42 3070 55 4 10 15 29 22 78
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 3840 47 42 3070 55 4 10 15 29 22 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 23 3840 47 42 3070 55 4 10 15 29 22 78
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 3840 47 42 3070 55 4 10 15 29 22 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 3840 47 42 3070 55 4 10 15 29 22 78
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 0.92 0.85 0.76 1.00 0.85
Lanes: 1.00 3.95 0.05 1.00 3.00 1.00 0.29 0.71 1.00 1.00 1.00 1.00
Final Sat.: 1805 6819 83 1805 5187 1615 501 1253 1615 1438 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.01 0.56 0.56 0.02 0.59 0.03 0.01 0.01 0.01 0.02 0.01 0.05
Crit Moves: ****
Green/Cycle: 0.02 0.84 0.84 0.03 0.85 0.85 0.07 0.07 0.07 0.07 0.07 0.07
Volume/Cap: 0.69 0.67 0.67 0.67 0.69 0.04 0.11 0.11 0.13 0.29 0.17 0.69
Delay/Veh: 97.3 3.4 3.4 73.0 3.2 1.1 44.1 44.1 44.2 45.8 44.4 62.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 97.3 3.4 3.4 73.0 3.2 1.1 44.1 44.1 44.2 45.8 44.4 62.7
LOS by Move: F A A E A A D D D D D E
HCM2kAvgQ: 1 13 13 1 12 0 0 0 1 1 1 4
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 6 Average Delay (sec/veh): 11.0
Optimal Cycle: 62 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 463 3900 0 0 3020 37 50 0 500 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: 463 3900 0 0 3020 37 50 0 500 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: 463 3900 0 0 3020 37 50 0 500 0 0 0
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 463 3900 0 0 3020 37 50 0 500 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: 463 3900 0 0 3020 37 50 0 500 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.96 0.04 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5114 63 1805 0 2842 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.13 0.56 0.00 0.00 0.59 0.59 0.03 0.00 0.18 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.16 0.89 0.00 0.00 0.72 0.72 0.05 0.00 0.22 0.00 0.00 0.00
Volume/Cap: 0.82 0.64 0.00 0.00 0.82 0.82 0.52 0.00 0.82 0.00 0.00 0.00
Delay/Veh: 49.4 1.7 0.0 0.0 10.8 10.8 50.9 0.0 45.6 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: 49.4 1.7 0.0 0.0 10.8 10.8 50.9 0.0 45.6 0.0 0.0 0.0
LOS by Move: D A A A B B D A D A A A
HCM2kAvgQ: 7 9 0 0 23 23 2 0 11 0 0 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 Average Delay (sec/veh): 15.9
Optimal Cycle: 78 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 2 0 1 0 1 1 0 0 0 1 0
Volume Module:
Base Vol: 60 3715 20 55 3115 143 346 65 51 4 57 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 3715 20 55 3115 143 346 65 51 4 57 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 3715 20 55 3115 143 346 65 51 4 57 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 3715 20 55 3115 143 346 65 51 4 57 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 3715 20 55 3115 143 346 65 51 4 57 29
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.95 0.95
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.66 0.34
Final Sat.: 1805 6872 37 1805 5187 1615 3502 1900 1615 1805 1195 608
Capacity Analysis Module:
Vol/Sat: 0.03 0.54 0.54 0.03 0.60 0.09 0.10 0.03 0.03 0.00 0.05 0.05
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.71 0.71 0.04 0.71 0.71 0.12 0.12 0.12 0.06 0.06 0.06
Volume/Cap: 0.85 0.76 0.76 0.76 0.85 0.13 0.85 0.29 0.27 0.04 0.85 0.85
Delay/Veh: 105.9 10.1 10.1 85.2 12.7 4.7 58.6 41.2 41.1 44.8 91.9 91.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 105.9 10.1 10.1 85.2 12.7 4.7 58.6 41.2 41.1 44.8 91.9 91.9
LOS by Move: F B B F B A E D D D F F
HCM2kAvgQ: 2 19 19 2 25 1 8 2 2 0 5 5
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #18 Newport Blvd (EW) / 17th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 8 Average Delay (sec/veh): 37.1
Optimal Cycle: 112 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1
Volume Module:
Base Vol: 54 2179 176 597 1721 590 1207 667 57 192 485 164
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: 54 2179 176 597 1721 590 1207 667 57 192 485 164
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: 54 2179 176 597 1721 590 1207 667 57 192 485 164
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 2179 176 597 1721 590 1207 667 57 192 485 164
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: 54 2179 176 597 1721 590 1207 667 57 192 485 164
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.91 0.85
Lanes: 1.00 3.70 0.30 2.00 3.00 1.00 3.00 1.84 0.16 2.00 3.00 1.00
Final Sat.: 1805 6329 511 3502 5187 1615 5253 3286 281 3502 5187 1615
Capacity Analysis Module:
Vol/Sat: 0.03 0.34 0.34 0.17 0.33 0.37 0.23 0.20 0.20 0.05 0.09 0.10
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.37 0.37 0.19 0.52 0.52 0.25 0.28 0.28 0.08 0.11 0.11
Volume/Cap: 0.71 0.92 0.92 0.92 0.64 0.71 0.92 0.72 0.72 0.72 0.85 0.92
Delay/Veh: 73.2 35.9 35.9 58.4 18.0 21.1 47.1 34.7 34.7 54.0 54.9 89.0
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: 73.2 35.9 35.9 58.4 18.0 21.1 47.1 34.7 34.7 54.0 54.9 89.0
LOS by Move: E D D E B C D C D D F
HCM2kAvgQ: 2 21 21 10 13 13 17 12 12 5 8 8
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #19 Newport Blvd (NS) / 16th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 6 Average Delay (sec/veh): 7.2
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 0 1 1 0 3 0 1 0 1 0 0 1
Volume Module:
Base Vol: 19 2403 54 79 1935 70 27 28 5 39 61 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 2403 54 79 1935 70 27 28 5 39 61 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: 19 2403 54 79 1935 70 27 28 5 39 61 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 2403 54 79 1935 70 27 28 5 39 61 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: 19 2403 54 79 1935 70 27 28 5 39 61 70
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.73 0.73 0.85 0.86 0.86 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.49 0.51 1.00 0.39 0.61 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 676 701 1615 637 997 1615
Capacity Analysis Module:
Vol/Sat: 0.01 0.46 0.03 0.04 0.37 0.04 0.04 0.04 0.00 0.06 0.06 0.04
Crit Moves: ****
Green/Cycle: 0.02 0.77 0.77 0.07 0.82 0.82 0.10 0.10 0.10 0.10 0.10 0.10
Volume/Cap: 0.46 0.60 0.04 0.60 0.46 0.05 0.39 0.39 0.03 0.60 0.60 0.43
Delay/Veh: 56.0 5.4 2.8 52.8 2.8 1.8 43.9 43.9 40.6 49.2 49.2 44.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 56.0 5.4 2.8 52.8 2.8 1.8 43.9 43.9 40.6 49.2 49.2 44.0
LOS by Move: E A A D A A D D D D D D
HCM2kAvgQ: 1 12 0 2 6 0 2 2 0 4 4 3
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
AM PEAK HOUR

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #20 Newport Blvd (NS) / Industrial Way (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 6 Average Delay (sec/veh): 13.5
Optimal Cycle: 38 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1
Volume Module:
Base Vol: 52 2244 20 92 1754 79 81 130 89 7 82 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: 52 2244 20 92 1754 79 81 130 89 7 82 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 52 2244 20 92 1754 79 81 130 89 7 82 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 2244 20 92 1754 79 81 130 89 7 82 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 2244 20 92 1754 79 81 130 89 7 82 71
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.90 0.90 0.84 0.84 0.85 0.35 1.00 0.85
Lanes: 1.00 2.97 0.03 1.00 2.87 0.13 0.38 0.62 1.00 1.00 1.00 1.00
Final Sat.: 1805 5136 46 1805 4934 222 616 988 1615 667 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.05 0.36 0.36 0.13 0.13 0.06 0.01 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.06 0.66 0.66 0.08 0.68 0.68 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.52 0.66 0.66 0.66 0.52 0.52 0.66 0.66 0.28 0.05 0.22 0.22
Delay/Veh: 50.7 10.6 10.6 55.9 7.8 7.8 41.9 41.9 34.4 32.5 33.8 33.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 50.7 10.6 10.6 55.9 7.8 7.8 41.9 41.9 34.4 32.5 33.8 33.8
LOS by Move: D B B E A A D D C C C C
HCM2kAvgQ: 2 15 15 3 10 10 7 7 2 0 2 2
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #1 Orange St (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 6 Average Delay (sec/veh): 5.4
Optimal Cycle: 56 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted 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 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 30 1 42 15 1 29 43 1456 27 28 3605 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1 42 15 1 29 43 1456 27 28 3605 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1 42 15 1 29 43 1456 27 28 3605 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 1 42 15 1 29 43 1456 27 28 3605 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1 42 15 1 29 43 1456 27 28 3605 34
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 1.00 1.00 0.85 0.95 0.91 0.91 0.95 0.91 0.85
Lanes: 0.97 0.03 1.00 0.94 0.06 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1839 61 1615 1781 119 1615 1805 5077 94 1805 5187 1615
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.03 0.01 0.01 0.02 0.02 0.29 0.29 0.02 0.70 0.02
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.03 0.03 0.03 0.86 0.86 0.05 0.88 0.88
Volume/Cap: 0.50 0.50 0.79 0.26 0.26 0.55 0.79 0.33 0.33 0.33 0.79 0.02
Delay/Veh: 53.7 53.7 102.7 49.3 49.3 59.1 102.0 1.4 1.4 48.5 3.5 0.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.7 53.7 102.7 49.3 49.3 59.1 102.0 1.4 1.4 48.5 3.5 0.8
LOS by Move: D D F D D E F A A D A A
HCM2kAvgQ: 2 2 3 1 1 2 3 3 3 1 18 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #3 Superior Ave-Balboa Blvd (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 Average Delay (sec/veh): 34.4
Optimal Cycle: 72 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 1 0 1 1 1 1 0 2 2 0 3 0 1 1 0 4 0 1
Volume Module:
Base Vol: 250 279 162 289 453 687 228 1010 218 411 2668 153
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 250 279 162 289 453 687 228 1010 218 411 2668 153
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 250 279 162 289 453 687 228 1010 218 411 2668 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 250 279 162 289 453 687 228 1010 218 411 2668 153
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 250 279 162 289 453 687 228 1010 218 411 2668 153
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.93 0.93 0.75 0.92 0.91 0.85 0.95 0.91 0.85
Lanes: 1.09 1.21 0.70 1.17 1.83 2.00 2.00 3.00 1.00 1.00 4.00 1.00
Final Sat.: 1857 2072 1203 2069 3243 2842 3502 5187 1615 1805 6916 1615
Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.14 0.14 0.24 0.07 0.19 0.13 0.23 0.39 0.09
Crit Moves: ****
Green/Cycle: 0.16 0.16 0.16 0.21 0.21 0.29 0.08 0.25 0.25 0.29 0.47 0.47
Volume/Cap: 0.83 0.83 0.83 0.66 0.66 0.83 0.83 0.78 0.54 0.78 0.83 0.20
Delay/Veh: 47.5 47.5 47.5 37.4 37.4 40.0 63.9 37.9 33.9 39.4 25.2 15.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 47.5 47.5 47.5 37.4 37.4 40.0 63.9 37.9 33.9 39.4 25.2 15.9
LOS by Move: D D D D D E D C D C B
HCM2kAvgQ: 8 8 8 7 7 12 6 12 6 11 19 3
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #5 Newport Blvd (NS) / Hospital Rd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 8 Average Delay (sec/veh): 27.9
Optimal Cycle: 53 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 1 0 1 1 0 1 1 0
Volume Module:
Base Vol: 128 1322 95 107 1810 246 373 168 240 190 326 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 128 1322 95 107 1810 246 373 168 240 190 326 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 128 1322 95 107 1810 246 373 168 240 190 326 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 128 1322 95 107 1810 246 373 168 240 190 326 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 128 1322 95 107 1810 246 373 168 240 190 326 74
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.92 0.92
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.63 0.37
Final Sat.: 1805 5187 1615 1805 5187 1615 3502 1900 1615 1805 2860 649
Capacity Analysis Module:
Vol/Sat: 0.07 0.25 0.06 0.06 0.35 0.15 0.11 0.09 0.15 0.11 0.11 0.11
Crit Moves: **** **** **** ****
Green/Cycle: 0.10 0.47 0.47 0.11 0.48 0.48 0.17 0.20 0.20 0.14 0.18 0.18
Volume/Cap: 0.73 0.55 0.13 0.55 0.73 0.32 0.64 0.44 0.73 0.73 0.64 0.64
Delay/Veh: 58.6 19.5 15.3 45.5 22.2 16.4 41.1 35.6 45.5 51.2 40.2 40.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 58.6 19.5 15.3 45.5 22.2 16.4 41.1 35.6 45.5 51.2 40.2 40.2
LOS by Move: E B B D C B D D D D D
HCM2kAvgQ: 5 11 2 3 16 4 7 5 9 7 7 7
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #6 Newport Blvd (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 6 Average Delay (sec/veh): 22.2
Optimal Cycle: 73 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ignore 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 0 0 0 2 0 0 0 1 0 0 2 0 1 0 0 3 0 1
Volume Module:
Base Vol: 0 0 0 574 0 514 0 1746 90 0 2286 640
Growth Adj: 1.00 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 0 574 0 514 0 1746 90 0 2286 640
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 574 0 514 0 1746 0 0 2286 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 574 0 514 0 1746 0 0 2286 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 574 0 514 0 1746 0 0 2286 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.85 1.00 0.95 1.00 1.00 0.91 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 1.00 0.00 3.00 1.00
Final Sat.: 0 0 0 3502 0 1615 0 3610 1900 0 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.32 0.00 0.48 0.00 0.00 0.44 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.37 0.00 0.37 0.00 0.57 0.00 0.00 0.57 0.00
Volume/Cap: 0.00 0.00 0.00 0.44 0.00 0.85 0.00 0.85 0.00 0.00 0.78 0.00
Delay/Veh: 0.0 0.0 0.0 23.7 0.0 40.2 0.0 21.9 0.0 0.0 18.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 23.7 0.0 40.2 0.0 21.9 0.0 0.0 18.1 0.0
LOS by Move: A A A C A D A C A A B A
HCM2kAvgQ: 0 0 0 7 0 17 0 24 0 0 21 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Riverside Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 6 Average Delay (sec/veh): 18.3
Optimal Cycle: 76 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 1 0 1 0 3 0 1

Volume Module:
Base Vol: 8 3 17 92 2 427 336 2092 2 30 2839 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 3 17 92 2 427 336 2092 2 30 2839 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 3 17 92 2 427 336 2092 2 30 2839 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 3 17 92 2 427 336 2092 2 30 2839 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 3 17 92 2 427 336 2092 2 30 2839 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.73 0.73 0.85 0.95 0.95 0.95 0.95 0.91 0.85
Lanes: 0.28 0.11 0.61 0.98 0.02 1.00 1.00 1.99 0.01 1.00 3.00 1.00
Final Sat.: 471 177 1002 1354 29 1615 1805 3607 3 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.26 0.19 0.58 0.58 0.02 0.55 0.04
Crit Moves: ****
Green/Cycle: 0.09 0.09 0.09 0.09 0.09 0.31 0.22 0.83 0.83 0.02 0.63 0.63
Volume/Cap: 0.19 0.19 0.19 0.75 0.75 0.86 0.86 0.70 0.70 0.70 0.86 0.06
Delay/Veh: 42.7 42.7 42.7 66.3 66.3 47.3 55.6 4.4 4.4 89.8 17.4 7.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.7 42.7 42.7 66.3 66.3 47.3 55.6 4.4 4.4 89.8 17.4 7.0
LOS by Move: D D D E E D E A F B A
HCM2kAvgQ: 1 1 1 5 5 15 13 15 15 1 26 1

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

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Tustin Ave (NS) / W Coast Hwy (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 51 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 1 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 119 0 100 85 1941 1 0 2640 55
Growth Adj: 1.00 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 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 119 0 100 85 1941 1 0 2640 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: 0 0 0 119 0 100 85 1941 1 0 2640 55

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.78 1.00 0.78 0.95 0.95 0.95 1.00 0.91 0.91
Lanes: 0.00 1.00 0.00 0.54 0.00 0.46 1.00 1.99 0.01 0.00 2.94 0.06
Final Sat.: 0 1900 0 803 0 675 1805 3608 2 0 5066 106

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.15 0.05 0.54 0.54 0.00 0.52 0.52
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.19 0.00 0.19 0.06 0.75 0.75 0.00 0.68 0.68
Volume/Cap: 0.00 0.00 0.00 0.76 0.00 0.76 0.76 0.72 0.72 0.00 0.76 0.76
Delay/Veh: 0.0 0.0 0.0 49.5 0.0 49.5 72.3 8.0 8.0 0.0 11.5 11.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 49.5 0.0 49.5 72.3 8.0 8.0 0.0 11.5 11.5
LOS by Move: A A A D A D E A A A B B
HCM2kAvgQ: 0 0 0 8 0 8 3 17 17 0 19 19

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

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STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
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Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #13 Dover Dr-Bayside Dr (NS) / W Coast Hwy (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 Average Delay (sec/veh): 21.9
Optimal Cycle: 77 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include 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 1 1 0 3 0 1 0 1 2 0 2 1 0 1 0 3 0 1
Volume Module:
Base Vol: 41 37 32 879 38 135 135 2020 39 53 2845 1107
Growth Adj: 1.00 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 37 32 879 38 135 135 2020 39 53 2845 1107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 37 32 879 38 135 135 2020 39 53 2845 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 41 37 32 879 38 135 135 2020 39 53 2845 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: 41 37 32 879 38 135 135 2020 39 53 2845 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.88 0.88 0.92 1.00 0.85 0.92 0.91 0.91 0.95 0.91 1.00
Lanes: 1.00 1.07 0.93 3.00 1.00 1.00 2.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1805 1800 1557 5253 1900 1615 3502 5073 98 1805 5187 1900
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.17 0.02 0.08 0.04 0.40 0.40 0.03 0.55 0.00
Crit Moves: ****
Green/Cycle: 0.03 0.03 0.03 0.20 0.20 0.20 0.05 0.65 0.65 0.05 0.65 0.00
Volume/Cap: 0.84 0.76 0.76 0.84 0.10 0.42 0.84 0.62 0.62 0.62 0.84 0.00
Delay/Veh: 122.2 79.8 79.8 45.1 32.9 36.0 79.0 10.7 10.7 59.3 15.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 122.2 79.8 79.8 45.1 32.9 36.0 79.0 10.7 10.7 59.3 15.7 0.0
LOS by Move: F E E D C D E B B E B A
HCM2kAvgQ: 3 3 3 12 1 4 2 13 13 3 27 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
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Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #14 Newport Blvd (NS) / 19th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 8 Average Delay (sec/veh): 30.6
Optimal Cycle: 112 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 1 1 2 1 1 0 1 1 0 2 1 1
Volume Module:
Base Vol: 55 3000 36 221 3139 1403 934 273 108 46 353 180
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 3000 36 221 3139 1403 934 273 108 46 353 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 3000 36 221 3139 1403 934 273 108 46 353 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 3000 36 221 3139 1403 934 273 108 46 353 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 3000 36 221 3139 1403 934 273 108 46 353 180
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.87 0.87 0.89 0.91 0.85 0.95 0.86 0.86
Lanes: 1.00 3.95 0.05 1.00 3.46 1.54 3.00 1.00 1.00 1.00 2.65 1.35
Final Sat.: 1805 6820 82 1805 5700 2548 5058 1738 1615 1805 4347 2216
Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.12 0.55 0.55 0.18 0.16 0.07 0.03 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.49 0.49 0.14 0.60 0.60 0.20 0.20 0.20 0.09 0.09 0.09
Volume/Cap: 0.92 0.89 0.89 0.89 0.92 0.92 0.92 0.78 0.33 0.29 0.92 0.92
Delay/Veh: 136.3 26.2 26.2 72.6 21.4 21.4 49.9 40.6 34.9 43.7 65.4 65.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 136.3 26.2 26.2 72.6 21.4 21.4 49.9 40.6 34.9 43.7 65.4 65.4
LOS by Move: F C C E C C D D C D E E
HCM2kAvgQ: 2 25 25 10 32 32 14 10 3 2 8 8
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
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Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #15 Newport Blvd (NS) / Broadway (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 6 Average Delay (sec/veh): 6.0
Optimal Cycle: 44 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 3 0 1 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 47 3016 56 64 3087 180 2 10 9 44 24 82
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 3016 56 64 3087 180 2 10 9 44 24 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 47 3016 56 64 3087 180 2 10 9 44 24 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 3016 56 64 3087 180 2 10 9 44 24 82
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 47 3016 56 64 3087 180 2 10 9 44 24 82
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.96 0.96 0.85 0.76 1.00 0.85
Lanes: 1.00 3.93 0.07 1.00 3.00 1.00 0.17 0.83 1.00 1.00 1.00 1.00
Final Sat.: 1805 6770 126 1805 5187 1615 303 1514 1615 1442 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.03 0.45 0.45 0.04 0.60 0.11 0.01 0.01 0.01 0.03 0.01 0.05
Crit Moves: **** ****
Green/Cycle: 0.04 0.80 0.80 0.06 0.83 0.83 0.07 0.07 0.07 0.07 0.07 0.07
Volume/Cap: 0.71 0.55 0.55 0.55 0.71 0.13 0.09 0.09 0.08 0.43 0.18 0.71
Delay/Veh: 78.7 3.6 3.6 51.1 4.0 1.6 43.8 43.8 43.7 47.4 44.3 64.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 78.7 3.6 3.6 51.1 4.0 1.6 43.8 43.8 43.7 47.4 44.3 64.6
LOS by Move: E A A D A A D D D D D E
HCM2kAvgQ: 2 9 9 2 14 1 0 0 0 2 1 4
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
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Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #16 Newport Blvd (NS) / Harbor Blvd (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 6 Average Delay (sec/veh): 19.8
Optimal Cycle: 118 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 4 0 0 0 0 2 1 0 1 0 0 0 2 0 0 0 0 0
Volume Module:
Base Vol: 651 3118 0 0 3086 79 62 0 754 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: 651 3118 0 0 3086 79 62 0 754 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: 651 3118 0 0 3086 79 62 0 754 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 651 3118 0 0 3086 79 62 0 754 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: 651 3118 0 0 3086 79 62 0 754 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.91 1.00 1.00 0.91 0.91 0.95 1.00 0.75 1.00 1.00 1.00
Lanes: 2.00 4.00 0.00 0.00 2.93 0.07 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.: 3502 6916 0 0 5037 129 1805 0 2842 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.19 0.45 0.00 0.00 0.61 0.61 0.03 0.00 0.27 0.00 0.00 0.00
Crit Moves: **** ****
Green/Cycle: 0.20 0.86 0.00 0.00 0.66 0.66 0.08 0.00 0.28 0.00 0.00 0.00
Volume/Cap: 0.93 0.53 0.00 0.00 0.93 0.93 0.40 0.00 0.93 0.00 0.00 0.00
Delay/Veh: 59.1 2.0 0.0 0.0 20.9 20.9 45.1 0.0 52.6 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: 59.1 2.0 0.0 0.0 20.9 20.9 45.1 0.0 52.6 0.0 0.0 0.0
LOS by Move: E A A A C C D A D A A A
HCM2kAvgQ: 11 7 0 0 34 34 2 0 17 0 0 0
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #17 Newport Blvd (NS) / 18th St-Rochester St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 8 Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 3 1 0 1 0 3 0 1 2 0 1 0 1 1 0 0 1 0
Volume Module:
Base Vol: 118 3214 17 131 3540 167 334 82 56 24 85 51
Growth Adj: 1.00 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 3214 17 131 3540 167 334 82 56 24 85 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: 118 3214 17 131 3540 167 334 82 56 24 85 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 118 3214 17 131 3540 167 334 82 56 24 85 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: 118 3214 17 131 3540 167 334 82 56 24 85 51
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.85 0.92 1.00 0.85 0.95 0.94 0.94
Lanes: 1.00 3.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 1.00 0.62 0.38
Final Sat.: 1805 6873 36 1805 5187 1615 3502 1900 1615 1805 1121 673
Capacity Analysis Module:
Vol/Sat: 0.07 0.47 0.47 0.07 0.68 0.10 0.10 0.04 0.03 0.01 0.08 0.08
Crit Moves: **** **** **** ****
Green/Cycle: 0.07 0.65 0.65 0.10 0.68 0.68 0.10 0.10 0.10 0.08 0.08 0.08
Volume/Cap: 1.00 0.72 0.72 0.72 1.00 0.15 1.00 0.45 0.36 0.18 1.00 1.00
Delay/Veh: 129.2 12.2 12.2 56.9 30.7 5.7 94.1 44.5 43.8 43.9 123 123.0
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: 129.2 12.2 12.2 56.9 30.7 5.7 94.1 44.5 43.8 43.9 123 123.0
LOS by Move: F B B E C A F D D D F F
HCM2kAvgQ: 4 17 17 4 42 2 9 3 2 1 8 8
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #18 Newport Blvd (EW) / 17th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 8 Average Delay (sec/veh): 36.3
Optimal Cycle: 84 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 2 0 3 0 1 3 0 1 1 0 2 0 3 0 1
Volume Module:
Base Vol: 71 1649 147 741 1901 572 956 612 79 329 717 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 71 1649 147 741 1901 572 956 612 79 329 717 145
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 71 1649 147 741 1901 572 956 612 79 329 717 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 1649 147 741 1901 572 956 612 79 329 717 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 71 1649 147 741 1901 572 956 612 79 329 717 145
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.91 0.85
Lanes: 1.00 3.67 0.33 2.00 3.00 1.00 3.00 1.77 0.23 2.00 3.00 1.00
Final Sat.: 1805 6274 559 3502 5187 1615 5253 3143 406 3502 5187 1615
Capacity Analysis Module:
Vol/Sat: 0.04 0.26 0.26 0.21 0.37 0.35 0.18 0.19 0.19 0.09 0.14 0.09
Crit Moves: **** **** **** ****
Green/Cycle: 0.05 0.30 0.30 0.24 0.50 0.50 0.21 0.25 0.25 0.12 0.16 0.16
Volume/Cap: 0.74 0.86 0.86 0.86 0.74 0.71 0.86 0.78 0.78 0.78 0.86 0.56
Delay/Veh: 72.5 36.9 36.9 45.2 21.2 22.7 45.3 39.4 39.4 51.6 50.3 41.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 72.5 36.9 36.9 45.2 21.2 22.7 45.3 39.4 39.4 51.6 50.3 41.5
LOS by Move: E D D D C C D D D D D
HCM2kAvgQ: 2 15 15 10 16 13 13 12 12 7 11 5
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #19 Newport Blvd (NS) / 16th St (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 6 Average Delay (sec/veh): 9.5
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 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 0 1 0 0 1 0 1 0 0 1
Volume Module:
Base Vol: 14 1896 64 67 2193 56 63 49 27 65 70 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 1896 64 67 2193 56 63 49 27 65 70 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 1896 64 67 2193 56 63 49 27 65 70 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 1896 64 67 2193 56 63 49 27 65 70 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 1896 64 67 2193 56 63 49 27 65 70 75
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.66 0.66 0.85 0.74 0.74 0.85
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 0.56 0.44 1.00 0.48 0.52 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 708 550 1615 676 728 1615
Capacity Analysis Module:
Vol/Sat: 0.01 0.37 0.04 0.04 0.42 0.03 0.09 0.09 0.02 0.10 0.10 0.05
Crit Moves: **** **** **** ****
Green/Cycle: 0.01 0.70 0.70 0.07 0.75 0.75 0.17 0.17 0.17 0.17 0.17 0.17
Volume/Cap: 0.56 0.52 0.06 0.52 0.56 0.05 0.52 0.52 0.10 0.56 0.56 0.27
Delay/Veh: 74.7 7.3 4.8 48.8 5.4 3.1 39.9 39.9 35.1 40.9 40.9 36.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 74.7 7.3 4.8 48.8 5.4 3.1 39.9 39.9 35.1 40.9 40.9 36.5
LOS by Move: E A A D A A D D D D D D
HCM2kAvgQ: 0 10 1 2 10 0 4 4 1 5 5 2
Note: Queue reported is the number of cars per lane.

LIDO HOUSE HOTEL
STATE HIGHWAY - FORECAST GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #20 Newport Blvd (NS) / Industrial Way (EW)
Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 Average Delay (sec/veh): 13.7
Optimal Cycle: 35 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 1 0 0 1 1 0 1 0 1
Volume Module:
Base Vol: 56 1688 10 80 2093 74 128 70 62 15 60 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 1688 10 80 2093 74 128 70 62 15 60 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 56 1688 10 80 2093 74 128 70 62 15 60 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 1688 10 80 2093 74 128 70 62 15 60 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 56 1688 10 80 2093 74 128 70 62 15 60 74
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91 0.75 0.75 0.85 0.41 1.00 0.85
Lanes: 1.00 2.98 0.02 1.00 2.90 0.10 0.65 0.35 1.00 1.00 1.00 1.00
Final Sat.: 1805 5151 31 1805 4985 176 918 502 1615 783 1900 1615
Capacity Analysis Module:
Vol/Sat: 0.03 0.33 0.33 0.04 0.42 0.42 0.14 0.14 0.04 0.02 0.03 0.05
Crit Moves: **** **** **** ****
Green/Cycle: 0.05 0.63 0.63 0.09 0.67 0.67 0.22 0.22 0.22 0.22 0.22 0.22
Volume/Cap: 0.63 0.52 0.52 0.52 0.63 0.63 0.63 0.63 0.17 0.09 0.14 0.21
Delay/Veh: 60.0 10.2 10.2 46.8 9.8 9.8 39.2 39.2 31.7 31.1 31.4 32.0
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: 60.0 10.2 10.2 46.8 9.8 9.8 39.2 39.2 31.7 31.1 31.4 32.0
LOS by Move: E B B D A A D D C C C C
HCM2kAvgQ: 2 10 10 2 14 14 7 7 2 0 2 2
Note: Queue reported is the number of cars per lane.



Parking Study

**Parking Study for the
Lido House Hotel**

City of Newport Beach,
California



Prepared for:
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2073008320
April 18, 2014

Sign-off Sheet

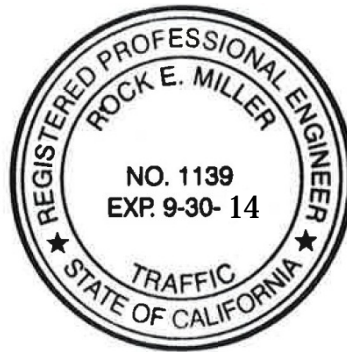
This document entitled Parking Study for the Lido House Hotel was prepared by Stantec Consulting Services Inc. for the account of R. D. Olson. The material in it reflects Stantec's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Services Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

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**PARKING STUDY FOR THE
LIDO HOUSE HOTEL**

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PARKING STUDY FOR THE LIDO HOUSE HOTEL

Introduction
April 18, 2014

1.0 Introduction

Lido House Hotel is a luxury resort hotel proposed on the former site of the Newport Beach City Hall on Newport Boulevard near 32nd Street. This report summarizes the parking requirements for the project and compares those with the parking provided for the proposed Lido House Hotel for submittal to the City. Recommendations regarding the parking supply and parking management for the proposed hotel are provided.

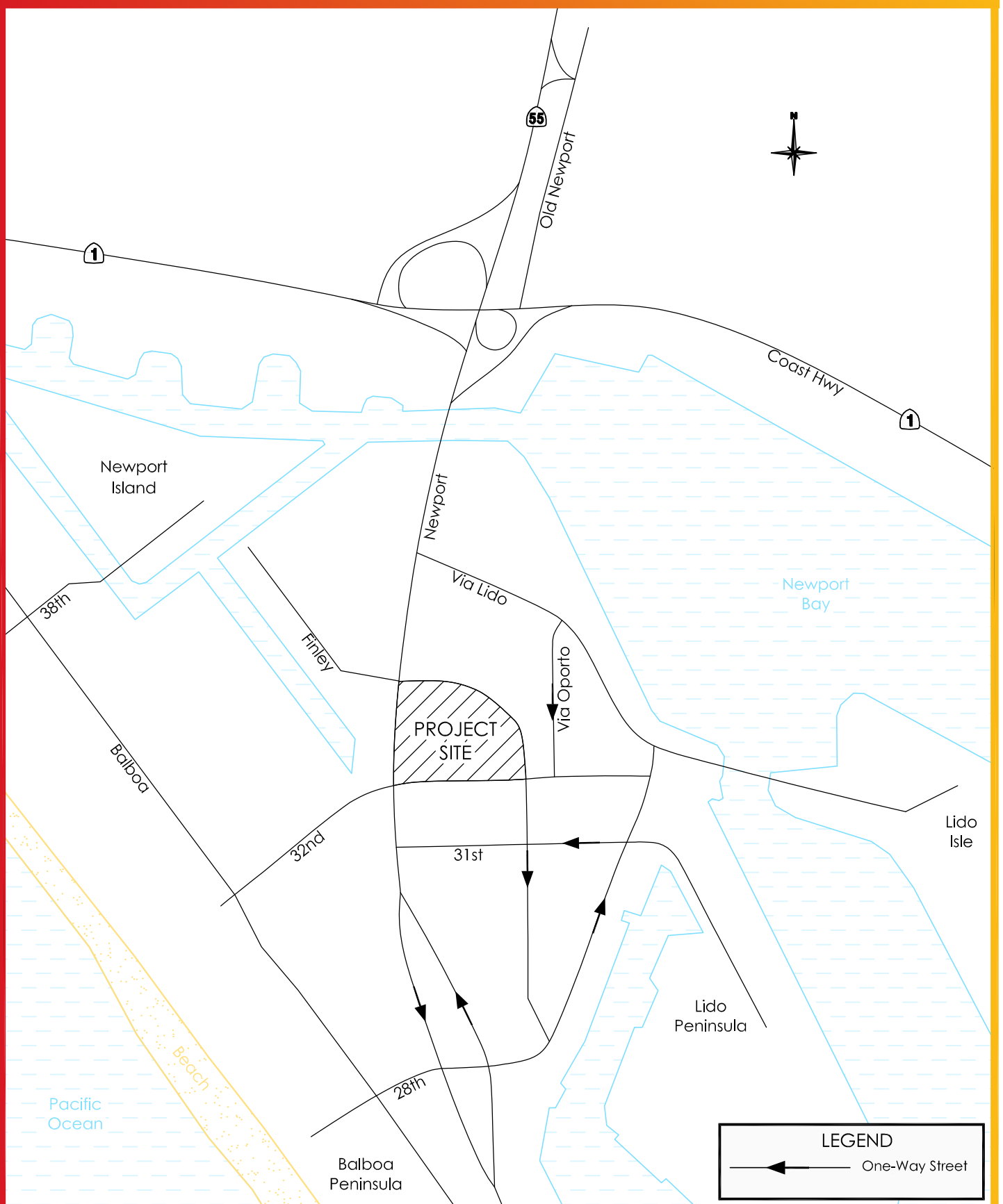
1.1 PROJECT DESCRIPTION

The project is located on Newport Boulevard south of Coast Highway on the former site of the Newport Beach City Hall. The site is bounded by Newport Boulevard on the west, Finley Avenue on the north and east and 32nd Street on the south. Figure 1 illustrates the location of the proposed project. The proposed hotel consists of 130 rooms, a spa and fitness center, restaurant/bar/lounge areas, pool, retail, and meeting space. Parking is proposed for 148 vehicles at a rate of just under 1.15 spaces per room. The project concept plan is shown in Figure 2.

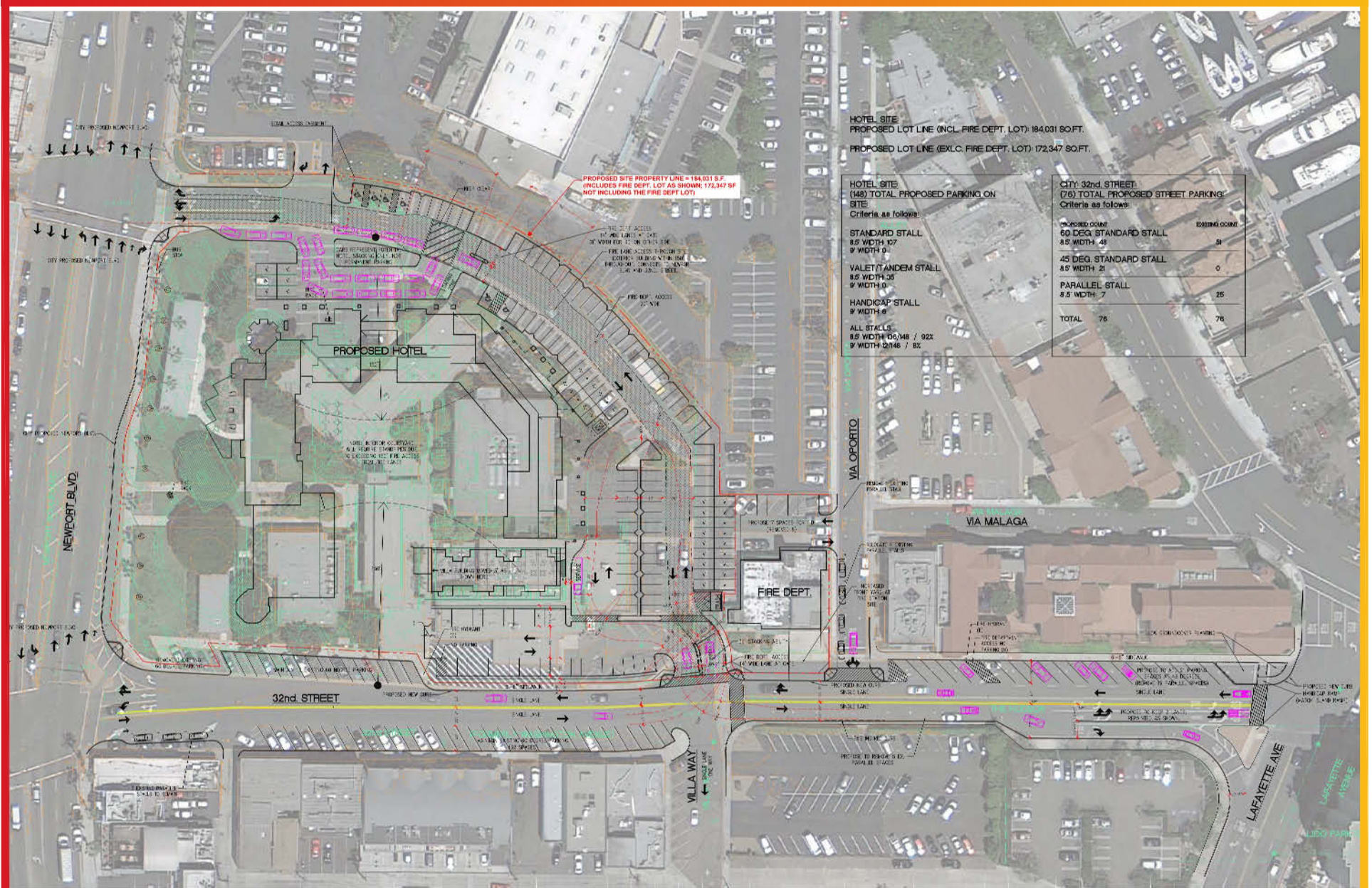
Currently 19 on-street metered parking spaces are provided for public use on 32nd Street along the project frontage. With development of the proposed project, 16 of these on-street spaces will remain. No additional on-street parking is proposed.

1.2 PROJECT SETTING

The location of the proposed project is at the north end of the Balboa Peninsula. Parking in the area is at a premium, especially during the summer months when thousands of visitors flock to the beaches of Newport Beach. The project site is only 500 feet from the water of Newport Bay, and approximately one-quarter mile from the beachfront. Given the limits to on-street parking in the area, it is very important that the proposed hotel provide sufficient parking on-site and manage their parking appropriately. Poaching of parking spaces by beach-goers is very common in the area and existing businesses must be attentive about maintaining available parking for their customers. It is important that the project provide sufficient parking to meet its guests', customers', and employees' needs since there is very little opportunity for off-site parking in the area, especially during summer peak periods.



LEGEND
← One-Way Street



PARKING STUDY FOR THE LIDO HOUSE HOTEL

Methodology
April 18, 2014

2.0 Methodology

This parking study was prepared to identify the appropriate supply of adequate parking for the proposed hotel site. Normally, a City Zoning Code will specify a parking demand rate to calculate a parking demand forecast for each use. The City of Newport Beach Municipal Code contains the parking rates required for various land uses. These parking rates are applied to new developments to determine the amount of on-site parking required. For the proposed hotel project, the City code contains parking rates for the retail, restaurant and bar/lounge, spa/fitness center, and meeting space components; however, the parking rate for the hotel rooms is not specified. The parking requirement for new hotels in the City is determined by establishing the parking demand at existing hotels with similar characteristics and amenities. The City does indicate a parking rate for the other uses on site, along with a rate for motel rooms. They are shown in Table 1 below.

The City has determined the parking needs for various uses within the City, and required studies of others. Also, some of the components can be considered to fall under more than one category. The potential uses, and the components of the proposed project, along with the closest identified use, are outlined in Table 1.

Table 1 Project Parking Requirements, per Newport Beach City Code

Land Use	Parking Requirement	Lido House Hotel Usage	Spaces Required
Hotel	As required per conditional use permit	130 rooms	tbd
Retail	1 space per 250 square feet	875 square feet	4
Food and Beverage Sales	1 space per 200 square feet of floor area	3,195 square feet (indoor) 3,728 square feet (outdoor)	16 19
Food and Beverage – Food Service	1 space per 50 square feet of net floor area	n/a	0
Food and Beverage – limited Service	1 per 250 square feet	n/a	0
Spa/Fitness Facilities	Small (under 2000 sf) - 1 space per 250 square feet	n/a	0
Spa/Fitness Facilities	Large (over 2000 sf) – 1 space per 200 square feet	2,979 square feet*	15
Function Space (Assembly/Meeting Space)	1 per 35 square feet	4,453 square feet	127
Function Space (Commercial Recreation or Entertainment)	As required per conditional use permit	4,453 square feet	tbd
Total Spaces Required			Tbd (181 without hotel)

Note: * spa consists of 1100 square feet of spa space, and 1879 square feet of fitness facilities, limited to hotel guests only



PARKING STUDY FOR THE LIDO HOUSE HOTEL

Methodology
April 18, 2014

As the table shows, based on the Code-required parking rates of each individual component of the proposed project, the project would be required to provide more than 181 spaces. The total spaces provided are 148. There are an additional 16 spaces for public use outside of the property boundary, but these stalls should not be assumed to be available for site use when there is public demand. Based upon this preliminary assessment, the hotel would not provide adequate parking on-site. However, the rates as shown in Table 1 are likely not appropriate for the site. Therefore, this study will review the City parking requirements and develop parking demand rates that are appropriate for the development based upon parking demands measured for similar land uses, along with current industry research regarding applicable parking generation rates. This information served to supplement the survey data and provide an additional level of assurance in the study recommendations.

PARKING STUDY FOR THE LIDO HOUSE HOTEL

Parking Analysis
April 18, 2014

3.0 Parking Analysis

Parking supply and demand for proposed land uses can be determined through estimates, based upon historical usage. Parking supply and demand for existing land uses can be determined by performing manual surveys during periods of anticipated demand. Demand for this project will be determined by reviewing nearby City codes, reviewing available published parking generation data, and surveying two other sites that are similar and comparable to the proposed land use.

3.1 PARKING CODES AND PROJECTED PARKING NEEDS

3.1.1 Other City Codes

There are other cities in the vicinity with resort areas that have parking codes that contain requirements for hotels with characteristics similar to the proposed project. Surveyed local city ordinances that provided similar land uses and their parking requirements are summarized in the table below:

Table 2 Other Cities' Hotel Parking Codes

City	Category	Parking Requirement
Newport Beach	Bed and Breakfast Inns	1 space/guest room, plus 2 spaces
Newport Beach	Motels	1 space/guest room or unit
Anaheim	Hotel	0.8 space/guest room + 8 space/TSF banquet/meeting room + 8 space/TSF restaurant + 1 sp/TSF retail + 0.25 space/employee in guest room area
Dana Point	Monarch Beach Resort Specific Plan	0.75 space/guest room + 1 space/5 seats restaurant + 1 space/80 sf banquet/meeting space
Huntington Beach	Hotel	1.1 space/guest room + 1 space/passenger transport vehicle + 2 spaces for manager's unit + parking required for other uses on-site
Costa Mesa	Hotels	0.5 space per rentable unit +10 spaces/TSF for the first 3000 sf and 20 spaces/TSF for each additional for restaurant, banquet, meeting room and kitchen spaces

Note: TSF = thousand square feet

PARKING STUDY FOR THE LIDO HOUSE HOTEL

Parking Analysis
April 18, 2014

3.1.2 ITE Parking Generation

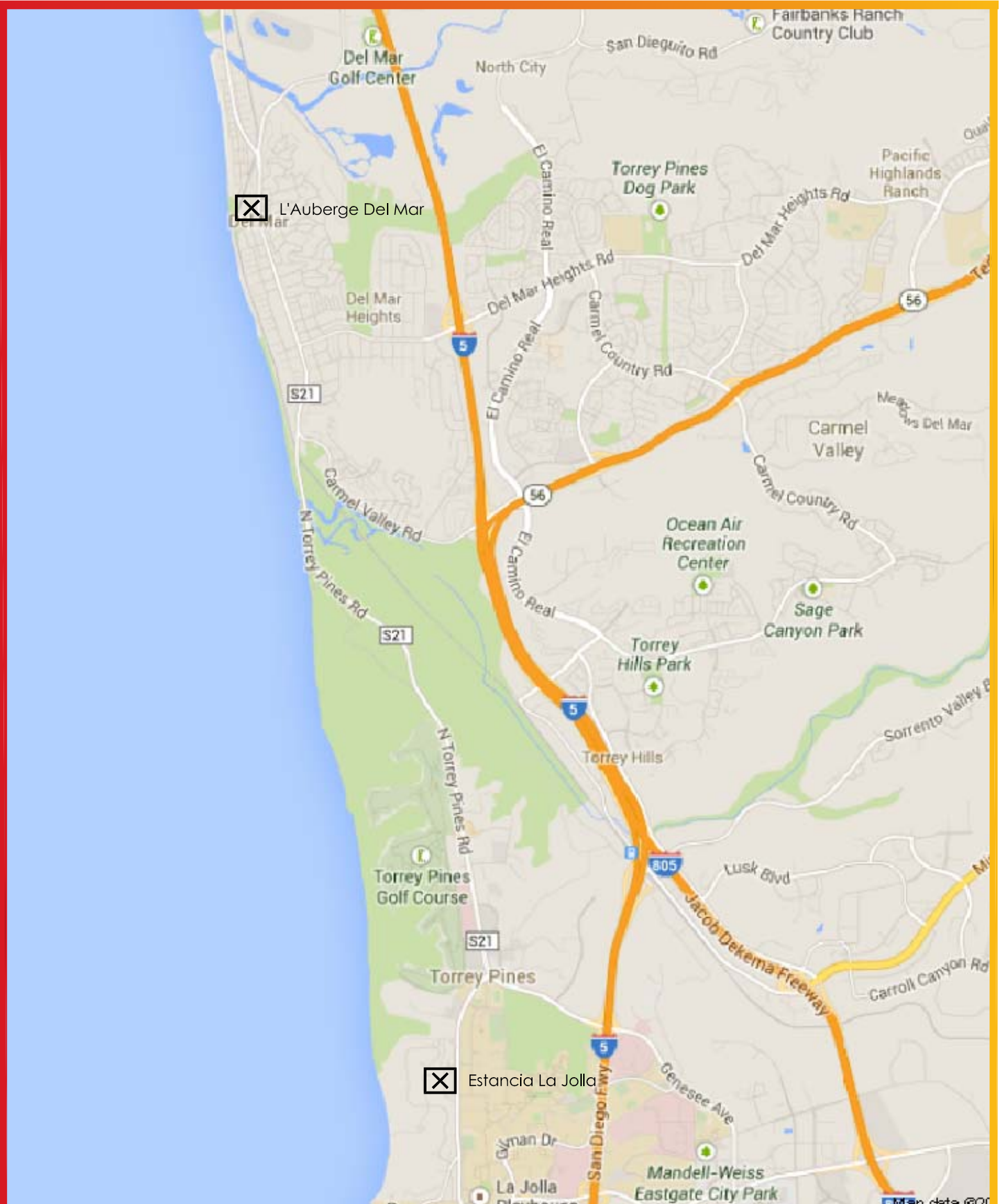
The Institute of Transportation Engineers (ITE) has published a compilation of recommended parking rates for several land use categories in *Parking Generation*. The average peak period parking demand for the Resort Hotel category is 1.42 vehicles per room. This rate is based on a limited number of case studies and would include parking for ancillary uses such as restaurants, spas, or banquet space.

Table 3 ITE Parking Generation 85th Percentile Parking Rates

Category	Average Peak Parking Demand
Hotel (use 310)	0.91 vehicles per room
Business Hotel (use 312 – smaller sites, catering to business travelers, fewer amenities)	0.64 vehicles per room (weekday) 0.66 vehicles per room (Saturday)
Motel (land use 320 – typically don't offer meeting space)	0.90 vehicles per room
Resort Hotel (330 – cater to tourists and the vacation industry)	1.42 vehicles per room

3.1.3 Similar Site Surveys

The City's parking code does not contain a parking rate for resort hotel uses. Therefore, the applicable parking rate for the proposed hotel was determined from actual parking counts of similar hotels in the Southern California area. Two luxury resort hotels in San Diego County, located in beach communities, were selected to provide case study parking data. Figure 3 illustrates the general locations of the case study hotels. Both of these hotels contain restaurant and bar/lounge space, spa/fitness center facilities, a pool, and meeting/special event space. These sites were selected in part because the property managers are associated with the proposed project. Hotel occupancy information is also available.



PARKING STUDY FOR THE LIDO HOUSE HOTEL

Parking Analysis
April 18, 2014

3.1.3.1 L'Auberge Del Mar

The L'Auberge Del Mar is located at 1540 Camino Del Mar, in the City of Del Mar. The hotel consists of 121 guest rooms, along with a spa, 2 restaurants, 2 bars, meeting space and a pool for guests. They generate a large amount of private parties and weddings.

The parking areas for this site were broken into 5 areas, as shown in Figure 4, and highlighted below:

1. Valet Lot. This is the closest parking lot to the hotel, typically used by the valet. It is located just north of the project driveway, under the tennis courts. It is gated, with no public access.
2. The manager/valet overflow lot. This lot is also located just past (north of) the standard valet lot, also underneath the tennis courts. It is typically used for management and hotel staff, and also as a valet overflow.
3. Employee Lot. This lot is located beneath the hotel, and is also restricted from public access. It is mostly used as a hotel parking area, but is also used by valet.

The total parking for the L'Auberge Del Mar was measured on 2 weekdays and a Saturday in November 2013. The results of the parking counts are summarized in Table 2.

Table 4 Parking for the L'Auberge Del Mar

Day / Time	Parked Cars						Cars per Room
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Total	
Weekday, 3 PM	33	43	28	19	8	131	1.08
Weekday, 7 PM	35	20	19	36	18	128	1.06
Weekday, Midnight	12	37	14	36	11	110	0.91
Friday, 7 PM	16	37	20	32	21	126	1.04
Friday, Midnight	7	35	16	28	11	97	0.80
Saturday, 10 AM	8	32	32	22	14	108	0.89
Saturday, 3 PM	20	44	36	36	17	153	1.26
Saturday, 7 PM	37	42	32	33	29	173	1.43
Saturday, Midnight	26	36	24	33	9	128	1.06

In addition to the 121 hotel rooms, the L'Auberge Del Mar also provides 1 ballroom, with a total of 2,486 square feet; 5 meeting rooms consisting of 10,097 square feet, 4 areas of outdoor revenue space consisting of 8,647 square feet. It also provides four distinct dining areas, including an indoor restaurant, outdoor restaurant, and an indoor and outdoor bar, for a total food and beverage area of 7226 square feet.

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The highest rate per room found at this hotel was 1.43 spaces per hotel room. This parking rate includes parking for all of the facilities and amenities on the site and occurred in the early evening. The parking requirements for this hotel, based upon the Newport Beach City code are shown in Table 5 below.

Table 5 L'Auberge Del Mar Parking Requirements, per Newport Beach City Code

Land Use	Parking Requirement	L'Auberge Usage	Spaces Required
Hotel	As required per conditional use permit (1 per room for motels)	121 rooms	121
Retail	1 space per 250 square feet	589 square feet	3
Food and Beverage	1 space per 200 square feet	7,226 square feet	36
Spa/Fitness	1 space per 200 square feet	5,200 square feet	26
Function Space (Assembly/Meeting Space)	1 per 35 square feet	21,330 square feet	609
Total Spaces Required			795

As shown in Tables 4 and 5, the Newport Beach code would require 795 parking stalls, but the highest observed parking need was 173 stalls.

3.1.3.2 Estancia La Jolla

The Estancia La Jolla is located at 9700 North Torrey Pines Road in La Jolla. The hotel provides 210 rooms and suites, a spa/fitness center, 3 restaurants and lounges, a pool, and indoor and outdoor meeting space.

Parking for Estancia La Jolla is provided in surface and underground parking lots with valet parking available. The parking areas were broken into 5 zones as shown in Figure 5.

Table 6 Parking for the Estancia La Jolla

Day / Time	Parked Cars						Cars per Room
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Total	
Weekday, 3 PM	7	65	0	82	34	188	0.90
Weekday, 7 PM	20	108	9	83	16	236	1.12
Weekday, Midnight	4	84	10	36	2	136	0.65
Friday, 7 PM	11	74	0	50	12	147	0.70
Friday, Midnight	3	104	0	43	2	152	0.72
Saturday, 10 AM	7	76	0	79	19	181	0.86
Saturday, 3 PM	9	78	0	93	20	200	0.95
Saturday, 7 PM	11	111	9	95	17	243	1.16
Saturday, Midnight	5	112	0	63	8	188	0.90

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The Estancia La Jolla experienced a peak parking rate of 1.16 spaces per hotel room, occurring in the early evening. This parking rate includes parking for all of the facilities and amenities on the site.

The highest rate per room found at this hotel was 1.16 spaces per hotel room. This parking rate includes parking for all of the facilities and amenities on the site. The parking needs for this hotel, based upon the Newport Beach City code are shown in Table 7 below.

Table 7 Estancia La Jolla Parking Requirements, per Newport Beach City Code

Land Use	Parking Requirement	L'Auberge Usage	Spaces Required
Hotel	As required per conditional use permit (1 per room for motels)	210 rooms	210
Retail	1 space per 250 square feet	1,128 square feet	5
Food and beverage	1 space per 200 square feet	8,455 square feet	43
Spa/Fitness	1 space per 200 square feet	7,795 square feet	39
Function Space (Assembly/Meeting Space)	1 per 35 square feet	24,829 square feet	709
Total Spaces Required			1,006

As shown in Tables 6 and 7, the Newport Beach code would require 1,006 parking stalls for the Estancia La Jolla, but the highest observed parking need was 243 stalls.

The results of the case study parking counts show that the total parking demand for similar hotels and facilities are not the sum of the individual parking requirements. Many of the facilities on-site are used by the hotel guests, and parking is shared between the land uses.

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3.2 RECOMMENDED PARKING RATES

Based upon our discussions with the management staff at the two surveyed hotels, along with our review of the other City rates and published Parking Generation rates, we recommend the following peak parking demand rates for the uses at the proposed hotel. This recommends a reduction in the function space, as described below.

Table 8 Recommended Parking Requirements

Land Use	Parking Recommendation	Lido House Hotel Usage	Spaces Required
Hotel	0.8 per hotel room	130 rooms	104
Retail	1 space per 250 square feet	875 square feet	4
Food and Beverage	1 space per 200 square feet	6,923 square feet	35
Spa/Fitness	1 space per 250 square feet	1,100 square feet	5
Spa/Fitness	n/a – supplemental to guest rooms	1879 square feet	0
Function Space (Assembly/Meeting Space)	1 space per 200 square feet	4,453 square feet	23
Total Spaces Required			171

The 1 space per 35 square feet of assembly space specified in the Newport Beach City code would be appropriate for assembly space meetings, such as lecture halls or church meetings. However, for typical evening functions at hotels, when parking is at a premium, these areas are typically used at a rate much closer to food and beverage uses, with seated food serving at tables, and gathering space. Weddings do tend to use an assembly space set up; however, then they also use the adjacent space as a food/beverage/reception use, which would dictate the maximum seating area and parking need. Therefore, the one space per 200 square feet is deemed appropriate. To prevent insufficient parking due to events, the City can specify maximum occupancy or maximum uses.

With the recommended parking requirements, the total stalls needed would be 171. The hotel provides a total of 143 stalls, with an additional 10 spaces for public use outside of the property boundary. If all parking was being used at the same time, this would show a parking shortfall. However, this is not likely. In fact, the L'Auberge Del Mar and Estancia La Jolla hotels still do not show parking usage at the recommended requirements at most times. A time of day shared parking analysis follows.

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3.3 TIME OF DAY SHARED PARKING ANALYSIS

The shared parking concept allows for parking spaces to be used more efficiently by providing only the number of spaces needed by different land use types at any one time since the parking demand for different uses varies by the time of day, the day of the week, and the month of the year.

Shared parking is generally analyzed using the procedures identified by the Urban Land Institute (ULI) in their guide *Shared Parking*. This publication indicates for various uses how the demand for parking varies throughout the day and night. It thus shows that residential and hotel uses normally have low parking demands during the day, while commercial and employment uses have lower parking demands at night. Shared Parking provides a matrix of percentages that can be used to predict parking demand for specific uses during any hour in proportion to their peak parking demands.

In 2006, the Second Edition of *Shared Parking* was published. This publication includes the results of studies of parking demand by time of day for uses that commonly occur within mixed use developments. This edition of the report is much more detailed than the first edition and breaks down the parking needs into visitors (or customers) and employees. It shows what percentage of each peak demand component will need to use the site's parking stalls at any given time.

The time of day calculations for each of the project uses is shown in in the table below.

Table 9 Time of Day Parking Needs

Land Use	7 AM	8 AM	9 AM	10 AM	11 AM	Noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Midnight
Leisure Hotel (Guest)	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Retail	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
Hotel – Restaurant /Lounge	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Health Club (Spa)	40%	70%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%
Hotel Conference/ Banquet (Function Space)	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	25%	25%

For a shared parking analysis, it is necessary to establish peak parking demands for each component use and develop a profile of parking demand during other times of day based upon the peak demand. We have applied the recommended parking rates, as shown in Table 8 above. We then applied the time of day usage per Table 9 above, to determine the parking needs for the site at all times. The resultant parking needs are shown below.

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Table 10 Lido House Hotel Parking Needs, by Time of Day

Land Use	7 AM	8 AM	9 AM	10 AM	11 AM	Noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Midnight
Leisure Hotel (Guest)	99	84	84	73	73	68	68	73	73	78	84	89	89	94	99	99	104	104
Retail	1	1	2	3	4	4	4	4	4	4	4	4	4	4	2	2	1	0
Hotel – Restaurant /Lounge	4	11	4	4	2	35	35	12	4	4	11	20	21	25	24	21	14	11
Health Club (Spa)	2	4	4	4	4	3	4	4	4	4	5	5	5	4	4	2	1	0
Hotel Conference/ Banquet (Function Space)	0	7	14	14	14	15	15	15	15	15	23	23	23	23	23	12	6	6
Total Required	106	107	108	98	97	125	126	108	100	105	127	141	142	150	152	136	126	121
Excess Stalls	42	41	40	50	51	23	22	40	48	43	21	7	6	0	0	12	22	27

With the recommended parking requirements and time of day needs, the total stalls needed for the proposed project would be 152, likely to be needed at night when the function space is in use and hotel room parking is near its peak. The total spaces provided are 148 on-site, with an additional 16 stalls provided for public use. These on-street stalls are heavily used during summer weekends, but demand is reduced after 5 PM when beach parking demand falls. It may be appropriate to rely on these on-street stalls to meet occasional on-site parking deficiencies after 7 PM. The hotel should not require more than the 148 stalls provided, with the exception of nights with banquet usage when the 16 on-street stalls are not necessary for public beach parking. The parking requirement should never exceed the 164 total stalls.

The hotel will also provide an excess supply of parking at most times, including over 20 stalls during the day, which may be available for public use, in addition to the 16 stalls dedicated for public use. This is discussed further in the parking management section of this report.

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Parking Analysis
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3.3.1 Similar Site Surveys: Time of Day Calculations

The time of day calculations, based upon the recommended rates, were also performed for the two surveyed hotels. The results are shown below.

Table 11 Comparison Site Hotel Parking Needs, by Time of Day using Suggested Rates

Land Use	10 AM	3 PM	7 PM	Midnight
L'Auberge Del Mar Parking, by Time of Day				
Leisure Hotel (Guest)	68	68	83	97
Retail	2	3	3	0
Hotel – Restaurant /Lounge	4	4	22	11
Health Club (Spa)	19	19	24	0
Hotel Conference/ Banquet (Function Space)	65	70	107	27
Total Required	158	164	239	135
Observed Parking	108	153	173	128
Estancia La Jolla Parking, by Time of Day				
Leisure Hotel (Guest)	118	118	143	168
Retail	1	4	5	5
Hotel – Restaurant /Lounge	5	5	26	13
Health Club (Spa)	28	28	36	0
Hotel Conference/ Banquet (Function Space)	75	82	125	32
Total Required	230	238	335	213
Observed Parking	181	200	243	188

The recommended parking rates for each of the surveyed usages are shown in Appendix A. Using the recommended parking rates and time of day splits as shown above, the projected parking was always much higher than the parking actually seen on-site. This should offer comfort that the parking needs projected for the site will not be exceeded by the actual parking demand. This means that the site will likely have an available parking surplus a large majority of the time. In fact, this surplus could help alleviate public parking deficiencies.

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Parking Adequacy
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4.0 Parking Adequacy

With the recommended parking requirements and with time of day needs, the total stalls needed for the proposed project would be 152, likely to be only needed at night when the function space is in use and the function does not appeal to hotel guests. The total spaces provided are 148. There are an additional 16 spaces for public use outside of the property boundary which are appropriate for occasional hotel use after 5 PM. The hotel will not require more than the 148 stalls provided, with the exception of nights with heavy banquet usage, when the 16 on-street stalls should not be needed for the public.

These projections were surveyed against two similar project sites, and were found to be conservative. We are confident that the proposed parking supply for the site, including each use, both individually and as a group, will be adequate to meet the forecasted parking demand at all times.

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5.0 Parking Management Plan

Parking in the project area is in very high demand. As previously noted, the project is located at the north end of the Balboa Peninsula, and is only 500 feet from the water of Newport Bay, and approximately one-quarter mile from the beachfront. It is therefore very important that the proposed hotel not only provide sufficient parking on-site, but also that they manage their parking appropriately.

5.1 RESTRICTED PARKING

It is recommended that the hotel provide restricted parking areas. This would include that all of the 148 stalls (those not designated for public use) be restricted, either to a time limit or to a valet parking arrangement.

The majority of the parking spaces are located within the gated parking lot; however, several of the parking spaces are located by the hotel lobby outside of the gated parking lot. These spaces would need to be restricted to short-term visitors so that the spaces are available to guests checking into the hotel.

Restrictions on the parking stalls in the gated parking lot can be accomplished through the use of strict valet parking. Valet staff can park more vehicles in a parking lot than drivers who self-park. The valet staff can park vehicles closer than a standard parking stall and can park vehicles in tandem. By providing valet parking only, the capacity of the parking lot is increased. It is noted that both of the similar sites surveyed for this parking study provide valet parking only for guests and visitors. The Estancia La Jolla does provide limited self-parking behind a controlled gate for spa patrons only, but valet parking is required for all others and recommended for spa patrons.

Parking on-site could be offered to the public during days when events are not scheduled at the hotel. Paid public parking would increase the parking supply available to summer beach traffic. For example, based on the hotel time of day needs as shown in Table 10 above, over 20 spaces would be available for paid public parking during the prime beach hours of 10 AM to 5 PM.

It is further recommended that access to areas of the parking lot be restricted to either the valet staff, or guests and visitors only. This can be accomplished through a manned gate, a gate with intercom access, or a gate which reads the room keys.

5.2 TIME LIMIT PARKING

Parking for in-demand parking spaces can be restricted by time limits, as is currently seen in much of the surrounding area currently. Time limits help to encourage the use of parking areas by short-term visitors and customers. Without time limits, parking spaces normally become occupied by employees and other vehicles that are not conducive to business. Time limits are normally established to be consistent with the needs of nearby businesses. The hours of time-limit enforcement are normally limited to business hours, so that the parking area can be used by others during non-business or non-beach hours (including hotel and special event patrons). A two-hour time limit is customary for areas similar to this site. The time

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limit should apply from 6 AM to 6 PM Monday through Friday to be effective for business and typical beach patrons, but allow overflow parking at night when the beach parking is not necessary.

5.3 PARKING GUIDE SIGNAGE

Appropriate signage can help redirect parking demand to more appropriate locations. Generally signage in downtown areas has a standard appearance, and motorists look for these standard public parking signs. These signs are distinguished by the green border, reflective white background, prominent and bold letter "P", and large readable arrow pointing toward public parking facilities. It may be appropriate to post these signs at locations where motorists can be redirected from curbside parking or desirable parking areas to convenient off-street lots and structures.

5.4 STAFF PARKING

Due to the high demand for public parking in the area, parking for all employees of the proposed hotel needs to be provided on-site. In order to prevent hotel staff from using public parking spaces or poaching spaces in nearby businesses, staff should not be charged a fee for parking on-site. In addition, staff should be provided incentives for using alternative modes of transportation, such as taking the bus or riding a bicycle. Incentives for staff could include providing free or discounted bus passes, entering employees who take the bus, carpool, walk, or ride a bicycle to the site in a monthly raffle for cash or prizes, providing a monthly stipend for bicycle commuting, providing prime carpool parking spaces, or other incentives.

PARKING STUDY FOR THE LIDO HOUSE HOTEL

Appendix A
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Appendix A

Similar Site Survey Information

Table A-1 L'Auberge Del Mar Parking Requirements, per Recommended Rates

Land Use	Parking Recommendation	L'Auberge Usage	Spaces Required
Hotel	0.8 per hotel room	121 rooms	97
Retail	1 space per 250 square feet	589 square feet	3
Food and Beverage	1 space per 200 square feet	7,226 square feet	36
Spa/Fitness	1 space per 200 square feet	5,200 square feet	26
Function Space (Assembly/Meeting Space)	1 space per 200 square feet	21,330 square feet	107
Total Spaces Required			269

Table A-2 Estancia La Jolla Parking Requirements, per Recommended Rates

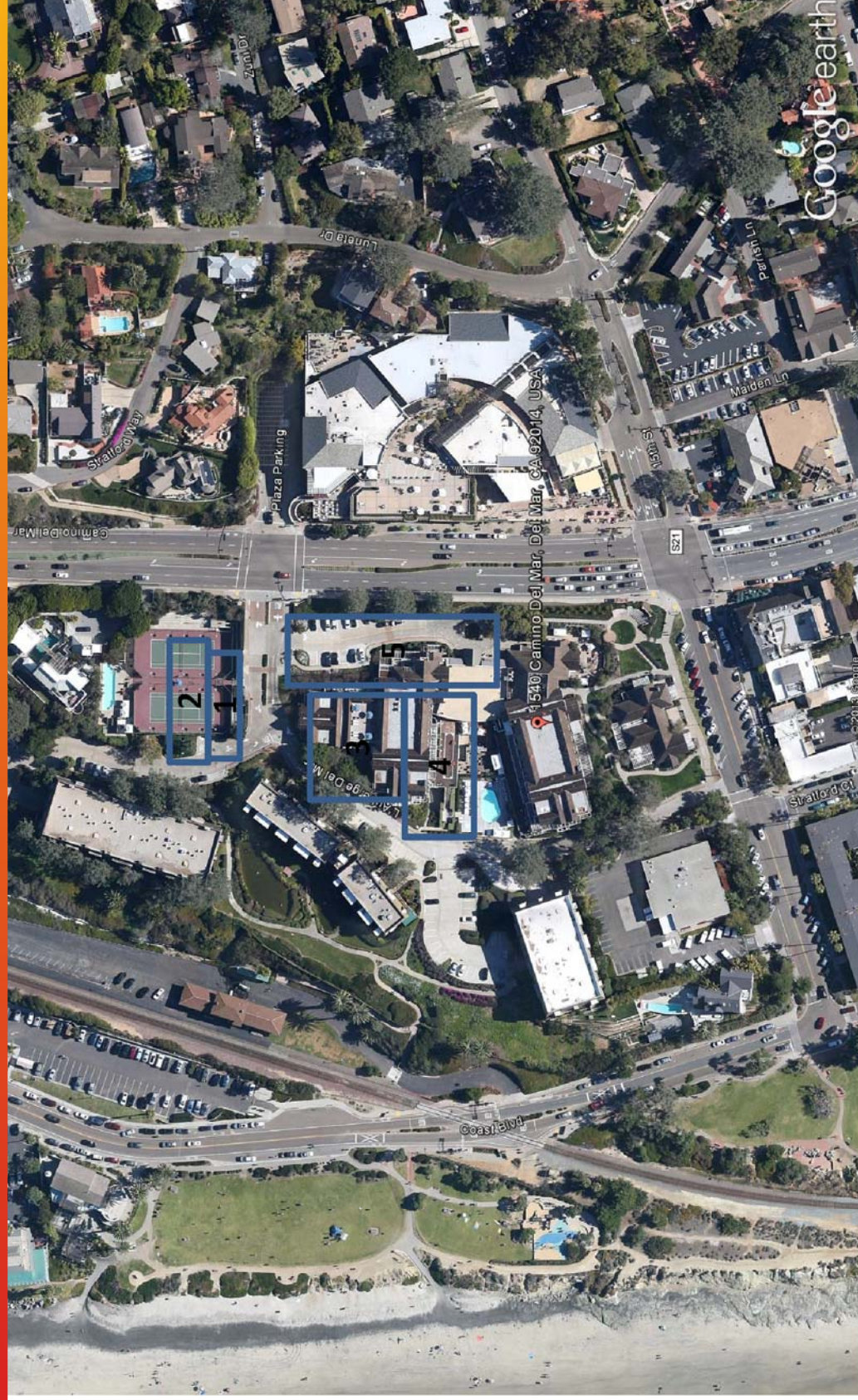
Land Use	Parking Recommendation	Estancia Usage	Spaces Required
Hotel	0.8 per hotel room	210 rooms	168
Retail	1 space per 250 square feet	1,128 square feet	5
Food and Beverage	1 space per 200 square feet	8,455 square feet	43
Spa/Fitness	1 space per 200 square feet	7,795 square feet	39
Function Space (Assembly/Meeting Space)	1 space per 200 square feet	24,829 square feet	125
Total Spaces Required			380

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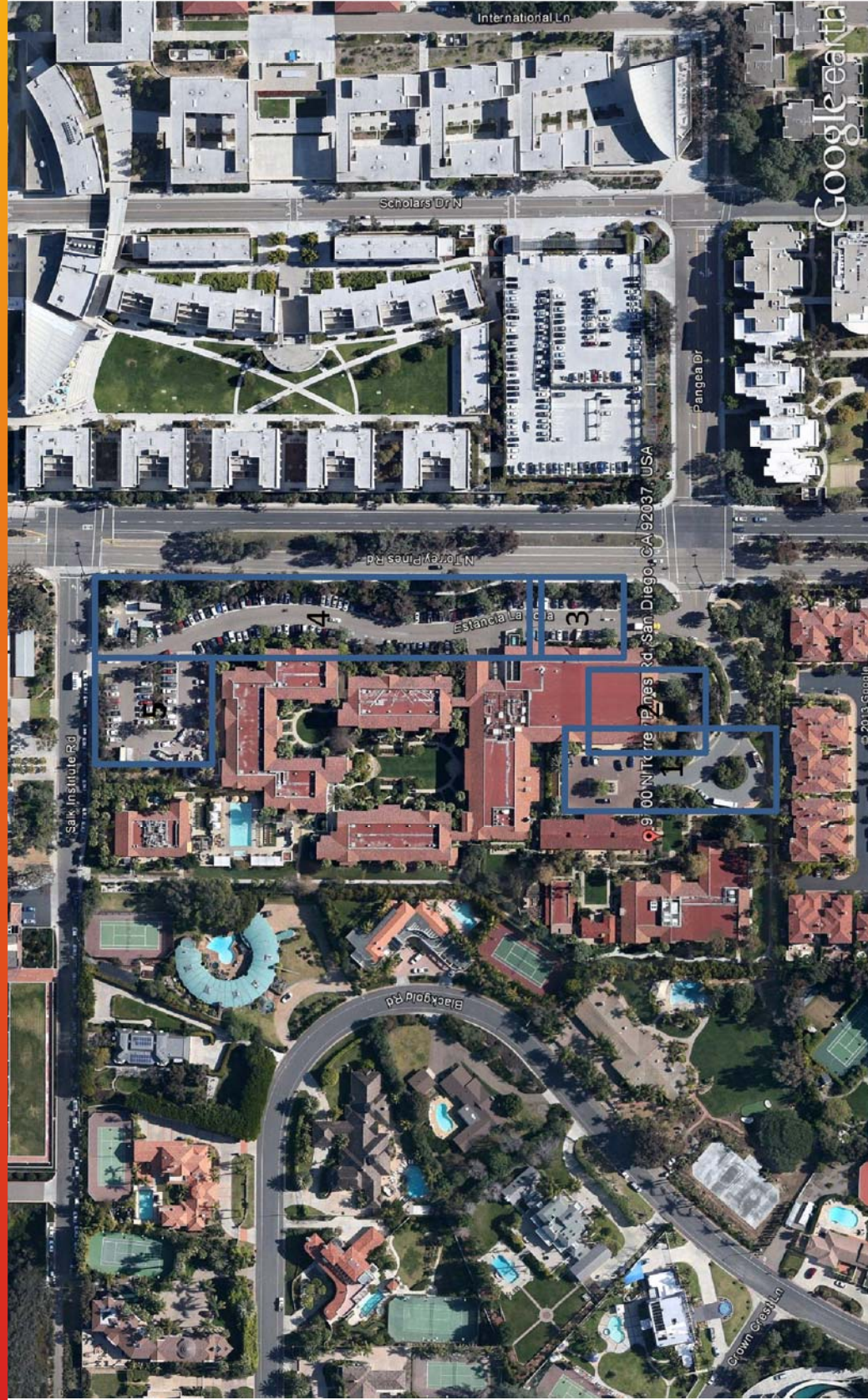
Table A-3 Comparison Site Hotel Parking Needs, by Time of Day

Land Use	10 AM	3 PM	7 PM	Midnight
L'Auberge Del Mar Parking, by Time of Day				
Leisure Hotel (guest)	68	68	83	97
Retail	2	3	3	0
Hotel – restaurant /lounge	4	4	22	11
Health Club (Spa)	19	19	24	0
Hotel Conference/ Banquet (Function Space)	65	70	107	27
Total Required	158	164	239	135
Observed Parking	108	153	173	128
Estancia La Jolla Parking, by Time of Day				
Leisure Hotel (guest)	118	118	143	168
Retail	1	4	5	5
Hotel – restaurant /lounge	5	5	26	13
Health Club (Spa)	28	28	36	0
Hotel Conference/ Banquet (Function Space)	75	82	125	32
Total Required	230	238	335	213
Observed Parking	181	200	243	188



L'Auberge Parking Areas

1. First gated underground lot
2. Second underground lot
3. Under the hotel private lot
4. "public" parking
5. valet area



Estancia La Jolla Parking Areas

1. Valet and dropoff area
2. underground parking garage
3. Parking in front of gated area
4. Parking adjacent to Torrey Pines
5. "Spa" Parking

